

Local Development Framework

Allocations Submission Document (Post Pre-Submission Consultation)

Sustainability Appraisal
(Evidence Base Document)



**LDF
Evidence Base**

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1 Introduction

Purpose of the Allocations Development Plan Document (DPD)

- 1.1 Rochford District Council is at the final stage of preparing the Allocations DPD, which will form part of the Council's Local Development Framework (LDF).
- 1.2 The Allocations DPD sits below the Core Strategy in the LDF. The Core Strategy sets out the broad policies to guide the future development of the District, addressing a range of issues including housing, employment, open spaces and community facilities. Broad locations for the allocation of new housing and employment development for example are identified within the Core Strategy.
- 1.3 In turn, the Allocations DPD will set out site specific policies for the different land uses in accordance within the Core Strategy. It will address a number of issues such as housing (including Gypsy and Traveller site options), employment land, environmental and landscape designations, educational, community and leisure facilities, open space and town centre allocations.
- 1.4 The initial stage of the Allocations DPD, called the Discussion and Consultation Document, was published for public consultation in March/April 2010. The purpose of this document was to set out a number of options for the specific issues it seeks to address, for example, it identified a number of potential sites within each of the general locations for housing development.
- 1.5 The final stage of the Allocations DPD, called the Allocations Submission Document, has been prepared taking into account a plethora of evidence base documents (as detailed within the Submission Document). This document identifies specific sites for a range of uses, such as residential and employment land, and sets out detailed policies to support these allocations.

Purpose of the Sustainability Appraisal

- 1.6 In accordance with the Planning and Compulsory Purchase Act 2004, the Allocations DPD has been the subject of, and has been produced in conjunction with, a Sustainability Appraisal (SA). European and UK legislation require that the LDF is also subject to a Strategic Environmental Assessment (SEA), a process that considers the effects of development planning on the environment. Government guidance advises that these two processes should be carried out together and outlines a number of stages of SA work that need to be carried out as the LDF is being prepared. Government guidance, as detailed further below, also states that SA work should not repeat that carried out at a higher level. As such, this SA incorporates the requirements of SEA and does not repeat the SA/SEA work undertaken on the Rochford District Core Strategy. This SA should be read in conjunction with the SA/SEA of the Rochford District Core Strategy, including addendums to such work.
- 1.7 The purpose of the SA is to ensure that wider sustainability issues, encompassing environmental, economic and social implications of options or policies proposed, are taken into consideration throughout the preparation of Development Plan Documents.

- 1.8 This document combines the initial Scoping Report for the SA which has informed the preparation of the full SA Report for both stages of the Allocations DPD. It has been produced in-house to ensure that the SA process is as integrated with the plan making process as possible.

Vision and Objectives

- 1.9 The SA for the Core Strategy (September 2009) recognises that the Core Strategy includes an overarching Vision and Objectives for the District.

Spatial Vision:

To make Rochford District a place which provides opportunities for the best possible quality of life for all who live, work and visit here.

Key Planning Objectives:

To support the vision, the Council has four main corporate objectives. These are:

- *Making a difference to our people*
- *Making a difference to our community*
- *Making a difference to our environment*
- *Making a difference to our local economy*

- 1.10 The Core Strategy is structured around a number of themes that have individual visions and objectives that all contribute to the overall vision for the District. The Core Strategy includes the following themes:

- Housing
- Character of Place
- The Green Belt
- Upper Roach Valley and Wallasea Island
- Environmental Issues
- Community Infrastructure, Leisure and Tourism
- Transport
- Economic Development
- Retail and Town Centres

- 1.11 The Allocations DPD seeks to deliver key aspects of the Core Strategy in relation to these themes, and the Allocations Submission Document sets out how these relate to one another (see Table 1 of the Allocations Submission Document).

Summary of Compliance with the SEA Directive/Regulations

- 1.12 The SEA Regulations set out certain requirements for reporting the SEA process, and specify that if an integrated appraisal is undertaken (i.e. SEA is subsumed within the SA process, as for the SA of the Rochford LDF), then the sections of the SA Report that meet the requirements set out for reporting the SEA process must be clearly signposted. The requirements for reporting the SEA process are set out in Appendix 1 and within each relevant section of this SA Report, as appropriate. This SA Report should also be read in conjunction with the Core Strategy Submission SA Report.
- 1.13 This SA report has been produced in-house to ensure that the SA process is as integrated with the plan making process as possible. To ensure the preparation of a robust and compliant report, a compliance review of the previous SA (July 2012) for the Discussion and Consultation Document was undertaken by independent consultants, Enfusion.
- 1.14 In general the SA was found to be in compliance with the SEA Directive, although some deficiencies were identified due to the early stage of the SA process. The following outstanding tasks were identified to be addressed within the Submission SA:
- The reasoning for the selection and elimination of strategic alternatives; and
 - Reasons for choosing the plan or programme as adopted.
- 1.15 The reasons for the selection and rejection of the numerous alternative options considered throughout the preparation of the Allocations Document are addressed within Task A4, Task B2, and at paragraph 6.3 of this report. This clearly sets out the range of alternative options that were identified and appraised through the SA process, including some ‘unreasonable’ alternatives, and why they were rejected in favour of the proposed policies.
- 1.16 The justification for choosing the proposed policies within the plan is detailed within the tables at paragraph 6.3.

Habitats Regulations Assessment

- 1.17 A Habitats Regulations Assessment (HRA) must be undertaken to assess the impacts of land-use plans on sites of European importance, in accordance with the European Habitats Directive (92/43/EEC), as set out in the UK amended Habitats Regulations (2007).

The Core Strategy, which sets out the broad policies for the future development of the District, has been subject to a HRA.

- 1.18 A HRA Advice Note for the Discussion and Consultation Document was prepared by Enfusion in February 2012 and concluded that:

“The majority of broad interest areas proposed in the Core Strategy are within or adjacent to existing settlements and are at a distance that is unlikely to result in significant effects on European sites alone. This along with the mitigation provided by Core Strategy policies means that the impacts of development at the different site specific options –

outlined area in the Consultation and Discussion Document – are unlikely to vary from each other significantly. **The result is that from an HRA perspective there is no preferred site specific option for the following interest areas:**

- (a) North of London Road, Rayleigh
- (b) West Rochford
- (c) West Hockley
- (d) South Hawkwell
- (e) East Ashingdon
- (f) South Canewdon
- (g) South East Ashingdon
- (h) West Great Wakering”

In summary, European sites are unlikely to be a determining factor in the allocation of specific sites for development within the above general locations.

- 1.19 However, the HRA recommended that Option SWH3 for South West Hullbridge should not be considered the preferred option for this general location **“as this is closer to the European sites than the other three options and is also further outside the boundary of the settlement.”**
- 1.20 The proposed policies within the Allocations Submission Document, in general, do not differ greatly from those proposed in the Discussion and Consultation Document, and in any case, proposed residential development to the south west of Hullbridge does not extend as far northwards as Option SWH3.

2 Sustainability Appraisal Methodology

- 2.1 The SA Report has been produced alongside the Allocations Submission Document, and as such has been undertaken in accordance with the advice set out in the guidance on the preparation of SAs for Development Plan Documents published in 2005¹. This guidance has since been superseded (in September 2009) by the CLG Plan Making Manual², which continues to refer to guidance on undertaking Strategic Environmental Assessments (SEA) published in 2005³. This SA Report will combine the SEA guidance with the advice within the Plan Making Manual.
- 2.2 An overarching LDF Scoping Report generic to all LDF Development Plan Documents has already been prepared. This was produced during the preparation of the Core Strategy Submission Document and as such the overarching SA of the Council's LDF is the Core Strategy Submission SA Report. This was in accordance with government guidance which stated that the SA must be proportionate to the plan in question and it should not repeat the appraisal of higher level policy.
- 2.3 The Council's Core Strategy was submitted to the Planning Inspectorate for examination (to be undertaken by the independent Inspector on behalf of the Secretary of State for Communities and Local Government) on 14 January 2010. The final SA Report for the Core Strategy Submission Document with an integrated Strategic Environmental Assessment (SEA) was produced in 2009. However, following the Forest Heath case (Save Historic Newmarket v. Forest Heath District Council) in March 2011 which provided an additional interpretation on undertaking SEA, the Council requested that the Inspector delay the issuing of a decision on the soundness of the Core Strategy to enable a review of the Core Strategy Submission SA to be undertaken. The Inspector accepted this request, and an addendum to the submitted Core Strategy SA was produced, and consulted upon in June/July 2011. The addendum appraised in further detail the preferred general locations for housing and employment development and the reasonable alternatives. The addendum should be read in conjunction with the Core Strategy Submission SA Report.
- 2.4 The Core Strategy was found sound, subject to changes and the Inspector's Report stated that the SA/SEA work undertaken, including the addendum, was adequate. The Core Strategy was adopted on 13 December 2011.
- 2.5 The SEA Baseline Information Profile for the District, which contains a wealth of environmental, economic and social information, is produced by Essex County Council and updated on a regular basis. This will therefore enable a consistent methodology and approach to all LDF documents, and a wide ranging set of information has been included to ensure the full appraisal of individual documents.

¹ 'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents' (November 2005) available from:

<http://www.communities.gov.uk/archived/publications/planningandbuilding/sustainabilityappraisal>

² 'CLG Plan Making Manual' available at: <http://www.pas.gov.uk/pas/core/page.do?pageId=109798>

³ 'A Practical Guide to the Strategic Environmental Assessment Directive (2005)' available from: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/practicalguidesea.pdf>

The 2009-2010 SEA Baseline Information Profile, which is available in Appendix 17, has been used in the appraisals. The evidence base supporting the development of the Core Strategy has also been drawn upon, as appropriate.

2.6 The stages of the SA process are outlined in Table 1 below.

Table 1 – Stages of the SA Process

| Stage | Task |
|--------------|--|
| Stage A | SA Scoping Process |
| Stage B | Developing and refining options and assessing effects. |
| Stage C | Preparing the SA Report. |
| Stage D | Consulting on the Plan and the SA Report. |
| Stage E | Monitoring and implementing the Plan. |

3 Preparation of the Allocations DPD and SA Report

3.1 This SA Scoping Report has been drafted to set the context for the preparation of the SA Report of the Allocations DPD. It should be read in conjunction with the Core Strategy SA Scoping Report which is the overarching SA document of the Council's LDF. In effect it makes up the second part of the SA scoping process for the Allocations DPD.

3.2 Each stage of the Allocations DPD has been the subject of an SA which has been prepared alongside the appropriate document. The milestones for the preparation of the Allocations DPD are set out below:

- Consultation with statutory bodies on the scope of the Sustainability Appraisal was undertaken between 5 March 2009 and 3 April 2009.
- Public consultation on the Allocations DPD: Discussion and Consultation Document was undertaken between 17 March 2010 and 30 April 2010.
- Initial consultation on the Draft Sustainability Appraisal for the Discussion and Consultation Document was undertaken between 16 January 2012 and 27 February 2012.
- Additional consultation on the Updated Sustainability Appraisal for the Discussion and Consultation Document, and the Allocations DPD: Discussion and Consultation Document itself was undertaken between 13 August 2012 and 10 September 2012.
- Pre-Submission Consultation.
- Submission to the Secretary of State.
- Examination in Public.
- Adoption.

4 Allocations SA Scoping Process

- 4.1 SA Scoping Methodology is set out in government guidance. Stage A describes 5 main tasks set out in Table 2 below. In the context of scoping the Allocations DPD it was considered a useful exercise to re-examine the previous findings of this stage as set out in the Core Strategy SA Scoping Report.

Table 2 – Stages of the SA Scoping Study Process

| Task | Purpose |
|--|---|
| A1: Reviewing Relevant Policies, Plans and Programmes | To identify other relevant plans, policies, programmes and sustainability objectives, and assess the context provided by them, in particular relevant environmental, social and economic objectives and requirements. |
| A2: Collecting baseline information | To provide the basis to predict and monitor effects and help to identify sustainability problems and alternative ways of dealing with them. |
| A3: Identifying the sustainability issues and the appraisal objectives | To define key issues for the DPD and develop sustainability plan objectives and options to link to evidence by reference to baseline information. |
| A4: Considering options and alternatives | To identify the effects of 'reasonable alternatives' as set out in the SEA Directive, as appropriate. However, there is no need to devise alternatives simply to comply with the Directive. |
| A5: Developing the SA Framework | To identify SA Objectives, where possible to be expressed in the form of targets and sustainability indicators. The issues to be covered in the SA Framework and the level of detail should be such that they are relevant and proportionate to the plan. |
| A6: Consultation on Scope of the SA | Statutory, specific and general stakeholders. |

- 4.2 The scope of the SA was consulted on and comments were received and considered as set out below. The remaining stages of the SA process have been completed as an integral part of the Allocations DPD preparation.

Task A1: Reviewing Relevant Plans, Policies and Programmes

- 4.3 As the overarching SA for Council's LDF, Appendix IV of the Core Strategy Submission SA Report identifies a number of plans, policies and programmes relevant to the production of the LDF generally. It is not intended to repeat here the documents identified but attention is drawn to the Core Strategy Submission SA Report which provides a thorough review of these. This is available to view in Appendix 16 to this report.
- 4.4 To account for changes since the Core Strategy Submission SA Report in September 2009, a list of new or updated key plans and programmes is also available in Appendix 16.

- 4.5 The SEA Baseline Information Profile also sets out the evidence base used to prepare this report.
- 4.6 The National Planning Policy Framework (NPPF) was published on 27 March 2012 superseding the National Planning Policy Statements and Guidance Notes (see Annex 3 of the NPPF for a full list of superseded guidance)⁴.

Task A2: Collecting Baseline Information

- 4.7 The SEA Baseline Information Profile, which can be found in Appendix 17 of this report, is a report produced by Essex County Council on a regular basis. It provides a plethora of valuable up-to-date information on the social, economic and environmental status of the District. This living document, which forms part of the Council's Evidence Base for the LDF, will therefore be adequate to enable the monitoring of the Allocations DPD once adopted and it will also help provide an assessment of the performance and impact of the emerging Allocations policies on the SA Objectives.
- 4.8 The 2009-2010 SEA Baseline Information Profile has been used as part of the appraisal process, where appropriate. This document is available in Appendix 17. The previous SEA Baseline Information Profile documents can be found on the Council's website at www.rochford.gov.uk.
- 4.9 The baseline conditions for the District, described in the Core Strategy Submission SA Report, are set out in Appendix 18.

Task A3: Identifying the Sustainability Issues and the Appraisal Objectives

- 4.10 Essex County Council was commissioned in October 2005 by Rochford District Council to progress the SA work of the Core Strategy DPD. An SA scoping process was undertaken during 2005 to help ensure that the SA covers the key sustainability issues that are relevant to the spatial and development planning system in the Rochford area. This included the development of an SA Framework of objectives (which are detailed within the Core Strategy Submission SA Report) to comprise the basis for appraisal. An SA Scoping Report was prepared to summarise the findings of the scoping process. This was published in November 2005 for consultation with statutory consultees. Responses to this scoping consultation, and how they were taken into account, are reported in the Core Strategy Submission SA Report.
- 4.11 Four iterations of the Core Strategy have been developed; the Issues and Options Document (2006), the Preferred Options Document (2007), the Revised Preferred Options Document (2008) and the Submission Document (2009). Each stage has been subject to SA assessing the environmental, economic and social implications of the options/policies considered.
- 4.12 Following the findings of SA work undertaken, consultation responses and other evidence base work, the Core Strategy was significantly revised in 2008 (the Revised Preferred Options Document). The SA Framework (discussed further under Task A5) was revised and statutory consultees were consulted in November 2008.

⁴ National Planning Policy Framework (March 2012): available from: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf>

- 4.13 The sustainability characteristics of the District are detailed within Appendix 18.
- 4.14 The key sustainability issues for the District are identified in the Core Strategy Submission SA Report. It is considered that this list is of relevance to the Allocations DPD. These issues were used in developing the objectives and policies of the document, as detailed below under Task A5. The key sustainability issues for the District are set out in Table 3 below.

Table 3 – Key sustainability Issues/ opportunities identified for Rochford District

| Key sustainability Issues/ opportunities identified for Rochford District |
|---|
| The provision of quality and affordable housing to meet housing needs in the Districts settlements. |
| Improving services and connectivity to the sparsely populated eastern part of the district. |
| Taking account of environmental and physical constraints when accommodating new housing. |
| The protection of the District’s biodiversity and landscape qualities; including opportunities for green infrastructure networks. |
| High levels of car ownership and limited public transport in many areas. |
| High levels of out-commuting to other districts and difficulties in competing with economies in neighbouring areas. |
| Opportunity to stimulate the local economy, including the rural economy, whilst recognising difficulties in competing with economies in neighbouring areas. |
| Opportunities to incorporate good practice sustainable design into new development, and minimise the carbon footprint of the District. |

Task A4: Considering Options and Alternatives

- 4.15 The inclusion of the effects of ‘reasonable alternatives’ is required by the SEA Directive. ‘Reasonable alternatives’ should form part of both the SA and the plan, and the guidance notes that within DPDs this will take the form of options. Furthermore it is advised that there is no need to devise alternatives to simply to comply with the SEA Directive. However, the aforementioned Forest Heath case has provided an additional interpretation on undertaking SEA, in that reasons for the rejection of reasonable alternatives should be clearly set out.
- 4.16 The reasoning for the different options presented in the Discussion and Consultation Document are detailed under ‘Task A4’ of the Updated SA for the Discussion and Consultation Document.
- 4.17 It is noted that additional alternative options which did not form part of the Discussion and Consultation Document were also appraised within Appendix 11 of the Updated SA (July 2012).

- 4.18 Other alternative options have been identified during the preparation of the Allocation Submission Document, and these have subsequently been appraised within Appendix 11 of this SA report.
- 4.19 Another option identified to the south east of Hullbridge (Option ALT1) is not considered to be a realistic alternative to those options considered within the Discussion and Consultation Document for the general location of 'South West Hullbridge' as it does not accord with the adopted Core Strategy.
- 4.20 Two alternative options to the 'West Hockley' options already considered through the SA process were identified during the preparation of the 'Detailed Assessment of Potential Residential Site Options September 2012' (reference: 30 and EFC1). These were rejected as reasonable alternatives as they would not have the capacity to meet the dwelling requirements for this general location set out in the adopted Core Strategy. These options were not considered in sustainability terms.
- 4.21 Four options identified during the preparation of the 'Detailed Assessment of Potential Residential Site Options September 2012' for 'South Hawkwell' (reference: 41, 158, 166 and 217), and another option for 'East Ashingdon' (reference: 198) are not considered realistic alternatives as if allocated on their own they would create an island of residential development in the Green Belt, which could undermine its defensibility. These options were not considered in sustainability terms.
- 4.22 An option to the West of Great Wakering (reference: SHS1) was identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012). The option was identified in the assessment as additional land that would need to be allocated should Option WGW3 presented in the Discussion and Consultation Document, or a variation of this option, be taken forward. However, the area adjacent to this alternative option was acknowledged within the previous assessment (Updated SA July 2012) as potentially having ecological value. This option was therefore not considered to be a realistic alternative option and was therefore rejected.
- 4.23 Two options identified in the Discussion and Consultation Document (2010) are no longer considered realistic alternatives following the adoption of the Rochford Core Strategy, as they conflict with policies in this adopted Development Plan Document. This applies to Options GT4 and GT5.
- 4.24 Another alternative option for South Canewdon is not considered to relate well with this general location identified in the adopted Core Strategy (Option ALT6) and is therefore not considered to be realistic.
- 4.25 An additional option to those identified in the Discussion and Consultation Document for new employment land was considered in the previous SA (Option ALT9). However, this option to the west of Purdeys Industrial Estate was not considered to be realistic as it would not accord with the adopted Core Strategy.
- 4.26 One of the options identified in the Discussion and Consultation Document (2010) for new employment land to the west of Rayleigh is no longer considered to be a realistic alternative following the adoption of the Rochford Core Strategy, as it would conflict with policies in this adopted Development Plan Document. This applies to Option E17.

- 4.27 The option included within the Discussion and Consultation Document to allocate community facilities (Option CF1) is not considered to be realistic, as the previous SA noted that whilst there would be benefits to allocating community facilities for community use, it is not considered to be practical to identify and allocate all buildings/structures in community use, as there is potential that some facilities could be missed, or despite being of importance, are too small to warrant a land-use allocation.
- 4.28 The reasons for the inclusion of the different options considered and the proposed policies set out in the Allocations Submission Document are further discussed with Task B2.

Task A5: Developing the SA Framework

- 4.29 The Local Planning Authority does not anticipate that additional sustainability objectives, beyond those set out in the Core Strategy SA Scoping Report need to be added to adequately test the sustainability impacts of the Allocations DPD.
- 4.30 Several stages of scoping and consultation on the sustainability issues and objectives and the SA Framework have informed the preparation of the overarching Core Strategy SA Report as discussed below:
- 4.31 The key sustainability issues were identified through the SA scoping process, and Rochford District Council invited statutory consultees to comment on these in November 2005.
- 4.32 The Core Strategy Issues and Options Document was initially prepared in spring/summer 2006 and was then published for consultation in September 2006. The SA and the comments received during the consultation helped to determine the preferred overall spatial strategy, and the Core Strategy Preferred Options Document was published for public consultation in May 2007. A number of the comments received from the consultation expressed a desire to see greater detail in the Core Strategy DPD. However, the issue that elicited the most responses related to the location and amount of new housing. As a result of these concerns the Council resolved to revise the Core Strategy Preferred Options Document. This document was prepared and published for consultation in November 2008.
- 4.33 A revised SA framework was sent out to statutory consultees (Natural England, English Heritage and Environment Agency) in September 2008. Comments received as a result of this consultation were reviewed and changes made where possible and relevant; responses are summarised and reported in Appendix II of the Core Strategy Submission SA Report.
- 4.34 The Core Strategy Preferred Options SA Report was published for public consultation alongside the revised Core Strategy Preferred Options Document in November 2008. Comments received on the SA were considered and, where appropriate, were addressed in the Submission report and appendices. Appendix II of the Core Strategy Submission SA Report provides a summary of comments received and responses to those comments.
- 4.35 The Core Strategy Submission SA Report was published alongside the Core Strategy Submission Document, in accordance with SEA Regulations and SA guidance. It has been published on the Council's website www.rochford.gov.uk and sent to statutory consultees and other relevant stakeholders.

- 4.36 It is important to note that SEA as required by the European SEA Directive 2001/42/EC and as transposed by the Environmental Assessment of Plans and Programmes Regulations 2004, has been formally integrated into the SA of the Allocations DPD. The SEA requirement as aforementioned has been embedded within the SA of the Core Strategy Submission Document, and has been used to inform the preparation of the Allocations SA Report. As was stated in government guidance the SA must be proportionate to the plan in question and it should not repeat the appraisal of higher level policy. Therefore as a higher level policy document, the SA/SEA of the Core Strategy Submission Document should be referred to as appropriate.
- 4.37 The final SA Framework used to appraise the development of the Core Strategy DPD is set out in the Core Strategy Submission SA Report, and can be found in Appendix 18 of this report. The SA Framework used to appraise the Core Strategy Submission Document has been updated for the Allocations DPD as set out in Task A6.

Task A6: Consultation on Scope of the Allocations DPD SA

- 4.38 Even though consultation has taken place on the Core Strategy SA Scoping Report and throughout the development of the Core Strategy DPD and the SA Report, it is considered appropriate, in order to satisfy the SEA Directive, and necessary to consult again at this stage in the preparation of the Allocations SA Report.
- 4.39 The decision-aiding questions of the SA Framework were adapted from that of the Core Strategy Submission Document to reflect the differing perspectives and scales of the Development Plan Document, where appropriate (Table 4).

Table 4 – Draft SA Framework

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|---|---|
| | Balanced Communities | |
| 1 | To ensure the delivery of high quality sustainable communities where people want to live and work | <ul style="list-style-type: none"> ● Will it ensure the phasing of infrastructure, including community facilities to meet ongoing and future needs? ● Will it ensure the regeneration and enhancement of existing rural and urban communities? ● Will it ensure equal opportunities and that all sections of the community are catered for? ● Will it meet the needs of an ageing population? <hr/> <ul style="list-style-type: none"> ● Will the policies and options proposed seek to enhance the qualifications and skills of the local community? ● Will income and quality-of-life disparities be reduced? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|---|---|
| | Healthy & Safe Communities | |
| 2 | Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion | <ul style="list-style-type: none"> ● Will it ensure the delivery of high quality, safe and inclusive design? ● Will it improve health and reduce health inequalities? ● Will it promote informal recreation and encourage healthy, active lifestyles? ● Will green infrastructure and networks be promoted and/or enhanced? ● Will it minimise noise pollution? ● Will it minimise light pollution? |
| | Housing | |
| 3 | To provide everybody with the opportunity to live in a decent home | <ul style="list-style-type: none"> ● Will it increase the range and affordability of housing for all social groups? ● Will a mix of housing types and tenures be promoted? ● Will it reduce the number of unfit homes? ● Does it promote high quality design? ● Is there sustainable access to key services? ● Does it meet the resident’s needs in terms of sheltered and lifetime homes or those that can be easily adapted so? |
| | Economy & Employment | |
| 4 | To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability | <ul style="list-style-type: none"> ● Does it promote and enhance existing centres by focusing development in such centres? ● Will it improve business development? ● Does it enhance consumer choice through the provision of a range of shopping, leisure, and local services to meet the needs of the entire community? |
| | | <ul style="list-style-type: none"> ● Does it promote mixed use and high density development in urban centres? ● Does it promote a wide variety of jobs across all sectors? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|----------------------|--|---|
| | | <ul style="list-style-type: none"> Does it secure more opportunities for residents to work in the District? Will it aid the realisation of London Southend Airport’s economic potential? |
| Accessibility | | |
| 5 | To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling | <ul style="list-style-type: none"> Will it increase the availability of sustainable transport modes? Will it seek to encourage people to use alternative modes of transportation other than the private car, including walking and cycling? Will it contribute positively to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services? Will it reduce the need to travel? Does it seek to encourage development where large volumes of people and/or transport movements are located in sustainable accessible locations? Does it enable access for all sections of the community, including the young, the socially deprived, those with disabilities and the elderly? Does it secure more opportunities for residents to work in the District, and for out-commuting to be reduced? |
| Biodiversity | | |
| 6 | To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development | <ul style="list-style-type: none"> Will it conserve and enhance natural/semi natural habitats, including the District’s distinctive estuaries and salt marshes? Will it conserve and enhance species diversity, and in particular avoid harm to protected species and priority species? Will it maintain and enhance sites designated for their nature conservation interest? Will it conserve and enhance sites of geological significance? Does land use allocation reflect the scope of using brownfield land for significant wildlife interest where viable and realistic? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|----|--|--|
| | Cultural Heritage | |
| 7 | To maintain and enhance the cultural heritage and assets of the District | <ul style="list-style-type: none"> ● Will it protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas? ● Will it support locally-based cultural resources and activities? |
| | Landscape & Townscape | |
| 8 | To maintain and enhance the quality of landscapes and townscapes | <ul style="list-style-type: none"> ● Does it seek to enhance the range and quality of the public realm and open spaces? ● Will it contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe? ● Will it reduce the amount of derelict, degraded and underused land? ● Will it preserve and/or improve the quality of the landscape? ● Will it preserve and/or enhance townscape character and value? |
| | Climate Change & Energy | |
| 9 | To reduce contributions to climate change | <ul style="list-style-type: none"> ● Will it reduce emissions of greenhouse gases by reducing energy consumption? ● Will it lead to an increased proportion of energy needs being met from renewable sources? ● Does it adapt to and provide for the consequences of climate change in a largely low-lying area? |
| | Water | |
| 10 | To improve water quality and reduce the risk of flooding | <ul style="list-style-type: none"> ● Will it improve the quality of inland water? ● Will it improve the quality of coastal waters? ● Will it provide for an efficient water conservation and supply regime? ● Will it provide for effective wastewater treatment? ● Will it require the provision of sustainable drainage systems in new development? ● Will it reduce the risk of flooding and promote sustainable flood management? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|----|---|--|
| | Land & Soil | |
| 11 | To maintain and improve the quality of the District's land and soil | <ul style="list-style-type: none"> ● Does it ensure the re-use of previously-developed land and urban areas in preference to Greenfield sites, as far as is practicable given the characteristics of the District? ● Will higher-density development be promoted where appropriate? ● Will soil quality be preserved? ● Will it promote the remediation of contaminated land? ● Will the best and most versatile agricultural land be protected? |
| | Air Quality | |
| 12 | To improve air quality | <ul style="list-style-type: none"> ● Will air quality be improved through reduced emissions (e.g. through reducing car travel)? ● Will it direct transport movements away from AQMAs and/or potentially significant junctions? |
| | Sustainable Design & Construction | |
| 13 | To promote sustainable design and construction | <ul style="list-style-type: none"> ● Will it ensure the use of sustainable design principles, e.g. encouraging a mix of uses? ● Will climate proofing design measures be incorporated? ● Will the local character/vernacular be preserved and enhanced through development? ● Will it require the re-use and recycling of construction materials? ● Will it encourage locally-sourced materials? ● Will it require best-practice sustainable construction methods, for example in energy and water efficiency? |

4.40 Three statutory consultees (Natural England, English Heritage and the Environment Agency) were consulted on the draft SA Framework for the Allocations DPD between 5 March 2009 and 3 April 2009 by letters dated 5 March 2009.

4.41 Responses were received from Natural England, which have been taken into account and a revised SA Framework has subsequently been produced. The issues raised by Natural England are set out in Table 5 below.

Table 5 – Comments received from Natural England

| SA Objective | Comments |
|------------------------------|--|
| Healthy and safe communities | Natural England supports the inclusion of a criteria relating to access to green infrastructure assets. If possible the appraisal should make clear what constitutes green infrastructure ⁵ , and acknowledge that there are increasingly apparent linkages between access to quality green spaces and habitats with improved physical and mental health. |
| Accessibility | Natural England welcomes the addition of walking and cycling to these criteria. The design and layout of new development and the pro-active and integrated management of green infrastructure networks can greatly enhance the accessibility (and attractiveness) to walking and cycling. Criteria might also be utilised which examines the accessibility to green infrastructure and the 'natural environment' to all sections of the plan area community. |
| Biodiversity | The profile of biodiversity within the criteria is welcomed, and the inclusion of reference to locally distinctive assets is welcomed (estuarine environments) as is reference to biodiversity value of brownfield sites. Both strengthen the local specificity of the overall process. However Natural England sees there is potential to further enhance the appraisal's biodiversity credentials. In particular it should make reference to the practice of 'biodiversity by design'. In other words, does new development integrate within it opportunities for new habitat creation, particularly where they could facilitate species movement and colonisation in relation to climate change pressures on biodiversity and its distribution? |
| Landscape | The general thrust of the decision-aiding criteria in this objective is supported. Natural England supports enhanced recognition of the importance of local landscapes to local communities, and the importance this has in strengthening sense of place and local distinctiveness. It also considers it important to recognise character rather than quality which is a more subjective approach. Most counties and Districts have in place landscape character assessments. Therefore, criteria 4 which states 'preserve and/or improve the quality of the landscape', should be altered to relate to 'will it conserve (as preservation is neither realistic or desirable) the landscape character areas of the plan area?' |
| Climate and energy | The second bullet is welcomed, but could be expanded to facilitate the need for enhanced habitat connectivity and landscape permeability for species movement in the light of climate change. |
| Water | The final new bullet could be expanded to acknowledge the need for integrated sustainable flood management which works with natural processes, presents habitat enhancement opportunities and is landscape character sensitive. |

⁵ Green infrastructure is defined in the NPPF as "A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities." (The NPPF is available from: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

| SA Objective | Comments |
|-------------------------------------|--|
| Sustainable design and construction | This addition to the appraisal process is welcomed by Natural England, particularly in respect to the need to protect and conserve vernacular design whilst adopting more environmentally friendly construction methods. However a further enhancement could be made in respect of designing in biodiversity (see above). Buildings and places, particularly larger developments (although all buildings have the potential) for biodiversity friendly design to be integrated in through either building design (such as nesting openings in buildings or bat roosts within structures such as bridges) or through appropriate landscaping and master planning of larger sites (through management, habitat mix and indigenous planting). |

4.42 The SA Framework used to appraise the policies set out in the Allocations Submission Document is the same as the one used to appraise the alternative options within the Allocations DPD: Discussion and Consultation Document. The SA Framework has been amended according to consultation responses, additional text is highlighted in green and omitted text has a ~~strikethrough~~. This framework has been used for both assessments is set out in Table 6.

Table 6 – Revised SA Framework

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|---|--|
| | Balanced Communities (SEA topic: Population & Human Health, Material Assets) | |
| 1 | To ensure the delivery of high quality sustainable communities where people want to live and work | <ul style="list-style-type: none"> ● Will it ensure the phasing of infrastructure, including community facilities to meet ongoing and future needs? ● Will it ensure the regeneration and enhancement of existing rural and urban communities? ● Will it ensure equal opportunities and that all sections of the community are catered for? ● Will it meet the needs of an ageing population? ● Will the policies and options proposed seek to enhance the qualifications and skills of the local community? ● Will income and quality-of-life disparities be reduced? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|--|--|
| | Healthy & Safe Communities (SEA topic: Population & Human Health) | |
| 2 | Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion | <ul style="list-style-type: none"> ● Will it ensure the delivery of high quality, safe and inclusive design? ● Will it improve health and reduce health inequalities? ● Will it promote informal recreation and encourage healthy, active lifestyles? ● Will green infrastructure (non-vehicular infrastructure routes and links) and networks be promoted and/or enhanced? ● Will it minimise noise pollution? ● Will it minimise light pollution? |
| | Housing (SEA topic: Population & Human Health) | |
| 3 | To provide everybody with the opportunity to live in a decent home | <ul style="list-style-type: none"> ● Will it increase the range and affordability of housing for all social groups? ● Will a mix of housing types and tenures be promoted? ● Will it reduce the number of unfit homes? ● Does it promote high quality design? ● Is there sustainable access to key services? ● Does it meet the resident’s needs in terms of sheltered and lifetime homes or those that can be easily adapted so? |
| | Economy & Employment (SEA topic: Population & Human Health, Material Assets) | |
| 4 | To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability | <ul style="list-style-type: none"> ● Does it promote and enhance existing centres by focusing development in such centres? ● Will it improve business development? ● Does it enhance consumer choice through the provision of a range of shopping, leisure, and local services to meet the needs of the entire community? ● Does it promote mixed use and high density development in urban centres? ● Does it promote a wide variety of jobs across all sectors? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|--|--|--|
| | | <ul style="list-style-type: none"> Does it secure more opportunities for residents to work in the District? Will it aid the realisation of London Southend Airport's economic potential? |
| Accessibility (SEA topic: Population & Human Health, Air, Climatic Factors) | | |
| 5 | To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling | <ul style="list-style-type: none"> Will it increase the availability of sustainable transport modes? Will it seek to encourage people to use alternative modes of transportation other than the private car, including walking and cycling? Will it contribute positively to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services? Will it reduce the need to travel? Does it seek to encourage development where large volumes of people and/or transport movements are located in sustainable accessible locations? Does it enable access for all sections of the community, including the young, the socially deprived, those with disabilities and the elderly? Does it secure more opportunities for residents to work in the District, and for out-commuting to be reduced? Does it enable access to green infrastructure and the wider natural environment to all sections of the community? |
| Biodiversity (SEA topic: Fauna & Flora) | | |
| 6 | To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development | <ul style="list-style-type: none"> Will it conserve and enhance natural/semi natural habitats, including the District's distinctive estuaries and salt marshes? Will it conserve and enhance species diversity, and in particular avoid harm to protected species and priority species? Will it maintain and enhance sites designated for their nature conservation interest? Will it conserve and enhance sites of geological significance? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|--|--|--|
| | | <ul style="list-style-type: none"> Does land use allocation reflect the scope of using brownfield land for significant wildlife interest where viable and realistic? Does new development integrate within it opportunities for new habitat creation, particularly where they could facilitate species movement and colonisation in relation to climate change pressures on biodiversity and its distribution? |
| Cultural Heritage (SEA topic: Cultural Heritage, Landscape) | | |
| 7 | To maintain and enhance the cultural heritage and assets of the District | <ul style="list-style-type: none"> Will it protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas? Will it support locally-based cultural resources and activities? |
| Landscape & Townscape (SEA topic: Landscape, Cultural Heritage) | | |
| 8 | To maintain and enhance the quality of landscapes and townscapes | <ul style="list-style-type: none"> Does it seek to enhance the range and quality of the public realm and open spaces? Will it contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe? Will it reduce the amount of derelict, degraded and underused land? Will it preserve and/or improve the quality of the landscape? Will it conserve (as preservation is neither realistic or desirable) the landscape character areas of the plan area? Will it preserve and/or enhance townscape character and value? |
| Climate Change & Energy (SEA topic: Climatic Factors) | | |
| 9 | To reduce contributions to climate change | <ul style="list-style-type: none"> Will it reduce emissions of greenhouse gases by reducing energy consumption? Will it lead to an increased proportion of energy needs being met from renewable sources? Does it adapt to and provide for the consequences of climate change in a largely low-lying area? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|----|---|---|
| | Water (SEA topic: Water, Fauna & Flora) | |
| 10 | To improve water quality and reduce the risk of flooding | <ul style="list-style-type: none"> ● Will it improve the quality of inland water? ● Will it improve the quality of coastal waters? ● Will it provide for an efficient water conservation and supply regime? ● Will it provide for effective wastewater treatment? ● Will it require the provision of sustainable drainage systems in new development? ● Will it reduce the risk of flooding and promote sustainable flood management? ● Will it reduce the risk of flooding? ● Will it integrate sustainable flood management which works with natural processes, presents habitat enhancement opportunities and is landscape character sensitive? |
| | Land & Soil (SEA topic: Soils) | |
| 11 | To maintain and improve the quality of the District's land and soil | <ul style="list-style-type: none"> ● Does it ensure the re-use of previously-developed land and urban areas in preference to Greenfield sites, as far as is practicable given the characteristics of the District? ● Will higher-density development be promoted where appropriate? ● Will soil quality be preserved? ● Will it promote the remediation of contaminated land? ● Will the best and most versatile agricultural land be protected? |
| | Air Quality (SEA topic: Air, Climatic Factors) | |
| 12 | To improve air quality | <ul style="list-style-type: none"> ● Will air quality be improved through reduced emissions (e.g. through reducing car travel)? ● Will it direct transport movements away from AQMAs and/or potentially significant junctions? |

| | SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|----|--|--|
| | Sustainable Design & Construction (SEA topic: Human Health, Material Assets, Climatic Factors, Fauna & Flora, Water, Air) | |
| 13 | To promote sustainable design and construction | <ul style="list-style-type: none"> ● Will it ensure the use of sustainable design principles, e.g. encouraging a mix of uses? ● Will climate proofing design measures be incorporated? ● Will the local character/vernacular be preserved and enhanced through development? ● Will it require the re-use and recycling of construction materials? ● Will it encourage locally-sourced materials? ● Will it require best-practice sustainable construction methods, for example in energy and water efficiency? |

5 Developing and Refining Policies and Assessing Effects

- 5.1 The Allocations Submission Document, having regard to proposals and areas identified in the Core Strategy, sets out proposed policies for:
- Brownfield Residential Land Allocations
 - Settlement Extension Residential Land Allocations
 - Existing Employment Land Allocations
 - New Employment Land Allocations
 - Ecological and Landscape Allocations
 - Educational Land Allocations
 - Open Space and Leisure Facilities Allocations
 - Town Centre and Primary Shopping Area Boundary Allocations
- 5.2 As such the Allocations DPD must be in conformity with the Core Strategy and must be read in conjunction with it.
- 5.3 The second stage in the preparation of the Sustainability Appraisal is Stage B which encompasses the development and refinement of policies and assessment of effects. The six main tasks are set out in Table 7 below.

Table 7 – Stage B Tasks following the Scoping Process

| Stage | Task |
|--------------|--|
| B1 | Testing the DPD objectives against the SA framework |
| B2 | Developing the DPD options |
| B3 | Predicting the effects of the DPD |
| B4 | Evaluating the effects of the DPD |
| B5 | Considering ways of mitigating adverse effects and maximising beneficial effects |
| B6 | Proposing measures to monitor the significant effects of implementing the DPD |

Task B1: Testing the DPD Objectives against the SA Framework

- 5.4 The vision and objectives for the Allocations Submission Document are consistent with those set out in the Core Strategy as set out within paragraphs 1.9-1.11 of this report. The vision and objectives of the Core Strategy have been tested against the SA objectives to identify both potential synergies and inconsistencies and reported within the Core Strategy Submission SA Report. Although some of the decision-aiding questions for the SA Objectives have been amended to reflect stakeholder comments, the general thrust of the SA Objectives remains the same.

- 5.5 A commentary was provided for each individual theme within the Core Strategy to consider the compatibility of the themes vision and objectives against the SA Framework. The compatibility analysis and commentary for the individual themes can be found in Appendix 2 of this SA Report.

Task B2: Developing the DPD Policies

- 5.6 The purpose of the Allocations DPD: Discussion and Consultation Document was to facilitate discussion on a range of options to deliver the Rochford District Core Strategy. At this stage no options were rejected, and additionally, alternative options submitted during the consultation on the Discussion and Consultation Document were appraised.
- 5.7 Consequently the Allocations Submission Document has identified proposed policies to deliver key aspects of the Core Strategy, and a number of alternative options have been rejected, as detailed within Task A4 of this report and reported on in paragraph 6.3.
- 5.8 **Alternative Scenarios** – There are two alternative scenarios in the preparation of the Allocations Document: a ‘do minimum’ and a ‘business as usual’ scenario (i.e. to not prepare the Allocations DPD). Whilst these approaches in general are not considered relevant as it would result in the inability to deliver the Rochford District Core Strategy, this appraisal has been undertaken against existing baseline conditions and trends, which effectively constitutes a ‘business as usual’ approach.
- 5.9 **Proposed Policies and Alternative Options** – A number of different options for the themes addressed within the Allocations Submission Document were included within the Discussion and Consultation Document and appraised within the Updated SA (July 2012); housing (including Gypsy and Traveller site options), employment land, environmental and landscape designations, educational, community and leisure facilities, open space and town centres.
- 5.10 The policies included within the Submission Document have had regard to a wide range of evidence base documents, including the Updated SA (July 2012). The justification for the inclusion of the different alternative options and the proposed policies within the Submission Document is set out below. The reasons for the rejection of the alternative options is set out in Task A4 and paragraph 6.3 of this report.
- 5.11 **Brownfield Residential Land Allocations (Policy BFR1-4)** – The Core Strategy Submission Sustainability Appraisal recognises that the identified areas of employment land for reallocation as residential may “generate significant positive effects through re-allocating unviable brownfield land for housing” (paragraph 5.37). The Discussion and Consultation Document, and subsequently the Allocations Submission Document, identify the existing employment land to be reallocated for residential development in accordance with the adopted Core Strategy. These are Star Lane Industrial Estate, Stambridge Mills and Rawreth Industrial Estate. Eldon Way/Foundry Industrial Estate, as identified in the Submission Document, will be addressed within the emerging Hockley Area Action Plan. The accompanying text within the policies relating to these sites has been prepared using a range of background information.

- 5.12 **Settlement Extension Residential Land Allocations (Policy SER1-9)** – The identification of the general locations for proposed residential development have been subject to Sustainability Appraisal throughout the development of the Core Strategy.
- 5.13 The Core Strategy Submission Sustainability Appraisal recognises that “The actual locations for growth proposed in the policy are considered to be the most sustainable options available, within the context of the overall high levels of population growth being proposed in the East of England Plan” (paragraph 5.17). Thus the general locations identified are considered to be the most sustainable options for future development in the District given the alternatives. The decision-making process has been further strengthened following the review of the Core Strategy Submission Sustainability Appraisal in light of the judgment in the Forest Heath case. The Core Strategy Sustainability Appraisal Addendum 2011 clarifies that the proposed general locations for residential development are the most sustainable when compared to the reasonable alternatives.
- 5.14 Accordingly the options for the reallocation of Green Belt land identified in the Allocations DPD: Discussion and Consultation Document correspond with the general locations identified in the adopted Core Strategy. Other potential alternative options , which were submitted to the Council following the public consultation on the Discussion and Consultation Document in 2010 were appraised in the Updated SA (July 2012) and the reasonable alternatives have been included as part of the assessment of options within the general locations as appropriate.
- 5.15 The sites identified in the policies for the reallocation of Green Belt land in the Submission Document correspond to the general locations set out in the adopted Core Strategy. The detail within the policies relating to these sites has been prepared using a range of background information, which is listed in the introductory section of the Allocations Submission Document.
- 5.16 Other alternative options have been identified through further detailed assessment of the alternative options within the general locations for residential development (Detail Assessment of Potential Residential Site Options September 2012) which is based on the ‘Call for Sites’, and the options considered within the Discussion and Consultation Document. Subsequently a number of potential additional alternative options within the Core Strategy general locations have been included within this report.
- 5.17 **Gypsy and Traveller Allocations (Policy GT1)** – The Council is required to allocate 15 Gypsy and Traveller sites by 2018 as detailed in the adopted Core Strategy. There are few unauthorised Gypsy and Traveller sites in the District and a limited number of potential sites were put forward to the Council during the ‘Call for Sites’ exercise to be considered during the preparation of this stage of the Allocations Document (the two points together indicating a lack of demand for such sites in the District). As such the alternative options considered and appraised at the Discussion and Consultation Document stage included existing unauthorised sites, extensions to unauthorised sites as appropriate, sites put forward as part of the ‘Call for Sites’ exercise and a new option on greenfield land which relates well to new residential development and the Core Strategy as a whole.
- 5.18 Another alternative option, submitted as part of the Council’s ‘Call for Sites’ was appraised in the previous SA.

- 5.19 The site identified in the Submission Document is located in the western part of the District on a portion of one of the options identified in the Discussion and Consultation Document. The detail within the policy relating to this site has been prepared using a range of background information, which is listed in the introductory section of the Submission Document.
- 5.20 **Existing Employment Land Allocations (Policy EEL1-3)** – Other existing employment land which is not identified to be reallocated for residential development in the Core Strategy have been included as options to be designated for employment land. The Core Strategy Submission Sustainability Appraisal recognises that protecting these locations from residential development would have a positive benefit through “ensuring existing locations are better supported and offering the possibility that such locations may be able to coordinate either individually or collectively effective travel that would be more sustainable” (paragraph 5.37). The sites were considered and appraised in the Updated SA (July 2012) for the previous stage of the document, and have been included within the Allocations Submission Document accordingly.
- 5.21 **New Employment Land Allocations (Policy NEL1-4)** – To compensate for the reallocation of existing employment land and to provide for projected future need, as identified in the Core Strategy, additional employment land will be allocated to the west of Rayleigh, north of London Southend Airport and south of Great Wakering.
- 5.22 A range of potential alternative options were identified in the Discussion and Consultation Document which correspond to these general locations, although it is noted that the allocation of land to the north of London Southend Airport will be determined through the emerging London Southend Airport and Environs Joint Area Action Plan, and as such will be subject to an independent Sustainability Appraisal.
- 5.23 Two sites to the west of Rayleigh have been identified to compensate for the loss of employment land through the reallocation of Rawreth Industrial Estate plus additional land for offices uses (south of London Road and to the west of the A1245).
- 5.24 A site to the south of Great Wakering to the east of Star Lane has also been identified to compensate for the loss of Star Lane Industrial Estate.
- 5.25 The accompanying text within the policies relating to these sites has been prepared using a range of background information.
- 5.26 **Ecological and Landscape Allocations (Policy ELA1-3)** – The Local Wildlife Sites have been identified through the Local Wildlife Sites Review 2007 which forms part of the evidence base for the Local Development Framework. Their formal adoption through the allocations process would formalise their local importance and protection through the planning system. The Core Strategy seeks to safeguard these sites.
- 5.27 The Upper Roach Valley is recognised as an important green open space, which the Core Strategy seeks to protect. As such, this area was identified in the Discussion and Consultation Document for allocation in its own right. The Coastal Protection Belt, as recognised in the Core Strategy is an important natural designation for nature conservation and amenity reasons which was subsequently identified as an option for allocation. Local Wildlife Sites, the Upper Roach Valley and the Coastal Protection Belt have therefore been identified for allocation within the Allocations Submission Document.

- 5.28 **Educational Land Allocations (Policy EDU1-4)** – The general locations identified for new primary schools for west Rayleigh and west Rochford correspond with the general locations identified for residential development and where additional educational facilities would be required to support this in the Core Strategy. In addition to two new primary schools, the Core Strategy recognises the need for additional land for the expansion for King Edmund School, and the Discussion and Consultation Document identified several potential options for this. There are options to designate existing educational leisure and community facilities to safeguard their future.
- 5.29 The Allocations Submission Document proposes a potential site for the expansion of King Edmund School, following appraisal of the alternative options, and a policy to designate existing educational facilities to safeguard their future has also been proposed.
- 5.30 **Open Space and Leisure Facilities Allocations (Policy OSL1-3)** – The Discussion and Consultation Document considered options to allocate open space as set out in the 2006 Replacement Local Plan or to not allocate these areas. It considered whether to allocate the District’s leisure centres and community facilities or not.
- 5.31 A policy is proposed to allocate all identified open space within the District and protect it from alternative uses, and in addition a policy relating to the promotion of new public open space, in accordance with the Core Strategy, has been included with the Submission Document. Two leisure centres are also identified in the document to safeguard their future.
- 5.32 **Town Centre and Primary Shopping Area Boundary Allocations (Policy TCB1-3)** – Local development documents are required to define the primary shopping area in accordance with the NPPF. The Discussion and Consultation Document set out a range of options for the allocation of a primary shopping area for each of the District’s town centres. It also provided numerous options for the designation of the town centre boundaries to ensure their future vitality and vibrancy. Additionally an option was included to de-allocate Hockley as a town centre which has taken into account the Retail and Leisure Study 2008 and community feedback from the initial consultation on the Hockley Area Action Plan (the Issues and Options Document).
- 5.33 The Allocations Submission Document designates the existing town centre boundaries for Rayleigh and Rochford to ensure their future vitality and vibrancy, in the interim period until the emerging Area Action Plans for these town centres are finalised. The Submission Document proposes the existing primary shopping frontages and secondary shopping frontages for allocation within Rochford and Rayleigh town centres be allocated as the primary shopping area/secondary shopping area respectively. However, whilst a policy is included for Hockley, the detail is deferred to the emerging Hockley Area Action Plan, which is at an advanced stage and subject to an independent SA.
- 5.34 **Additional Alternative Options** – In addition to the range of options identified in the Discussion and Consultation Document, which conform to the Core Strategy, a number of additional alternative site options have been identified, primarily for residential allocation but also one for Gypsy and Traveller allocation, and one for employment allocation. These were primarily identified through comments received

during the public consultation and assessed against the SA Framework with Appendix 11 of the Updated SA (July 2012). These are as follows:

- ALT1 Nevendon Salvage, Lower Road, Hullbridge – This alternative option has not been considered against the other alternative options and the proposed policy as it is not located within a Core Strategy general location.
- ALT2 South of Hall Road, Rochford
- ALT3 North of Ironwell Lane, Rochford
- ALT4 East of Folly Chase, Hockley
- ALT5 South of the Anchor Lane/Gardeners Lane Junction, Canewdon
- ALT6 North of Gardeners Lane and South of Lambourne Hall Road, Canewdon – This alternative option has not been considered against the other alternative options and the proposed policy as it could arguably not be considered commensurate within the general location of ‘South Canewdon’.
- ALT7 Potash Garden Centre, Main Road, Hawkwell
- ALT8 Land at Madrid Avenue, Rayleigh
- ALT9 West of Purdeys Industrial Estate, Sutton Road, Rochford – This alternative option has not been considered against the other options for new employment land as it is not within a Core Strategy general location.

5.35 Through further detailed assessment of the options within the general locations for residential development (Detail Assessment of Potential Residential Site Options September 2012) other potential alternative options were identified depending on the options taken forward to ensure a defensible Green Belt boundary. As such the following sites have been identified for further assessment as a reasonable alternative within this report. This excludes extensions to areas that have already been appraised and other options which were not considered to be realistic, as detailed within Task A4.

5.36 The following additional alternative options have been identified and appraised:

- ALT10 – Land to the north of Watery Lane, Hullbridge (reference: 218)
- ALT11 – Land at Rosemount, Anchor Lane, Canewdon (reference: 140)
- ALT12 – Land to the west of Ash Green, Canewdon (reference: WAG1)

5.37 Other options were identified in the Detail Assessment of Potential Residential Site Options (September 2012), however, these were rejected as they are not considered to be realistic/reasonable alternatives as detailed within Task A4 and at paragraph 6.3.

5.38 Each proposed policy included within the Submission Document has been appraised against the same SA Framework as the options included within the Discussion and Consultation Document, and the other alternative options that have been identified and appraised through the SA process.

5.39 A summary of the assessments can be found in Section 6.

Task B3: Predicting the effects of the DPD

- 5.40 The strategic sites identified in the Allocations Submission Document have been subject to assessment in order to determine their performance in sustainability terms, with reference to social, environmental and economic factors.
- 5.41 The SA Objective for every policy corresponding to the general locations identified in the Core Strategy has been appraised according to the decision-aiding questions for the SA Objectives set out in Table 5. The SEA Baseline Information Profile has been used to inform the SA, where appropriate.
- 5.42 **Uncertainties and Assumptions** – Throughout the preparation of the Sustainability Appraisal process for the Submission Document, data gaps, limitations and uncertainties were uncovered. Even at this level it is not always possible to accurately predict sustainability effects due to assumptions that may be made or other uncertainties encountered.
- 5.43 The impact of the different options on light and noise pollution, for example, are difficult to predict. Other uncertainties include whether the size of some sites would impact on the viability of some Sustainable Drainage System measures and the impact of development on soil quality. Assumptions such as the provision of onsite renewable or low carbon energy technologies on a site should it be taken forward have also been made. These uncertainties and assumptions have been acknowledged in the appraisal matrices, where applicable.
- 5.44 The Core Strategy Submission SA Report also identifies more strategic scale uncertainties such as the impacts of climate change (see Section 5 & 6 and further detail in Appendix V, VI and VII of the Core Strategy Submission SA Report).

Task B4: Evaluating the effects of the DPD

- 5.45 The options within the Discussion and Consultation Document and the proposed policies within the Submission Document have been assessed against the same objectives and decision-aiding questions set out in the SA Framework (Table 5). The assessment of the options has been updated to reflect comparison with the proposed policies, and the proposed policies have been comparatively assessed against the alternative options.
- 5.46 Each of the alternative options and the proposed policies have been given an impact category according to the table below.

Table 7 – Categories of Sustainability Effects

| Colour | Impact |
|---------------|-------------------|
| ++ | Major Positive |
| + | Positive |
| +/- | Positive/Negative |
| 0 | No Impact |

| Colour | Impact |
|---------------|----------------|
| ? | Uncertain |
| - | Negative |
| -- | Major Negative |

- 5.47 Commentary has also been provided to further clarify the predicted effects of proposed policies in comparison with the reasonable alternative options, and the effects have been evaluated as appropriate. Where indirect impacts have been identified these are also included in the matrices.
- 5.48 The detailed matrices, which include the assessment of the proposed policies and the alternative options, are presented in Appendix 3-11. A summary is provided within Section 6.

Task B5: Considering ways of mitigating adverse effects and maximising beneficial effects

- 5.49 At this pre-submission stage of the Allocations Document, the sustainability effects of the proposed policies were assessed comparatively against the options in the Discussion and Consultation to demonstrate the comparative sustainability of the different alternative options considered in the preparation of this document.
- 5.50 Potential mitigation measures to offset adverse effects and opportunities to enhance the alternative options were explored at the Discussion and Consultation stage, and initial recommendations were included as appropriate, for example the inclusion of a wildlife corridor and need to accommodate non-vulnerable uses within areas at risk of flooding, in order to inform the development of the Submission Document. A number of recommendations for mitigation have also been identified through the assessment of the proposed policies. How the recommendations and in particular the suggested mitigation measures identified through appraisal of the proposed policies have been integrated into the Submission Document is set out within Appendix 12.
- 5.51 Strategic mitigation measures and recommendations for the Core Strategy, which the Allocations Document must conform to, are detailed within the Core Strategy Submission SA Report.

Task B6: Proposing measures to monitor the significant effects of implementing the DPD

- 5.52 Strategic measures to monitor the implementation of the Core Strategy Submission Document, which the Allocations DPD must conform to, are detailed within the Core Strategy Submission SA Report.
- 5.53 In addition, and where appropriate, the indicators to monitor the significant effects of the Allocations Submission Document have been amended from the Core Strategy as set out below.
- 5.54 The Allocations Submission Document includes a section on the implementation, delivery and monitoring of the proposed policies.

6 Sustainability Appraisal – Matrices and Summaries

- 6.1 The following section (forming Stage C) provides a summary of the detailed assessment of the proposed policies and the alternative options against the SA objectives. Matrices in Appendices 3-11 to the document set out the detailed assessment themselves of the proposed policies and the alternative options against the SA objectives and accompanying decision-aiding questions.
- 6.2 A scoring summary of the proposed policies and the reasonable alternative options considered is set out in the table below.

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Policy/Option | SA Objective | | | | | | | | | | | | |
|--|--|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Brownfield Residential Land Allocations | | | | | | | | | | | | | |
| Policy BFR1 | This policy has not been reappraised in this SA as it has previously been assessed. Please see appendix 3. | | | | | | | | | | | | |
| Policy BFR2 | This policy has not been reappraised in this SA as it has previously been assessed. Please see appendix 3. | | | | | | | | | | | | |
| Policy BFR3 | This policy has not been reappraised in this SA as it has previously been assessed. Please see appendix 3. | | | | | | | | | | | | |
| Policy BFR4 | This policy has not been reappraised in this SA as it has previously been assessed. Please see appendix 3. | | | | | | | | | | | | |
| Settlement Residential Extension Land Allocations | | | | | | | | | | | | | |
| North of London Road | | | | | | | | | | | | | |
| Policy SER1 | ++ | ++ | ++ | + | ++ | ++ | + | -/+ | + | + | +/- | +/- | + |
| Option NLR1 | +/- | +/- | + | +/- | ++/- | + | + | +/-/- | + | + | +/- | +/- | + |
| Option NLR2 | +/- | +/- | +/- | +/- | +/-/- | + | +/- | +/-/- | + | + | +/- | +/- | + |
| Option NLR3 | +/- | +/- | + | +/- | +/- | + | +/- | +/-/- | + | +/-/- | +/- | +/- | +/- |
| Option NLR4 | + | +/- | + | + | +/- | + | 0/- | +/- | + | + | - | +/- | + |
| Option NLR5 | +/- | +/- | + | + | +/- | + | 0/- | +/- | + | + | - | +/- | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|----------------------|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| West Rochford | | | | | | | | | | | | | |
| Policy SER2 | ++ | ++ | ++ | ++/- | ++ | + | + | ++/- | ++ | + | - | +/0 | + |
| Option WR1 | ++ | ++ | ++ | ++ | ++ | + | +/- | ++/- | ++ | + | - | +/0 | + |
| Option WR2 | +/- | +/-/- | ++ | +/- | +/- | + | +/- | ++/- | ++ | + | -/- | + | +/- |
| Option WR3 | +/- | +/- | ++ | ++ | +/- | + | +/-/- | +/- | + | +/- | +/-/- | +/- | + |
| Option WR4 | +/- | 0/- | + | +/-/- | +/-/- | + | +/- | - | + | + | - | +/- | + |
| Option ALT2 | +/- | + | + | + | ++/- | ? | +/- | +/- | +/- | +/- | +/- | + | +/- |
| Option ALT3 | +/- | + | + | + | +/- | ? | +/- | +/-/- | +/- | +/- | +/- | + | +/- |
| West Hockley | | | | | | | | | | | | | |
| Policy SER3 | + | ++ | ++/- | +/- | ++/- | +/- | + | + | + | + | +/- | + | + |
| Option WH1 | + | +/- | + | + | +/- | +/- | + | +/-/- | + | + | - | + | + |
| Option WH2 | +/- | +/- | +/- | +/- | + | 0/- | + | + | + | + | +/- | + | +/- |
| Option WH3 | + | +/- | +/- | + | +/- | +/- | + | +/- | + | + | +/- | + | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|-----------------------|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Option WH4 | + | +/- | + | +/-/- | +/-/- | + | + | + | + | + | +/- | + | + |
| Option WH5 | + | ++ | ++/- | +/- | ++/- | +/- | + | + | + | + | +/- | + | + |
| Option ALT4 | ++ | ++ | + | + | +/- | - | + | +/-/- | + | +/- | +/- | + | + |
| South Hawkwell | | | | | | | | | | | | | |
| Policy SER4 | + | + | ++ | ++/- | + | ++/- | - | + | + | +/- | + | + | +/- |
| Option SH1 | +/? | +/- | + | ++/- | +/- | +/- | - | + | + | +/- | +/- | + | +/- |
| Option SH2 | + | + | ++ | +/- | +/- | +/- | +/- | + | +/- | +/- | ++ | + | + |
| Option SH3 | +/- | +/-/- | ++ | ++/- | +/- | +/- | - | +/- | + | +/- | +/- | + | +/- |
| Option SH4 | + | +/- | + | ++ | ++ | +/- | - | +/- | + | +/- | +/- | + | +/- |
| Option ALT7 | +/- | + | + | ++ | +/- | - | + | +/- | + | +/- | +/- | +/- | +/- |
| East Ashingdon | | | | | | | | | | | | | |
| Policy SER5 | ++/? | + | ++ | + | + | + | +/- | + | + | + | +/- | + | + |
| Option EA1 | +/- | +/- | + | + | + | + | +/- | +/- | + | + | +/- | + | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|------------------------------|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Option EA2 | + | +/- | + | + | + | + | +/- | + | + | + | +/- | + | + |
| Option EA3 | ++ | + | + | + | + | + | +/- | +/- | + | + | - | + | + |
| South West Hullbridge | | | | | | | | | | | | | |
| Policy SER6 | ++ | ++ | + | ++ | +/- | +/- | - | ++/- | + | + | - | + | + |
| Option SWH1 | + | ++/- | + | + | +/- | +/- | - | +/- | + | + | +/- | + | + |
| Option SWH2 | ++ | ++ | + | + | + | 0/- | - | +/- | + | + | - | + | + |
| Option SWH3 | +/- | +/- | + | + | +/- | 0/- | - | +/- | + | + | +/- | +/- | + |
| Option SWH4 | ++/- | ++/- | + | + | + | - | - | +/- | + | + | - | + | + |
| Option ALT10 | +/-/- | +/-/- | ++ | + | - | +/- | +/- | - | + | +/- | - | - | - |
| South Canewdon | | | | | | | | | | | | | |
| Policy SER7 | + | + | + | + | +/- | +/- | +/- | ++/- | + | 0 | +/- | +/- | + |
| Option SC1 | + | +/- | + | + | +/- | +/- | +/- | ++/- | + | +/- | +/- | +/- | + |
| Option SC2 | +/- | + | +/- | + | +/- | - | +/- | +/- | + | + | - | +/- | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|-----------------------------|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Option SC3 | + | + | + | + | +/- | - | - | + | + | + | +/- | + | + |
| Option SC4 | +/- | +/- | + | + | +/- | - | +/- | +/- | + | +/- | +/- | +/- | + |
| Option ALT5 | + | + | + | + | +/- | ? | +/- | +/- | + | +/- | +/- | +/- | + |
| Option ALT11 | + | + | + | + | +/- | +/- | - | +/- | + | +/- | - | + | + |
| Option ALT12 | + | + | + | + | +/- | +/- | +/- | +/- | + | +/- | - | + | + |
| South East Ashingdon | | | | | | | | | | | | | |
| Policy SER8 | ++ | ++ | + | ++ | ++ | + | +/- | + | + | + | - | +/- | + |
| Option SEA1 | ++ | ++ | + | ++ | + | + | +/- | + | + | + | - | +/- | + |
| Option SEA2 | + | +/- | + | + | +/- | +/- | +/- | +/- | + | + | - | +/- | + |
| Option SEA3 | + | +/- | + | ++ | +/- | +/- | +/- | +/- | + | + | +/- | +/- | + |
| West Great Wakering | | | | | | | | | | | | | |
| Policy SER9 | +/- | ++ | + | ++/- | +/- | ++ | - | ++ | + | + | - | + | + |
| Option WGW1 | +/- | + | + | + | +/- | + | - | + | + | + | - | + | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|--|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Option WGW2 | +/- | + | + | +/- | +/- | +/- | - | +/- | + | + | - | + | + |
| Option WGW3 | +/- | +/- | + | +/- | +/- | +/- | - | +/- | + | + | - | + | + |
| Option WGW4 | +/- | +/- | + | +/- | +/- | +/- | - | +/- | + | + | - | +/- | + |
| Option WGW5 | +/- | + | + | + | +/- | + | + | +/- | + | + | - | + | + |
| Gypsy and Traveller Accommodation | | | | | | | | | | | | | |
| Policy GT1 | +/- | +/- | ++/- | - | +/- | +/- | ? | +/- | 0 | + | +/- | - | 0 |
| Option GT1 | ++/- | +/- | +/- | 0 | - | 0 | -/? | +/- | 0 | +/- | +/- | - | 0 |
| Option GT2 | 00/- | +/- | +/- | 0 | - | 0 | -/? | +/- | 0 | +/- | +/- | - | 0/- |
| Option GT3 | +/- | +/- | +/- | 0 | 0 | ? | ? | +/- | 0 | +/- | +/? | 0 | 0 |
| Option GT6 | ++/- | +/- | + | 0 | +/- | 0 | -/? | +/- | + | +/- | +/- | - | 0 |
| Option GT7 | + | +/- | + | 0 | + | - | -/? | -/- | 0 | 0/- | -/- | 0 | 0 |
| Option ALT8 | +/- | +/-/- | + | 0 | +/- | ? | +/- | +/- | 0 | +/- | +/- | 0/- | + |

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| Policy/Option | SA Objective | | | | | | | | | | | | |
|---|---|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Existing Employment Land Allocations | | | | | | | | | | | | | |
| Policy EEL1 | This option is not assessed in this version of the Sustainability Appraisal. Please see appendix 6. | | | | | | | | | | | | |
| Policy EEL2 | This option is not assessed in this version of the Sustainability Appraisal. Please see appendix 6. | | | | | | | | | | | | |
| Policy EEL3 | This option is not assessed in this version of the Sustainability Appraisal. Please see appendix 6. | | | | | | | | | | | | |
| New Employment Land Allocations | | | | | | | | | | | | | |
| Policy NEL1 | ++ | 0 | 0 | + | +/- | + | + | +/0 | + | + | +/- | 0 | + |
| Policy NEL2 | - | +/- | 0 | + | +/- | - | - | ? | 0 | 0 | +/- | 0/- | ++ |
| Option E13 | + | +/? | 0 | +/- | +/- | +/? | +/- | +/- | + | +/- | +/- | +/- | + |
| Option E14 | + | ? | 0 | + | + | +/? | 0 | +/- | + | +/- | +/- | +/- | + |
| Option E15 | + | +/? | 0 | + | +/- | +/? | 0 | +/- | + | +/- | +/- | +/- | + |
| Option E16 | + | +/? | 0 | + | +/- | +/? | 0 | +/- | + | +/- | +/- | +/- | + |
| Option E18 | +/- | 0/? | 0 | ++/- | +/-/- | +/- | 0 | ++/- | + | +/- | +/-/- | +/- | + |
| Policy NEL3 | ++/- | +/- | 0 | + | +/- | + | + | 0/+ | + | + | - | +/- | + |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Policy/Option | SA Objective | | | | | | | | | | | | |
|---|---|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Option E19 | + | 0/? | 0 | + | +/- | +/- | + | +/-/- | + | +/- | +/- | +/- | + |
| Option E20 | +/- | 0/? | 0 | + | +/- | +/- | + | +/- | + | +/- | +/- | +/- | + |
| Option E21 | +/- | -/? | 0 | + | +/-/- | +/- | + | +/- | + | +/- | +/- | +/- | + |
| Option E22 | +/- | -/? | 0 | + | +/- | +/- | + | +/- | + | +/- | +/- | +/- | + |
| Option E23 | - | -/? | 0 | +/- | +- | ?/+ | + | - | + | +/- | -/? | - | + |
| Option E24 | +/- | -/? | 0 | + | +/- | ?/+ | + | + | + | +/- | +/- | - | + |
| Policy NEL4 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 7. | | | | | | | | | | | | |
| Ecological and Landscape Allocations | | | | | | | | | | | | | |
| Policy ELA1 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 8. | | | | | | | | | | | | |
| Policy ELA2 | - | + | 0 | + | 0 | ++ | + | + | + | 0 | 0 | 0 | 0 |
| Policy ELA3 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 8. | | | | | | | | | | | | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Policy/Option | SA Objective | | | | | | | | | | | | |
|---|--|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Educational Land Allocations | | | | | | | | | | | | | |
| Policy EDU1 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 9. | | | | | | | | | | | | |
| Policy EDU2 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 9. | | | | | | | | | | | | |
| Policy EDU3 | +/0 | + | 0 | + | + | 0 | - | ++ | 0 | 0 | - | + | + |
| Option KES1 | + | + | 0 | + | + | 0 | - | + | 0 | + | + | 0 | + |
| Option KES2 | + | + | - | + | +/- | 0 | - | +/- | 0 | +/- | + | 0 | + |
| Option KES3 | + | + | - | + | +/- | 0 | +/- | + | 0 | + | + | 0 | + |
| Policy EDU4 | This option is not assessed in this version of the sustainability appraisal. See appendix 9. | | | | | | | | | | | | |
| Open Space and Leisure Facilities Allocations | | | | | | | | | | | | | |
| Policy OSL1 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 10. | | | | | | | | | | | | |
| Policy OSL2 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 10. | | | | | | | | | | | | |
| Policy OSL3 | This policy has not been reappraised in this SA as it has previously been assessed. See appendix 10. | | | | | | | | | | | | |
| Town Centre and Primary Shopping Area Boundary Allocations | | | | | | | | | | | | | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Policy/Option | SA Objective | | | | | | | | | | | | |
|---------------|----------------------|----------------------------|---------|----------------------|---------------|--------------|-------------------|-----------------------|-------------------------|-------|-------------|-------------|-----------------------------------|
| | Balanced Communities | Healthy & Safe Communities | Housing | Economy & Employment | Accessibility | Biodiversity | Cultural Heritage | Landscape & Townscape | Climate Change & Energy | Water | Land & Soil | Air Quality | Sustainable Design & Construction |
| Policy TCB1 | + | + | + | + | ++ | +/? | ? | + | + | + | ++/? | +/- | + |
| Option TC1 | + | + | + | + | + | +/? | ? | + | + | + | +/-/? | +/- | +/- |
| Option TC2 | +/- | 0/- | -/- | - | +/- | -/? | ? | +/- | - | +/- | -/-/? | - | + |
| Option TC11 | + | 0 | 0 | + | + | 0 | ? | + | + | + | ++ | +/- | + |
| Option TC12 | - | 0 | 0 | - | -/? | 0 | ? | + | - | + | ++ | - | - |
| Policy TCB2 | + | + | - | ++/- | + | ? | +/- | ++/+ | + | +/- | + | +/- | + |
| Option TC3 | - | 0 | + | -/+ | -/? | +/? | -/? | + | - | - | ++/- | +/- | + |
| Option TC4 | + | + | - | + | + | ? | ? | + | + | +/- | + | +/- | + |
| Option TC5 | + | + | - | + | + | ? | +/- | ++ | + | +/- | + | +/- | + |
| Option TC6 | +/- | + | - | +/- | -/? | -/? | ? | +/- | - | +/- | +/- | +/- | + |
| Option TC13 | + | 0 | 0 | + | + | 0 | ? | +/- | + | +/- | ++ | +/- | + |
| Option TC14 | - | 0 | 0 | - | -/? | 0 | -/? | +/- | - | +/- | +/- | +/- | - |

- 6.3 The tables below summarise the options / reasonable alternatives considered for the Allocation DPD, with an outline of the reasons for rejection / selection of these in the Submission Document. It should be noted that whilst the SA findings are considered by the Council in its selection of options and form part of the evidence supporting the Allocations DPD, the SA findings are not the sole basis for a decision; planning and feasibility factors play a key role in the decision-making process.

Brownfield Residential Land Allocations

Four brownfield sites were included within the Discussion and Consultation Document to be reallocated for residential use (E9-12). This is in accordance with the Core Strategy.

These employment sites (Star Lane Industrial Estate, Eldon Way/Foundry Industrial Estate, Stambridge Mills and Rawreth Industrial Estate) have been included within the Submission Document to be reallocated for residential use. As such no options were rejected.

Settlement Extension Residential Land Allocations (North of London Road, Rayleigh)

Five different options were considered within the Discussion and Consultation Document (NLR1-5).

NLR5 performed most strongly against the SA objectives. NLR1-4 were rejected primarily because they would not enable the creation of a public transport link between London Road and Rawreth Lane without encroaching further into the adjacent Green Belt. Each would also have a greater negative impact on accessibility, landscape character and the Green Belt than NLR5.

Each proposed option was rejected, although a variation of NLR5, which extends further west but retains the potential to connect to both London Road and Rawreth Lane, has been proposed in the Submission Document.

Policy SER1 is well related to the Districts transport network. It has the potential to provide good access to Rawreth Lane and London Road, which allow access to shops, services and community facilities. There is also access to existing public transport, in the form of bus links to areas including Rayleigh town centre. SER1 has the potential to link to one of the District's proposed Greenways as well as a proposed Sustrans cycle route located further to the north/north east of the site.

Policy SER1 performs well against the sustainability criteria in relation to the existing residential area, and regarding the integrity of the Green Belt in particular. However, it would result in the loss of grade 3 agricultural land.

Settlement Extension Residential Land Allocations (West Rochford)

Four different options were included within the Discussion and Consultation Document (WR1-4).

WR1 performed the strongest against the sustainability objectives, in particular through impact on the Green Belt, accessibility, landscape impact, and sustainable transport promotion. WR2-4 were rejected for a number of reasons.

WR2 and WR4 were found to be the least sustainable as they would adjoin ribbon development to the west of Hall Road, provide poor access to services and facilities situated in Rochford town centre, and undermine the defensibility of the Green Belt boundary in this area.

WR1 and WR3 were found to be well related to the existing residential development to the north of Hall Road and would ensure access to services and facilities in the town centre and existing public transport routes. However, WR3 would have a greater impact on the Green Belt in particular than WR1.

WR1-4 were rejected as preferred options. However, a variation of WR1 has been proposed in the Submission Document. This option extends further west along Hall Road to meet the natural field boundary.

The allocation of the site in West Rochford (Policy SER2) performs well against the sustainability criteria. The site has the capacity to ensure balanced communities because it has strong access to shops, services and community facilities located within the main settlement of Rochford as well as accommodating a new primary school.

Policy SER2 performs well in terms of accessibility. However, the development of SER1 will incur the loss of grade 1/2 agricultural land.

Settlement Extension Residential Land Allocations (West Rochford) – other alternative options that were considered

Two alternative options to those included within the Discussion and Consultation for West Rochford (ALT2-3) were appraised within the Updated SA (July 2012).

ALT2 was rejected as the appraisal found that whilst it performed well against the sustainability objectives, particularly in terms of promoting development in an accessible location and promoting sustainable methods of travel, it would not be able to accommodate the full housing requirements for this general location which could lead to fragmented development. It is also situated within the Rochford Conservation Area and has potential to have a direct impact on the setting of two Listed Buildings.

In contrast ALT3 did not perform well against the sustainability objectives. The areas at risk of flooding on site could significantly constrain the capacity of the site, and have negative implications for the delivery of housing and associated infrastructure in particular. Accessibility and the potential for fragmented development were also concerns. This alternative option was rejected.

Settlement Extension Residential Land Allocations (West Hockley)

Five alternative options were considered within the Discussion and Consultation Document (WH1-5).

WH2 was found to perform strongly against the sustainability objectives. The assessment observed that although there may be a short term impact on local employment, this option would promote the development of previously developed land, and have a lesser impact on the Green Belt and areas of ecological importance than other options.

WH5 was also found to perform well, similarly to WH2, with the exception that it includes some greenfield land when brownfield alternatives are available.

WH1, 3 and 4 performed less well against the sustainability objectives. These options were rejected as they have the potential to impact on Local Wildlife Sites/Ancient Woodland, given their location. Ensuring accessibility to local services and facilities, the highway network and public transport links was also found to likely be challenging for these options. In addition, as there is existing previously developed land in the locality, it was considered that these options would have a greater negative impact on the open, rural nature of the area than the alternatives.

Consequently a variation of WH5 has been proposed within the Submission Document. The proposed site does not extend as far northwards along Church Road but extends further eastwards along Folly Lane to encompass some gardens areas.

Policy SER3 is well related to the rest of Hockley and is largely enclosed by existing residential development, particularly to the north and east of the site. The site performs well against the sustainability criteria as it is primarily situated on brownfield land.

Some greenfield land would be allocated under Policy SER3 however it's loss would be less significant than that caused by other alternative sites in the same general location.

The brownfield land identified in Policy SER3 supports existing employment uses, which will be lost if the development of the site goes ahead. However, this part of the site is not allocated as employment land.

Policy SER3 performed well against the sustainability criteria compared to other sites in the general location.

Settlement Extension Residential Land Allocations (West Hockley) – other alternative options that were considered

One alternative option to those included within the Discussion and Consultation for West Hockley (ALT4) were appraised within the Updated SA (July 2012).

This option was considered to generally performs well against the sustainability objectives when compared to other West Hockley alternatives. It was found to relate very well to existing residential development and a primary school, with the potential to provide access to the existing highway network. However, the appraisal noted that this option promotes the development of greenfield land when brownfield alternatives are available in this general location. This alternative option is also located adjacent to a Local Wildlife Site and it was noted that potentially it would be challenging to create a strong, defensible Green Belt boundary with this option.

Settlement Extension Residential Land Allocations (West Hockley) – other alternative options that were considered

ALT4 was therefore rejected.

Two other alternative options were considered following further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012). However, these have not been further appraised as they encompass a slightly greater site area than those already assessed, These options are Pond Chase Nursery (reference: 54) and land at Folly Chase (reference: 69; 179; 216).

Settlement Extension Residential Land Allocations (West Hockley) – other options that were not considered to be realistic

Another two alternative options were identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012) for 'West Hockley'.

The option referred to as land adjoining Marylands Avenue, Merryfields Avenue, Brackendale Close and Plumberow Avenue (reference: 30) is not considered to be a realistic alternative option as it would not have the capacity to accommodate the full dwelling requirement for the general location of 'West Hockley'. This site is in proximity to a local nature reserve, local wildlife site and an area of Ancient Woodland. It is also subject to a Tree Preservation Order (TPO). This site was therefore rejected as a realistic alternative option.

The option referred to as land to the east of Folly Chase (reference: EFC1) was identified in the assessment as additional land that would need to be allocated should an option such as WH4 presented in the Discussion and Consultation Document, or a variation of this (for example ALT4), be taken forward. In addition, this site would not have the capacity to accommodate the full dwelling requirement for the general location of 'West Hockley'. This option was not considered as a realistic alternative option, and was therefore rejected.

Settlement Extension Residential Land Allocations (South Hawkwell)

Four alternative options (SH1-4) were included within the Discussion and Consultation Document for consideration.

SH2 was found to perform strongly against the sustainability objectives, in terms of its relationship with the existing residential area, ability to promote cohesion and its potential to retain parts of the wooded area within this location, when compared to the other options for this general location.

SH1 and SH2 were found to have a better relationship with existing residential development than SH3 and SH4. However, SH1 extends further north than Option SH2 to encompass more of the wooded area in the locality to the north of Rectory Road, whereas Option SH2 extends further to the west to adjoin existing employment land along Thorpe Road.

SH3 and SH4 were primarily rejected as they proposed sites which are severed from each other, which may potentially negatively impact on community cohesion, when alternative options are available. These options therefore scored poorly in the SA from this perspective.

Settlement Extension Residential Land Allocations (South Hawkwell)

The Submission Document proposes a combination of SH1 and SH2. It identifies land to the east and west of Thorpe Road but, similar to SH1, extends further northwards.

Policy SER4 performs well against several of the sustainability criteria. Notably the site is situated between the existing residential development within the general location of South Hawkwell and as such it will have a significantly reduced impact on the openness of the Green Belt as well as being able to support the creation of a robust Green Belt boundary. The location of the site ensures that there will be no loss of agricultural land.

Settlement Extension Residential Land Allocations (South Hawkwell) – other alternative options that were considered

One alternative option (ALT7) that was not included within the Discussion and Consultation Document was appraised within the Updated SA (July 2012).

The appraisal noted that although has an existing use as a garden centre and adjoining dwelling, it is not previously developed land. Whilst it was found to perform reasonably well against the sustainability objectives, it was rejected for a number of reasons including the fact that it would extend the allocated residential area to the south of Main Road, and would potentially create an island of allocated residential development within the Green Belt. The appraisal also noted that additional land potentially in the Green Belt would be required to meet the shortfall in housing and infrastructure provision in this general location. Concern was also noted regarding the potential for allocation of the site to subject adjacent areas to development pressure.

ALT7 was therefore not taken forward.

Another alternative option was identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012). Thorpe Road Industrial Estate (reference: TRIE1) was identified for residential development in the general location of 'South Hawkwell'. However, this site is already allocated in the 2006 Replacement Local Plan as proposed residential development and would not require reallocation for residential use. This site has also been included within the Strategic Housing Land Availability Assessment (2012) and has therefore not been appraised further.

Settlement Extension Residential Land Allocations (South Hawkwell) – other options that were not considered to be realistic

Another four alternative options were identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012) for 'South Hawkwell'.

Settlement Extension Residential Land Allocations (South Hawkwell) – other options that were not considered to be realistic

The options referred to as Ivanhoe Nursery (reference: 158), land off Ironwell Lane near Rectory Road (reference: 166), land north of Ironwell Lane (reference: 217), and land south of Ironwell Lane (reference: 41) are not considered as realistic alternative options as if allocated on their own they would create an island of residential development in the Green Belt, which could undermine its defensibility. In addition they would also encourage piecemeal development. These options were therefore rejected.

Settlement Extension Residential Land Allocations (East Ashingdon)

Three alternative options were set out in the Discussion and Consultation Document for consideration (EA1-3).

EA1 was found to perform strongly against the sustainability objectives when compared to the other options for this general location in terms of its location adjacent to King Edmund School, its potential to provide improved access to this facility, and its less significant impact on the Green Belt and landscape character.

However, EA2 was primarily rejected as it would not facilitate improved access to King Edmund School (as required in Appendix H1 of the Core Strategy).

EA3 combines both EA1 and EA2. Whilst it would enable access to King Edmund School, this option was rejected as it would have a greater impact on landscape character than EA1, and would encroach unnecessarily into Green Belt land to the north of Brays Lane. It would be less able to provide a robust and defensible Green Belt boundary to the north of Brays Lane, and would have a greater impact on the openness of the Green Belt than EA1.

A variation of EA1 has been proposed within the Submission Document. A small area of greenfield land to the east of the site has also been included.

Policy SER5 performs well against several sustainability criteria. It is well related to King Edmund School and the Concept Statement requires that improvements be made in terms of access/egress from Brays Lane to further capitalise on this. As the site does not project northwards of Brays Lane it will ensure that there is no unnecessary loss of Green Belt land.

The scale of Policy SER5 means that it is unable to accommodate the required community facilities. However, Policy SER5 is considered to perform well against the sustainability compared to the other sites for this general location.

Settlement Extension Residential Land Allocations (East Ashingdon) – other alternative options that were considered

Another two alternative option were identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012).

Settlement Extension Residential Land Allocations (East Ashingdon) – other alternative options that were considered

The option referred to as land north of Brays Lane (reference: 56a) has not been further appraised as it encompasses a slightly greater site area than that already assessed (Option EA2 and part of EA3).

The option referred to as land to the rear of Golden Cross Road, Nelson Road and Brays Lane (reference: 213) was identified in the assessment as additional land that would need to be allocated should a variation of option EA2 or EA3 presented in the Discussion and Consultation Document be taken forward. Part of this option has also been assessed as part of the appraisal for Options EA2 and EA3. In addition, this site would not have the capacity to accommodate the full dwelling requirement for the general location of 'East Ashingdon'. This option was therefore rejected.

Settlement Extension Residential Land Allocations (East Ashingdon) – other options that were not considered to be realistic

Another alternative option was identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012) for 'South Hawkwell'.

The option referred to as land adjacent to Brayside and Little Brays (reference: 198) is not considered as a realistic alternative option as if allocated on its own it would create an island of residential development in the Green Belt, which could undermine its defensibility. In addition, this site would not have the capacity to accommodate the full dwelling requirement for the general location of 'East Ashingdon' and it would encourage piecemeal development. This option was therefore rejected.

Settlement Extension Residential Land Allocations (South West Hullbridge)

Four alternative options (SWH1-4) were considered in the Discussion and Consultation Document.

The Updated SA (July 2012) noted that both SWH1 and SWH2 have a similar arrangement and are well related to the existing residential area and the local services and facilities situated within the village centre. However, it was found that SWH2 may have a greater impact on landscape character than SWH1 in terms its projection further to the west, which would potentially have a greater visual impact in the locality from the roads to the south.

Consequently, whilst the were considered to have comparable sustainability implications, and SWH2 was found to perform well against the sustainability objectives, SWH1 performed even stronger due to its potential lesser impact on landscape character. SWH2 was therefore rejected.

Settlement Extension Residential Land Allocations (South West Hullbridge)

SWH3 was found to be located within the Coastal Protection Belt to the greater extent than the other options as it extends further westwards away from the village centre. It does not connect to Lower Road and it was found to be less well related to the existing residential settlement compared to SWH1 and SWH2, which raised concerns particularly in terms of access and equal opportunities. SWH3 was therefore rejected.

Although SWH4 was found to avoid the Coastal Protection Belt, the appraisal expressed concern in relation to the potential expose of the field to the north of Malyons Farm (which is designated Coastal Protection Belt) to development pressure, and the wider impact on the defensibility and openness of the Green Belt. Whilst SWH4 was considered to have good links with the existing settlement, the appraisal noted that the severance between the sites may impact on community cohesion. SWH4 was therefore rejected for a number of reasons.

A slight variation of SWH1, which includes the small area to the south west of the site along Lower Road, has been proposed within the Submission Document.

Policy SER6 performs well against the sustainability criteria. In particular it ensures good access to local shops and services as it is located within the general pedestrian zone of Hullbridge. The site follows the existing boundaries of Hullbridge, ensuring that there is a minimum amount of extension into the Green Belt.

Settlement Extension Residential Land Allocations (South West Hullbridge) – other alternative options that were considered

An alternative option for South West Hullbridge not included within the Discussion and Consultation Document (ALT1) was appraised within the Updated SA (July 2012).

This option, however, does not accord with the strategic approach outlined in the Core Strategy as it is located to the south east of Hullbridge.

The appraisal found that although ALT1 is previously developed land situated in the Green Belt, it does not perform well against the sustainability objectives in terms of the relationship with the existing residential area, accessibility, and the impact on the Green Belt in this location.

ALT1 was considered to project into the Green Belt, create fragmented development and potentially undermine the defensibility of the Green Belt boundary in this location. It is also not located within the general location of 'South West Hullbridge'. This option was therefore rejected.

ALT10 was found to be isolated from the main settlement and existing services and facilities and would not ensure equal opportunities in terms of access to such facilities, particularly for those without the use of private cars. The site also projects into the Green Belt and performed negatively against the sustainability criteria for landscape and townscape in particular. This option was also rejected.

Settlement Extension Residential Land Allocations (South Canewdon)

Four alternative options (SC1-4) were included within the Discussion and Consultation Document and appraised within the Updated SA (July 2012).

SC1, SC2 and SC3 were found to perform strongly against the sustainability objectives as opposed to SC4 due to their relatively less significant impact on landscape character and the Green Belt.

SC4 proposes three small detached sites which have different relationships with the existing residential development and would have a negative impact on the sustainability of any development through encouraging piecemeal development on the edge of the village and presenting a much less defensible Green Belt boundary as opposed to SC1 and SC2. SC4 was therefore rejected.

SC1 is not located in the Coastal Protection Belt, however, the appraisal noted that whilst it could accommodate the housing requirements for this general location, it would extend the designated residential area further to the south. SC1 was primarily rejected for this reason.

The location of SC2 to the west of the road leading north towards St Nicholas Church would extend Canewdon further to the west. It would also create an isolated area of designated residential development and may require adjacent dwellings to the east (which encompasses SC3) and west to be designated as existing residential development. This option is entirely located within the Coastal Protection Belt.

The location of SC3 was found to likely to have less of a visual impact on the rural character of the area as opposed to the other options for 'South Canewdon' as it is situated to the north of Anchor Lane and is primarily adjacent to existing residential development. It was noted, however, that the displacement of two dwellings within this option, and the severance of the two sites by the road leading north to St Nicholas Church, however, would have a negative impact on community cohesion.

A combination of SC2 and SC3 has been proposed within the Submission Document. The proposed allocation to the west of the road leading to the church, however, does not extend as far north as the site identified in SC2.

Another two alternative options were identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012) for 'South Canewdon'.

ALT11 is situated to the south of existing residential development to the south of Canewdon. The severance between this option and the existing residential development to the north by Anchor Lane could have an impact on community cohesion. It would also project into the Green Belt to the south of Anchor Lane. However, this option has good access to existing local services in the village. This option was therefore rejected.

ALT12 is adjacent to the existing residential development of Canewdon and would allow the integration of the site into the existing community. However, the site was found to have the potential to negatively impact the cultural heritage and visual character of the general location. This would have a negative impact on the Canewdon Church Conservation area, which ALT12 overlaps. This option was also

Settlement Extension Residential Land Allocations (South Canewdon)

rejected.

The proposed site for Policy SER7 performs well against the sustainability criteria. It is well related to the existing settlement of Canewdon following the natural boundaries along the approach to St Nicholas Church and not projecting northward of the existing development to the west of the site to the north of Lark Hill Road.

Settlement Extension Residential Land Allocations (South Canewdon) – other alternative options that were considered

Two alternative options (ALT5 and ALT6) not included within the Discussion and Consultation Document have been appraised within the Updated SA (July 2012).

The appraisal found that ALT5 does not perform well against the sustainability objectives in terms of impact on the junction of Anchor Lane and Gardeners Lane, and the Green Belt. This option would also extend the residential area to the south of Anchor Lane. The defensibility of the Green Belt boundary was also raised as a concern.

ALT6 was found to perform well against the sustainability objectives as it could provide housing and associated infrastructure and could provide a defensible Green Belt boundary. However, it is debatable as to whether this site could be considered commensurate within the general location of 'South Canewdon'. Concern was raised in relation to the potential for the site to meet the requirements of the Core Strategy, the separation from the main residential area to the west, and highway access.

Both ALT5 and ALT6 were rejected for the aforementioned reasons.

Another alternative option was identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012) for 'South Canewdon'. The option referred to as land to south of Canewdon (reference: 165) has not been further appraised as it encompasses a slightly greater site area than that already assessed (Option SC1).

Settlement Extension Residential Land Allocations (South East Ashingdon)

Three alternative options (SEA1-3) were considered for this general location in the Discussion and Consultation Document.

SEA1 was found to perform strongly against the sustainability objectives when compared to the other options for this general location of 'South East Ashingdon'. It was also found to have the potential to provide more equal and sustainable access to local services and facilities, and would be able to create a more defensible Green Belt boundary compared to the other options.

The Updated SA (July 2012) found that although SEA2 does relate well with existing development, it extends further to the east and north than SEA1 and subsequently may constrain any future expansion of King Edmund School given its arrangement.

Both SEA2 and SEA3 extend further to the east away from Ashingdon Road, and would have a greater impact on the Green Belt than SEA1.

Settlement Extension Residential Land Allocations (South East Ashingdon)

SEA3 on the other hand was found to extend further to the east than SEA1 and would not relate as well with the existing residential area as opposed to Options SEA1 and SEA2. SEA2 and SEA3 were therefore rejected.

The Submission Document proposes a small variation of SEA1. The proposed site extends further to the south west than SEA1 to adjoin The Drive.

Policy SER8 performs well against a number the sustainability criteria. It is well connected to the existing settlement and would ensure a strong green buffer to the east. However, the development of this site will result in the loss of grade 2 agricultural land.

Policy SER8 is large enough to accommodate the community facilities which are required by Policy SER5 as these cannot be accommodated on the site itself.

There is potential for the existing bus route along Ashingdon Road to be diverted onto the site to serve the development. This would provide better access to community facilities and local shops.

Alternative modes of transport will be necessary in this site as vehicular routes are not considered to be acceptable in this location. The Concept Statement identifies the opportunity presented by this site to encourage a modal shift from private vehicle use to walking and cycling.

Settlement Extension Residential Land Allocations (West Great Wakering)

Five options to the West of Great Wakering (WGW1-5) were set out in the Discussion and Consultation Document and appraised in the Updated SA (July 2012).

WGW1 and WGW5 were found to perform strongly against the sustainability objectives when compared to the other options. These options promote development on one site which is well related to the existing residential settlement and have the potential to promote a defensible Green Belt boundary.

WGW1 is adjoined to the existing settlement, the west of the site is bounded by Star Lane Industrial Estate. Cohesive development will therefore depend upon the redevelopment of this employment land for residential use.

WGW2 and WGW3 identify several sites on the edge of the village. The site to the west of Little Wakering Road and the site to the south of the High Street identified within WGW2 have a good relationship with existing residential development in the village, whereas the sites within WGW3 do not have a good relationship.

The separation of the sites in WGW2 and WGW3 were found to have a negative impact on the sustainability of any development through encouraging piecemeal development and presenting a much less defensible Green Belt boundary compared to WGW1, WGW4 and WGW5 for example. It was also noted that the site to the west of Alexandra Road (part of Option WGW3) could have ecological value.

All of the options were considered to have a greater impact on the openness of the Green Belt in the area than Option WGW1. WGW1-4 are in proximity to a Local Wildlife Site.

Settlement Extension Residential Land Allocations (West Great Wakering)

WGW3 and WGW4 are not well related to the existing residential area of Great Wakering and would promote coalescence with Shoebury to the south, WGW4 also does not bound existing residential development. WGW3 and WGW4 were therefore rejected.

A combination of WGW1, WGW2 and WGW5 has been proposed within the Submission Document. The site to the west of Little Wakering Road in WGW2 (which is smaller than WGW5) and the site to the south of the High Street in WGW1 have been proposed.

Policy SER9 is well related to the existing settlement with access to significant amounts of public open space, Greenway 20 and a Local Wildlife Site. It is also in close proximity to a primary school and shops and services within Great Wakering itself.

Policy SER9 is split into two separate sites within the general location. This segregation of the sites will have a negative impact on the access to community facilities, and potentially the provision of other infrastructure.

The development of this site will result in the loss of grade1 agricultural land. However, in general Policy SER9 performed well against the sustainability criteria.

Settlement Extension Residential Land Allocations (West Great Wakering) – other alternative options that were not considered to be realistic

Another alternative option was identified through further detailed assessment of potential residential site options (Detailed Assessment of Potential Residential Site Options September 2012).

The option referred to as land south of the High Street and west of Alexandra Road (reference: SHS1) was identified in the assessment as additional land that would need to be allocated should Option WGW3 presented in the Discussion and Consultation Document, or a variation of this option, be taken forward. However, the area adjacent to this alternative option was acknowledged within the previous assessment (Updated SA July 2012) as potentially having ecological value. This option was therefore not considered to be a realistic alternative option and was therefore rejected.

Settlement Extension Residential Land Allocations (Gypsy and Traveller Accommodation)

Seven alternative options (GT1-7) were considered in the Discussion and Consultation Document.

The Updated SA (July 2012) found that GT1, GT2, GT3, GT6 and GT7 are situated within the western part of the District which accords with the Core Strategy Submission Document. GT4 and GT5 were primarily rejected as they do not accord with the Core Strategy.

Settlement Extension Residential Land Allocations (Gypsy and Traveller Accommodation)

GT1 and GT2 were noted as encompassing an existing, if unauthorised, Gypsy and Traveller site, and performed strongly against the sustainability objectives. GT2 is within an area at risk of flooding, and GT1 is in proximity to these areas. These options were rejected.

GT3 was found to perform reasonably well against the sustainability objectives, however, the Updated SA (July 2012) noted that high voltage power lines run through this option site and are unlikely to be viable to move given the scale of the potential development. This option is also located within the proposed new employment land allocation (NEL1) and has been rejected.

The Updated SA (July 2012) noted that if GT6 was allocated in its entirety, then this would entail the allocation of more Green Belt land than required. It was found to be located in a relatively remote location in terms of sustainable access, although it is well related to the strategic highway network. This option is located on degraded former agricultural land.

GT7 would not accommodate the full pitch requirement and an additional site would need to be allocated elsewhere in the Green Belt. This option also may not enable the creation of a defensible Green Belt boundary. GT7 was therefore rejected.

The Submission Document proposes a portion of GT6 located to the south west of the site be allocated.

Policy GT1 does not perform particularly well against the sustainability criteria in terms of the allocation of a Gypsy and Traveller, however, there are several key points on which it performs well. For example the site fully meets the Districts requirements for Gypsy and Traveller pitches up until 2018 and due to the size of the site there is flexibility to meet potential additional demand post 2018. The site is also described as degraded greenfield land and is not under any cultivation. As such it ensures that more valuable greenfield sites are left unharmed and that no usable agricultural land is lost.

Settlement Extension Residential Land Allocations (Gypsy and Traveller Accommodation) – other options that were considered

An alternative option (ALT8) which was not included within the Discussion and Consultation Document was appraised within the Updated SA (July 2012).

The appraisal found that ALT8 did not perform well against the sustainability objectives in terms of its impact on the Green Belt and landscape character, implications for accessibility and potential effect on health (primarily due to the presence of masts and powerlines). This option was therefore rejected.

Existing Employment Land Allocations – Existing Employment Land around Rochford

Four existing employment sites were included within the Discussion and Consultation Document to continue to be allocated for employment use (E2-E5). This is in accordance with the Core Strategy.

These employment sites (Swaines Industrial Estate, Riverside Industrial Estate, Purdeys Industrial Estate and Rochford Business Park) have been included within the Submission Document to be allocated for employment use.

Although E8 (Aviation Way Industrial Estate) is an existing employment site which was found to perform strongly against the economy & employment sustainability objective in particular in the Updated SA (July 2012), this options lies within the area covered by the London Southend Airport and Environs Joint Area Action Plan, and will therefore be considered further within this Development Plan Document.

Consequently no options for employment land around Rochford were rejected as such.

New Employment Land Allocations – Existing Employment Land around Rochford – other options that were considered

One alternative option (ALT9) which was included within the Discussion and Consultation Document, was appraised within the Updated SA (July 2012).

This option was found to perform reasonably well against the sustainability objectives in terms of enhancing local employment opportunities in proximity to Rochford town centre. However, it notes that this option is not situated within a strategic location identified within the Core Strategy for additional employment land.

It was acknowledged that although ALT9 would ensure access to jobs in this area, it has the potential to detract from future employment opportunities to the west of Rayleigh, south of Great Wakering and to the north of London Southend Airport. It would be an addition to the strategic locations identified in the Core Strategy.

Furthermore the Updated SA (July 2012) also noted that whilst the allocation of this site would be able to create a defensible Green Belt boundary, it would result in the loss of Green Belt land in the District where no justification for such loss is evidenced and would impact on the local landscape and openness of the area.

Consequently this option was rejected.

Existing Employment Land Allocations – Existing Employment Land around Rayleigh

Two existing employment sites were included within the Discussion and Consultation Document to continue to be allocated for employment use (E6-E7). This is in accordance with the Core Strategy.

These employment sites (Imperial Park Industrial Estate and Brook Road Industrial Estate) have been included within the Submission Document to be allocated for employment use. As such no options were rejected.

Existing Employment Land Allocations – Existing Employment Land on Wallasea Island

One option for employment land on Wallasea Island (E1) was considered in the Discussion and Consultation Document and appraised within the Updated SA (July 2012).

This option was found to be situated in a relatively inaccessible location and is located on the banks of the river Crouch, and may continue to impact on this area of ecological importance around the river Crouch. However, the appraisal noted that it is an existing employment site which performs well against the balanced communities and economy & employment sustainability objectives in particular.

However, this option has been extended to include the adjacent Essex Marina, which was allocated in the 2006 Replacement Local Plan.

New Employment Land Allocations – South of London Road, Rayleigh; West of A1245, Rayleigh

Six alternative options (E13-E18) were considered in the Discussion and Consultation Document and appraised within the Updated SA (July 2012).

E13 was found to perform strongly against the sustainability objectives in terms of utilising previously developed land, its proximity to the existing residential area and residential options to the north of London Road, its accessibility and impact on landscape character (given that it is already developed).

The Updated SA (July 2012) also found that E14, E15, E16 and E17 perform well against these objectives, with the notable exception that these options encompass varying degrees of greenfield land in addition to the brownfield site. Concern was raised in relation to the defensibility of the Green Belt boundary with E15; this option was rejected.

E17 was found to perform reasonably well against the sustainability objectives, with the notable exception of it being on greenfield land when brownfield alternatives are available. It was noted that this option would be entirely situated on agricultural land and would therefore encroach unnecessarily into open countryside. This option also would not be consistent with the adopted Core Strategy, and was therefore rejected.

E18 was found to generally perform well against these objectives, although it is less accessible, in terms of sustainable access this option performs less well than the other options.

The Updated SA (July 2012) recommended that, given the different types of employment land, two sites should be allocated.

A combination of E13, E14 and E16 has been proposed to the south of London Road within the Submission Document. The site encompasses E13, and extends as far eastwards as E14. However, it extends slightly further south as per E16 but does not extend as far westwards.

The Submission Document also identifies the majority of E18 (west of the A1245) for employment use.

**New Employment Land Allocations – South of London Road, Rayleigh;
West of A1245, Rayleigh**

Although Policy NEL1 is detached from the existing residential area to the east by a green buffer, the site is well related to the existing settlement and the proposed residential development to the north of London Road (Policy SER1). It encompasses both brownfield land and greenfield land. Consequently the policy would result in the loss of grade 3 agricultural land.

The site does not follow natural boundaries along its western and southern boundaries, which would have negative sustainability implications in terms of the defensibility of the Green Belt boundary in this location. However, the Concept Statement proposes the creation of sizeable green buffers in the Green Belt to the west and south of the site to enhance this defensibility.

Policy NEL2 generally performs well against the sustainability objectives, as it has good links to the highway network (A127 and A1245) and can accommodate a significant proportion of employment land without impacting on residential amenity or the local highway network.

The site is detached from existing residential areas and the policy proposes that it be allocated to accommodate heavy industrial uses relocated from Rawreth Industrial Estate (Policy BFR4) and a recycling centre. Relocating such uses away from the existing residential areas would have a positive impact in terms of air quality and amenity.

It is located on an area of degraded countryside. The site also has the potential to create a defensible Green Belt boundary and may preserve the character and openness of Green Belt in other locations.

New Employment Land Allocations – South of Great Wakering

Six options for employment land to the south of Great Wakering (E19-E24) were set out in the Discussion and Consultation Document.

The Updated SA (July 2012) found that E19 and E22 perform strongly against the sustainability objectives when compared against the alternatives, in terms of the lesser impact on the landscape & townscape and land & soil in particular.

E20, E21, E23 and E24 were found to promote coalescence between the settlements of Great Wakering and Shoebury. These options were rejected.

E19 and E22, although smaller than some of the other options, would promote the development in close proximity to a Local Wildlife Site. These options as proposed were therefore rejected.

The Submission Document proposes a much smaller site (akin to the section of the industrial estate currently in use) further to the south along Star Lane.

New Employment Land Allocations – South of Great Wakering

The allocation of this site identified in Policy NEL3 would compensate for the loss of employment land through the reallocation of Star Lane Industrial Estate (Policy BFR1). The site would enable the development of a new employment area to serve Great Wakering, whilst avoiding coalescence with Shoebury to the south/south east. However, the allocation of this site would necessitate the loss of grade 1 agricultural land.

The detachment of the site and the fact that it does not follow natural boundaries along its northern, southern and eastern boundaries impacts on the defensibility of the Green Belt boundary, which would have negative sustainability implications. However, the separation of the site would ensure residential amenity for the neighbouring proposed residential development (Policy BFR1) and would have a positive effect through minimising the impact on the Local Wildlife Site.

A substantial green buffer to the north, east and south would positively impact on the defensibility of the Green Belt boundary, residential amenity and the nearby Local Wildlife Site.

New Employment Land Allocations – North of London Southend Airport

The Updated SA (July 2012) noted that the area to the north of London Southend Airport for additional employment uses will be undertaken during the preparation of the London Southend Airport and Environs Joint Area Action Plan.

The Submission Document proposes that the Joint Area Action Plan Area that lies within Rochford District be allocated.

Ecological and Landscape Allocations – Local Wildlife Sites

Local Wildlife Sites identified in the 2007 Local Wildlife Sites Review were included within the Discussion and Consultation Document and appraised within the Updated SA (July 2012).

The option to allocate these sites was found to perform very strongly against the sustainability objectives through encouraging the retention of local biodiversity which could have wider positive, long term implications.

Consequently this option was not rejected.

Ecological and Landscape Allocations – Coastal Protection Belt

An option to allocate the Coastal Protection Belt was considered in the Discussion and Consultation Document.

The Updated SA (July 2012) found that this option performed very strongly against the sustainability objectives through seeking to protect the character of the undeveloped coastline and limit development in sensitive areas.

The Coastal Protection Belt (with minor amendments) has been proposed within the Submission Document.

Ecological and Landscape Allocations – Upper Roach Valley

An option to allocate the Upper Roach Valley was set out in the Discussion and Consultation Document and appraised within the Updated SA (July 2012).

This option was found to perform very strongly against the sustainability objectives through protecting and potentially enhancing the landscape character, soil quality and biodiversity of this area.

This option has been taken forward and proposed in the Submission Document.

Educational Land Allocations – North of London Road, Rayleigh

As acknowledged within the Updated SA (July 2012) the sustainability of allocating a single-form entry primary school to the north of London Road, Rayleigh depends on the specific site allocated for residential development (see Policy SER1).

Educational Land Allocations – North of London Road, Rayleigh

As acknowledged within the Updated SA (July 2012) the sustainability of allocating a new primary school to the west of Rochford depends on the specific site allocated for residential development (see Policy SER2).

Educational Land Allocations – King Edmund School

Three options for the extension of King Edmund School were considered in the Discussion and Consultation Document (KES1-3).

The Updated SA (July 2012) found that all of the options perform strongly against the sustainability objectives in terms of providing for local education needs and enabling to school to expand as appropriate, although KES2 and KES3 may force potential residential development in the general location of East Ashingdon further to the north and may have an impact on the provision of improved access to the school from Brays Lane. KES2 and KES3 were therefore rejected.

A specific site within the area identified in KES1 has been proposed within the Submission Document.

Policy EDU3 performs well against the sustainability criteria. It is well placed to serve the needs of the community in terms of educational requirements as well as by providing recreational facilities to the wider community. It is well related to the proposed residential developments in east Ashingdon (Policy SER5) and south east Ashingdon (Policy SER8).

Educational Land Allocations – Existing Primary and Secondary Schools

A total of nineteen options were set out in the Discussion and Consultation Document (EDU1-19) for the allocation of primary and secondary schools and were appraised within the Updated SA (July 2012).

Educational Land Allocations – Existing Primary and Secondary Schools

It was found that all of the options as presented within the document performed strongly against the sustainability objectives in terms of enabling the expansion of these schools in locations that are, on the whole, accessible to the local population.

The options identified in the Discussion and Consultation Document have been proposed within the Submission Document. However, two additional sites; Plumberow Primary School and Rayleigh Primary School have been allocated separately within the Submission Document.

Open Space and Leisure Facilities Allocations – Existing Open Space

Two alternative options were considered with regard to existing open space in the Discussion and Consultation Document.

The Updated SA (July 2012) found that OS1, to allocate existing areas of public open space, performed strongly against the sustainability objectives, in terms of promoting the protection of areas accessible to local communities, promoting healthy and safe communities, and safeguarding areas of ecological value.

OS2 was therefore rejected.

The Submission Document proposes that, as recommended in the Updated SA (July 2012), the sites included in the Open Space Study are also allocated.

Open Space and Leisure Facilities Allocations – New Open Space

This is a new proposal in the Submission Document that was not included within the Discussion and Consultation Document.

However Option OSL2 follows the principles set out in Policy CLT5 of the adopted Core Strategy, and states which areas new open space will be promoted in. The detailed assessment for Policy CLT5 in the Core Strategy Submission SA Report should be referred to.

Open Space and Leisure Facilities Allocations – Existing Leisure Facilities

Three alternative options were considered in the Discussion and Consultation Document and appraised in the Updated SA (July 2012).

LF1 and LF2 were found to perform strongly against the sustainability objectives through safeguarding these existing facilities which are accessible to the local population and promote health communities.

Although LF3 was also found to perform strong against the sustainability objectives, however, the appraisal noted that the leisure centre had closed in October 2011 and it may therefore not be appropriate to allocate this facility. Consequently LF3 was rejected.

LF1 (including the playing pitches to the rear) and LF2 have been proposed to be allocated within the Submission Document.

Open Space and Leisure Facilities Allocations – other options that were not considered realistic

The Discussion and Consultation Document also included two alternative options relating to the allocation of community facilities in the District (CF1 and CF2).

The Updated SA (July 2012) noted that whilst there would be benefits to allocating community facilities for community use, it is not considered to be practical to identify and allocate all buildings/structures in community use, as there is potential that some facilities could be missed, or despite being of importance, are too small to warrant a land-use allocation.

Although CF1 was found to perform well against sustainability objectives in terms of safeguarding facilities which are accessible to the local population, the Updated SA (July 2012) considered that the general Core Strategy policy (Policy CLT6) would provide overarching protection for all community facilities in the District.

Therefore both options for the allocation of community facilities were rejected in the preparation of the Submission Document.

Town Centre and Primary Shopping Area Boundary Allocations – Rayleigh

Two alternative options were considered for the designation of Rayleigh town centre (TC1 and TC2) in the Discussion and Consultation Document.

The existing town centre boundary in TC1 was found to perform more strongly against the sustainability objectives than the smaller area identified in TC2. TC1 would positively contribute to ensure the appropriate mix of town centre uses, promote accessibility, facilitate residential development and support business development in particular.

TC2 was rejected. The Submission Document proposes to allocate the town centre boundary as existing.

In addition two alternative options for the allocation of the primary shopping area (TC11 and TC12) were identified in the Discussion and Consultation Document.

The Primary Shopping Area defined within TC11 was found to perform strongly against the sustainability objectives in terms of focusing primary retail uses within the town centre. This area is smaller than the town centre boundary for Rayleigh (TC1), which performed better against sustainability objectives than Option TC2.

TC12 was rejected, and the primary shopping area/primary shopping frontage as existing is proposed within the Submission Document. The existing secondary shopping frontage is also proposed to be allocated.

Town Centre and Primary Shopping Area Boundary Allocations – Rochford

Four alternative options for the designation of Rochford town centre were included within the Discussion and Consultation Document (TC3-6).

The Updated SA (July 2012) found that whilst the options generally perform well against the sustainability objectives, TC5 performs more strongly in terms of the potential to promote mixed, high density residential development within Rochford and ensuring access to services without being too widely drawn (like TC3 and TC4) or not wide enough (TC6).

TC3, 4 and 6 were rejected.

The boundary proposed in the Submission Document is similar to TC5 with the exception that it extends further along the eastern and western side of North Street, the northern and southern section of West Street, the eastern section of South Street and the southern section of East Street to encompass more commercial/business premises.

Additionally two alternative options for the allocation of the primary shopping area (TC13 and TC14) were identified in the Discussion and Consultation Document.

The Primary Shopping Area defined within TC13 was found to perform strongly against the sustainability objectives in terms of focusing primary retail uses within the town centre. This area is smaller than the town centre boundary for Rochford (TC5 with minor amendments) which performed better than Options TC3, TC4 and TC6.

TC14 was rejected, and the primary shopping area/primary shopping frontage as existing is proposed within the Submission Document. The existing secondary shopping frontage is also proposed to be allocated.

The boundary identified in Policy TCB1 is similar to the boundary proposed for Option TC5 with the exception that it extends further along eastern and western side of North Street, the northern and southern section of West Street, the eastern section of South Street and the southern section of East Street to encompass more commercial/business premises.

This boundary performs well in terms of the potential to promote mixed, high density residential development within Rochford and ensuring access to services without being too widely drawn.

Town Centre and Primary Shopping Area Boundary Allocations – Hockley

Three alternative options for the Hockley town centre were considered in the Discussion and Consultation Document (TC7-9).

An option relating to potential reallocation of Hockley as a District centre (TC10) was proposed within the Discussion and Consultation Document. This option did not perform well against the sustainability objectives, as retail and other business opportunities may be directed to Rayleigh and Rochford town centres which would have a significant negative impact against a range of sustainability objectives. Option TC10 was therefore rejected.

Town Centre and Primary Shopping Area Boundary Allocations – Hockley

Two alternative options for the allocation of the primary shopping area (TC15 and TC16) were identified in the Discussion and Consultation Document.

However, the Submission Document defers the allocation of the town centre and shopping areas to the emerging Hockley Area Action Plan.

- 6.4 A broad assessment of whether the effects of implementing the proposed policies are likely to be short, medium and long-term, temporary or permanent has been identified, where possible, in relation to the SA objectives. This is detailed below.
- 6.5 The proposals within the Submission Document can be divided into two categories; the development policies and the protection policies. The development policies propose residential and employment land provision and associated infrastructure (Policies BFR1-4, SER1-9, GT1, NEL1-4 and EDU1-3). Conversely the protection policies seek to protect new and existing land use designations (Policies EEL1-3, ELA1-3, EDU4, OSL1-3 and TCB1-3).
- 6.6 A broad assessment of whether effects are likely to be short, medium and long-term, temporary, permanent or cumulative has been included, where possible, in relation to the SA objectives for both the development and protection policies.

Short Term Impacts

- 6.7 The development policies would have an impact on communities, in terms of the proximity of construction to the existing residential area, highways, and air pollution. Though such short-term impacts can be mitigated against through the development management process. This could also have short-term positive effects on employment and economy through construction and the wider impacts of development.
- 6.8 In particular the allocation of the site within Policy SER3 would have a negative, temporary impact in the short-medium term on the economy & employment objective through the loss of unallocated employment land.
- 6.9 The provision of additional employment land in a timely manner would compensate for the loss of existing employment land which would have a short-medium term impact on the economy & employment objective.
- 6.10 The protection of primary and secondary schools and enabling their expansion would, in the short-term, have an impact on communities in terms of the proximity of construction to the existing residential area, highways, and air pollution. However, such short-term impacts can be mitigated against through the development management process.

Medium-Long Term Impacts

- 6.11 The development policies would have a medium-long term impact on the sustainability objectives of housing and balanced communities, through the provision of homes, jobs and associated infrastructure.

- 6.12 In general they would have a long term, permanent negative impact on landscape & townscape and land & soil, in terms of the impact on the Green Belt and their location on greenfield land. However, Policy NEL2 and GT1 are proposed on degraded greenfield land, and Policy SER3 is predominantly located on brownfield land, which would likely have a positive/neutral, permanent impact in the longer term on the land & soil objective.
- 6.13 Proposed flood management measures (where applicable) and the provision of a range of sustainable drainage systems (SUDs) to manage excess surface water within the development policies would have a medium/long-term positive impact on water objectives through water conservation and risk management.
- 6.14 The development policies may also have a medium/long-term positive impact on biodiversity through the creation of green buffers, open space and wildlife corridors to facilitate species movement and habitat creation.
- 6.15 The protection of existing employment land would have a long term positive impact on the economy & employment objective, and in general would have a positive longer term impact on the accessibility objective.
- 6.16 The provision additional employment land in a timely manner would compensate for the loss of existing employment land which would have a longer term impact on the economy & employment objective.
- 6.17 The protection of Local Wildlife Sites would have a medium/long-term positive impact on biodiversity, and the protection of the Upper Roach Valley and Coastal Protection Belt would positively impact in the longer term on geological diversity, biodiversity soil quality and landscape character.
- 6.18 Allocation of the Upper Roach Valley may also have minor positive effects for the local economy through seeking to protect areas of nature conservation importance, which may support the local tourist industry, and there may be minor positive effects through increased employment opportunities. It may also very positive biodiversity effects, through enhancement of habitats and a potential longer term reduction in habitat fragmentation enabling flora and fauna to cope with the forecast effects of climate change.
- 6.19 The designation of the Coastal Protection Belt would have a positive effect on high quality, sustainable, healthy and safe communities by directing development away from coastal areas towards existing developed areas, which may also contribute to their regeneration. This option would potentially have indirect positive benefits for local economy. It would also positively impact in the longer term on water quality, landscape and the climate change objectives.
- 6.20 The allocation of primary and secondary schools would have a positive long term impact on equal opportunities, qualifications and skills. This would have a positive long-term impact on the balanced communities, healthy & safe communities and accessibility objectives. It would also reduce the need to travel for those in the community who wish to attend, which could have a positive impact on the air quality and accessibility objectives in the longer term.

- 6.21 The protection of existing open space would positively impact on biodiversity, air quality, accessibility and healthy & safe communities in the long term.
- 6.22 The allocation of existing leisure facilities would have a positive long term impact on healthy & safe and balanced communities and the accessibility.
- 6.23 Designating town centre boundaries and primary and secondary shopping areas would have long term positive impact on the regeneration and enhancement of the urban communities, sustainable access to key services, air quality equal opportunities and that all sections of the community are catered for through encouraging a mix of uses. They could also have a positive longer term impact on economy and employment and housing through promoting appropriately dense development.

Cumulative Impacts

- 6.24 Implementation of the Allocations Submission Document as proposed would likely have a positive impact on housing, balanced communities, economic development and accessibility.
- 6.25 However, the identification of greenfield and Green Belt land in the draft plan would have a negative impact on land and soil over the plan period.

7 Consultation on the Allocations DPD and the SA Report

- 7.1 The initial stage of the Allocations DPD (the Discussion and Consultation Document) was consulted upon in March and April 2010 and elicited a considerable response from a wide range of stakeholders, including statutory bodies, parish councils, members of the public, developers, agents and landowners. In total 8,239 representations were received. A summary of the responses to the consultation, which includes the issues raised and officers' initial responses to these, was also published.
- 7.2 The draft SA Report was published in early 2012 and key stakeholders were consulted on this document (which included statutory consultees, developers and agents) for a six week period between 16 January 2012 and 27 February 2012 (forming Stage D). The document was also published on the Council's website. The issues raised and the responses to these are presented within Updated SA (July 2012) Appendix 12. These responses have been taken into account as appropriate.
- 7.3 Given the delay between the publication of the Discussion and Consultation Document and the draft SA Report it was considered appropriate to provide stakeholders with an additional opportunity to comment on both documents together, and in particular the implications of the SA Report for the initial stage of the Allocations DPD on the options within the Discussion and Consultation Document. Key stakeholders were invited to comment again on these documents for a four week period between 13 August 2012 and 10 September 2012. The issues raised and the responses to these are presented within Appendix 13. These responses have been taken into account as appropriate.
- 7.4 The Submission Document and SA Report will be consulted on for a period of eight weeks between 29 November 2012 and 25 January 2013.

8 How the Plan has Incorporated SA Recommendations

- 8.1 An explanation of how the Allocations Submission Document has incorporated the SA recommendations for mitigation and enhancement at the Discussion and Consultation stage is provided in Appendix 12.
- 8.2 The appraisal of the draft Submission Document has recommendations embedded within it which have been addressed within the proposed policies, as this SA report has been produced alongside the Submission Document and has informed its development. The detailed assessment of the proposed policies should be referred to.
- 8.3 Some of the key recommendations identified through the SA process include:
- Taking into account the relationship between potential alternative options when considering different land uses which are in proximity to one another
 - Areas at risk of flooding should, if taken forward as part of a preferred option, be given over to public open space
 - The preparation of Local Wildlife Site Management Plan where development of particular options has the potential to impact on neighbouring Local Wildlife Sites
 - The inclusion of green buffers to mitigate impact on neighbouring sites of potential ecological value, areas subject to preservation orders or for landscape purposes

9 Implementation and Monitoring

- 9.1 Indicators and targets are important tools to help monitor the sustainability effects of the LDF (forming Stage E). Targets and/or indicators for each sustainability objective have been identified (from the SA Framework) within Section 8 of the Core Strategy Submission SA Report to provide a suggested list for discussion, and refined further to consider the significant sustainability effects of the plan as required by the SEA Directive.
- 9.2 Monitoring of the LDF will take place through the publication of the Annual Monitoring Report (AMR). Guidance on the proposed LDF monitoring strategy for the District identified in the Core Strategy Submission SA Report is detailed below.
- 9.3 The proposed LDF monitoring strategy should:
- Clearly set out who is responsible for the monitoring, as well as it's timing, frequency and format for presenting results;
 - By collecting new information, update and strengthen original baseline data, rectifying any deficiencies, and thereby provide an improved basis for the formulation of future plans;
 - Establish a mechanism for action to enhance positive effects of the plan, mitigate any negative ones and assess any areas that were originally identified as containing uncertainty. The aim should be to keep the LDF working at maximum effectiveness for the benefit of the community; and,
 - Empower all of the community by providing a clear and easily understandable picture of how actual implementation of the LDF is affecting the District. Is it moving the area towards or away from the more sustainable future we intended? Are any significant effects identified actually happening? Are any unforeseen consequences being felt? Are any mitigation measures that were proposed operating effectively?
- 9.4 Indicators aim to measure all relevant aspects of life in the District social and economic as well as environmental. These are drawn from:
- Objectives and targets set out in the LDF - these will mostly be quantitative and may be expressed as maps, graphs, diagrams or percentages (e.g. Percentage of new housing built on brownfield land, target of 10% of energy on major new developments to be provided by renewables etc.);
 - Indicators already identified and used in the SA process, again mostly likely to be quantitative;
 - Measures drawn from the baseline data collected during the early stages of the LDF or from the previous Local Plan (e.g. air quality, extent of wildlife habitats, need for affordable housing); and,
 - Any other measures suggested by the community. These might be more qualitative (e.g. quality of life) and could be useful in enriching understanding and giving people a sense of ownership of the LDF.

9.5 The Core Strategy Submission SA Report identifies potential indicators for monitoring which relate to the SA Framework objectives. The Allocations DPD is a key component to deliver the Core Strategy. The potential indicators for monitoring the Allocations DPD are set out in the table below. Suggested amendments have been highlighted.

| Potential Indicators | |
|--|---|
| 1. Balanced Communities | <p>To ensure the delivery of high quality sustainable communities where people want to live and work</p> <ul style="list-style-type: none"> • Changing educational attainment at GCSE Level • Proportion of persons in the local population with a degree level qualification. • Parishes with a GP, post office, play area, pub, village hall • Percentage of completed retail, office and leisure development in town centre • Mix of housing tenure within settlements • Provision of new <u>youth and</u> community facilities secured through new developments • <u>Provision of open space secured through new developments</u> |
| 2. Healthy & Safe Communities | <p>Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion</p> <ul style="list-style-type: none"> • Monitor the number of domestic burglaries, violent offences, vehicle crimes, vandalism and all crime per 1,000 population. • Percentage of residents surveyed who feel ‘fairly safe’ or ‘very safe’ during the day whilst outside in their Local Authority. • Indexes of Multiple Deprivation throughout the District. • Monitor the type and number of applications permitted in the greenbelt. • Life expectancy • Hectares of new greenspace created • Percentage of eligible open spaces managed to green flag award standard • Death rates from circulatory disease, cancer, accidents and suicide • Residents description of Health • Obesity levels • <u>Provision of open space secured through new developments</u> |

Potential Indicators

3. Housing

To provide everybody with the opportunity to live in a decent home

- Number of unfit homes per 1,000 dwellings.
- Indices of Multiple Deprivation – Housing and Services Domain
- Percentage of households rented from the Council or in Housing Association/Registered Social Landlords properties
- Percentage of new housing which is affordable
- Average house price compared with average earnings
- Number of housing Completions
- [Percentage of Lifetime Homes](#)

4. Economy & Employment

To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability

- The changing diversity of main town centre uses (by number, type and amount of floorspace)
- The changing density of development
- Percentage change in the total number of VAT registered businesses in the area
- Percentage of employees commuting out of the District to work
- Amount of land developed for employment (by type)
- Retail health checks/economic prosperity of smaller towns and villages
- [Number of jobs created through new developments](#)

5. Accessibility

To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling

- Changes in the travel to work mode of transport
- Indices of Multiple Deprivation most notably the Housing and Services Domain
- Car ownership
- Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major health centre
- Kilometres of cycle routes and facilities for cyclists

| Potential Indicators | |
|-----------------------------|--|
| | <ul style="list-style-type: none"> • Kilometres of new walking routes provided • Number of houses within a specified radius of services/facilities • Number of houses within a suitable distance of <u>open space (based on Natural England’s Accessible Natural Greenspace Standards – ANGSt⁶)</u> |
| 6. | <p>Biodiversity</p> <p>To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development</p> <ul style="list-style-type: none"> • Net change in natural/ semi natural habitats • Change in areas and populations of biodiversity importance • Condition of designated sites • Change in area of woodland • Proportion of new developments delivering habitat creation or restoration • <u>Number of management plans for designated sites prepared and implemented</u> • <u>Proportion of new developments delivering habitat mitigation</u> • <u>Proportion of new developments delivering wildlife corridors</u> • <u>Areas of geological significance safeguarded and/or extracted</u> |
| 7. | <p>Cultural Heritage</p> <p>To maintain and enhance the cultural heritage and assets of the District</p> <ul style="list-style-type: none"> • Buildings of Grade I and II at risk of decay • Condition of Conservation Areas • Number of historic parks and gardens |
| 8. | <p>Landscape & Townscape</p> <p>To maintain and enhance the quality of landscapes and townscapes</p> <ul style="list-style-type: none"> • To monitor the number of parks awarded Green Flag Status • To monitor the number of landscape or built environment designations • Hectares of new development outside settlement boundaries • Hedgerow and/or veteran tree loss • Area of /change in landscape designations • Percentage of development on previously developed land |

⁶ Accessible Natural Greenspace Standards available from: http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardandngst.aspx

Potential Indicators

9. Climate Change & Energy

To reduce contributions to climate change

- Changes in the travel to work mode of transport
- Greenhouse gas emissions
- Renewable energy capacity installed by type
- Percentage of new development including renewable energy generation
- Energy consumption
- [Code for Sustainable Homes/BREEAM compliance](#)
- [Percentage of the tonnage of household waste arisings which have been recycled](#)
- [Percentage of household waste sent by the Authority for composting or treatment by anaerobic digestion](#)

10. Water

To improve water quality and reduce the risk of flooding

- Changing water quality
- Groundwater levels
- Percentage of new development incorporating water efficiency measures
- Water consumption per household
- Number of homes built against Environment Agency advice on flooding
- [Number and types of Sustainable Drainage Systems approved and implemented](#)

11. Land & Soil

To maintain and improve the quality of the District's land and soil

- Use of previously developed land
- Density of new residential development
- Number of sites/hectares decontaminated as a result of new development

Potential Indicators

12. Air Quality

To improve air quality

- AQMA designations or threshold designations
- Growth in cars per household
- Growth in car trip generation
- Type of travel mode to work
- Percentage change in public transport patronage
- Number of days in the year when air quality is recorded as moderate or high for NO₂, SO₂, PM₁₀, CO and Ozone on average per site.

13 Sustainable Design & Construction

To promote sustainable design and construction

- Percentage of new development incorporating energy and water efficiency measures, and sustainable drainage systems
- Percentage of new development meeting BREEAM very good/excellent Standards
- Percentage use of aggregates from secondary and recycled sources

10 Conclusion and Next Steps

- 10.1 The SA report has appraised the residential, employment, environment, community facilities and town centre options set out in the Allocations DPD: Discussion and Consultation Document, additional alternative options identified through the SA process, and the proposed policies within the Allocations Submission Document. The potential cumulative, short, medium and long-term, temporary or permanent effects, have also been identified where possible.
- 10.2 Each of the proposed residential and employment policies to deliver the requirements of the Rochford District Core Strategy have different implications for the sustainability objectives in terms of site level effects, however, in general the proposed policies would have a range of short term negative impacts on local communities through their construction, primarily due to the relationship between the sites identified and existing residential areas, impacts on the local and wider highway network and air quality. Over the longer term, these options would in general have negative impacts on landscape whilst having positive effects on housing/employment objectives in terms of providing housing/employment and associated infrastructure on land currently designated Green Belt.
- 10.3 The retention of existing employment land (in accordance with the Core Strategy), in general would have long term positive effects on economy and employment. The ecological and landscape policies would have long term positive impacts on biodiversity and landscape. The policies to retain existing schools and extend King Edmund School, protect existing open spaces and leisure centres (where appropriate) would likely have a long term positive impact on balanced communities and accessibility. The identification of Rochford and Rayleigh town centre boundaries and primary shopping areas would likely have positive effects on housing, the local economy and employment, landscape and townscape, and balanced communities in the longer term. However, in the short term, redevelopment within the town centres would have an impact on communities, in terms of the proximity of construction to the existing residential area, highways, and air pollution.
- 10.4 Throughout the SA report has made a number of recommendations in relation to various alternative options and the proposed policies. The SA report, alongside consultation responses received, has been used to inform the preparation of the pre-submission Allocations Document. The recommendations identified throughout the SA process have assisted in mitigating the potential impacts of the proposed policies and had a positive effect on the sustainability of the plan.
- 10.5 Overall there are significant sustainability benefits in adopting the plan as proposed.

Appendix 1 – Statement on Compliance with the SEA Directive and Regulations

An outline of the contents, main objectives of the plan and relationship with other relevant plans:

- Section 1 of this Sustainability Appraisal sets out the contents and main objectives of the Allocations DPD. It sets out the purpose of both stages in the development of the document. The relationship with other relevant plans and programmes is detailed within Appendix IV of the 2009 Core Strategy Submission SA Report. This detailed review of plans and programmes is provided within Appendix 16 of this report, and an updated list of relevant plans and programmes is also set out within Appendix 16.

The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan:

- Task A2 and particularly Appendix 18 summarise the relevant baseline conditions for sustainability (including the state of relevant environmental aspects) in the District. Appendix 17 of this report (prepared by Essex County Council) sets out this information in more detail and the likely evolution of current conditions ('trends') is detailed in Appendix 17 where available.

The environmental characteristics of areas likely to be significantly affected:

- Where relevant and available, information regarding particular areas has been included in Appendix 17 of this report.

Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance:

- Appendix 18 of this report summarises existing sustainability problems (including environmental problems) for the Rochford District Council area.

The environmental protection objectives relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation:

- Appendix IV of the Core Strategy Submission SA Report provides the summary of objectives for sustainability in the Rochford area (including environmental objectives), and the implications of these objectives for the LDF. This review can be found in Appendix 16 of this report.
- Appendix 16 has identified where international, national, regional and local policies have changed since the preparation of the Core Strategy Submission SA Report.

The likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects:

- The SA Framework of objectives presented in Section 4 of this Sustainability Appraisal shows which of the issues listed by the SEA Regulations are progressed by which SA Objectives have been identified (Table 6). This assures that all of the issues are considered during the assessment of each part of the Allocations DPD, since each proposed policy and alternative option is assessed against each SA Objective.
- The likely sustainability effects of the different alternative options considered during the preparation of the Allocations Submission Document (including environmental effects) is summarised in Section 6 of this Sustainability Appraisal. Where possible, an indication of whether effects are likely to be cumulative, short, medium and long-term etc. has been included.

The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan:

- Where significant adverse effects, including environmental effects, have been predicted for each of the options considered and the proposed policies in the Allocations Submission Document, has sought where possible to identify means of offsetting these effects. These are detailed in Appendices 3-12 of this Sustainability Appraisal.

An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information:

- The reasons for selecting the alternative options set out in the Discussion and Consultation Document, and the other identified reasonable alternatives, considered in the preparation of the Allocations Submission Document is detailed within Section 6 and the 'Task B2' of this Report. Details of how the assessment was undertaken are provided in Sections 2-5 of this Sustainability Appraisal (the full appraisal methodology), and difficulties encountered in compiling information are summarised in 'Task B3' of this Report.

A description of the measures envisaged concerning monitoring:

- Measures envisaged concerning the monitoring of the sustainability effects (including environmental effects) of implementing the Allocations Submission Document are provided in Section 9 of this Sustainability Appraisal.

A non-technical summary of the information provided under the above headings:

- A non-technical summary has been prepared addressing the above headings, where appropriate. This non-technical summary should be read in conjunction with the Core Strategy Submission SA non-technical summary.

Appendix 2 – SA of Core Strategy Vision and Objectives

Key: No Impact
 Very Compatible
 Compatible
 Uncertain
 Incompatible
 Very Incompatible

| |
|----|
| N |
| VC |
| C |
| U |
| I |
| VI |

Core Strategy Vision

To make Rochford District a place which provides opportunities for the best possible quality of life for all who live, work and visit here.

| SA Objectives | | Compatibility Analysis |
|---------------|--|------------------------|
| 1 | To ensure the delivery of high quality sustainable communities where people want to live and work | VC |
| 2 | Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion | C |
| 3 | To provide everybody with the opportunity to live in a decent home | C |
| 4 | To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability | C |
| 5 | To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling | C |
| 6 | To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development | U |
| 7 | To maintain and enhance the cultural heritage and assets of the District | U |
| 8 | To maintain and enhance the quality of landscapes and townscapes | U |

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| SA Objectives | | Compatibility Analysis |
|---------------|---|------------------------|
| 9 | To reduce contributions to climate change | U |
| 10 | To improve water quality and reduce the risk of flooding | U |
| 11 | To maintain and improve the quality of the District's land and soil | U |
| 12 | To improve air quality | U |
| 13 | To promote sustainable design and construction | U |

Summary:

The vision was assessed as being very compatible with SA objective 1, as delivering sustainable communities is closely linked to providing opportunities for the best possible quality of life. It was also found to be compatible with SA objectives relating to the economy, health, crime, sustainable transport and the provision of decent homes. The uncertainties identified within the compatibility analysis relate to the overarching nature of the vision, which cannot be expected to cover all aspects of sustainability in detail.

| SA Objectives | | Core Strategy Objectives | | | |
|---------------|--|-----------------------------------|--------------------------------------|--|--|
| | | Making a difference to our people | Making a difference to our community | Making a difference to our environment | Making a difference to our local economy |
| 1 | To ensure the delivery of high quality sustainable communities where people want to live and work | C | VC | C | C |
| 2 | Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion | C | VC | N | U |
| 3 | To provide everybody with the opportunity to live in a decent home | VC | C | U | U |
| 4 | To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability | C | C | U | VC |
| 5 | To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, | C | C | U | C |

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| SA Objectives | | Core Strategy Objectives | | | |
|---------------|--|-----------------------------------|--------------------------------------|--|--|
| | | Making a difference to our people | Making a difference to our community | Making a difference to our environment | Making a difference to our local economy |
| | walking and cycling | | | | |
| 6 | To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development | U | U | VC | U |
| 7 | To maintain and enhance the cultural heritage and assets of the District | U | U | U | U |
| 8 | To maintain and enhance the quality of landscapes and townscapes | C | C | C | C |
| 9 | To reduce contributions to climate change | C | C | C | C |
| 10 | To improve water quality and reduce the risk of flooding | C | C | C | C |
| 11 | To maintain and improve the quality of the District's land and soil | C | C | C | C |
| 12 | To improve air quality | C | C | C | N |
| 13 | To promote sustainable design and construction | C | C | C | N |

Summary:

The CS objectives seek to make a difference to the District's people, community, environment and local economy. Given the objectives broad nature, the assessment found that the vision was compatible with the majority of the SA objectives.

Compatibility of Theme Vision and Objectives

Housing

The vision and objectives for this topic are compatible with SA objective 3, which seeks to provide everybody with the opportunity to live in a decent home. They are also determined to be compatible with SA objectives relating to the economy (maintain settlement viability and rural services), communities (delivery of housing which caters for needs of all communities) and landscape (efficient use of land). No incompatibilities have been identified.

Character of Place

This topic's vision and objectives seek to ensure that new development respects and positively contributes to the built environment in order to maintain and enhance the District's distinctive character and history. This is compatible with SA objectives 7 and 13, which seek to maintain and enhance cultural heritage and ensure the use of sustainable design and construction. No incompatibilities have been identified.

The Green Belt

The vision and objectives for this topic seek to protect the openness and character of the District's Green Belt by ensuring that the minimum amount of Green Belt is allocated to meet the District's housing. This is compatible with SA objectives 8 and 11, which seek to maintain and enhance the District's landscape, townscape, land and soil. The protection and enhancement of the Green Belt has the potential to have positive effects on flood risk and water quality as much of the green belt serves as water catchment area. No incompatibilities have been identified.

Upper Roach Valley and Wallasea Island

The vision and objectives for Upper Roach Valley and Wallasea Island are compatible with SA objectives 2 (healthy & safe communities) and 6 (Biodiversity) through the provision of additional recreational spaces and the protection of biodiversity, including the delivery of the Wallasea Island Wild Coast Project. No incompatibilities have been identified.

Environmental Issues

This topic's vision and objectives cover a wide range of environmental issues, which are compatible with SA objectives 6, 9, 10 and 12. This covers the protection and enhancement of biodiversity; reduced flood risk; improved air quality and an increase in renewable energy projects. This is also likely to have indirect positive effects on human health. No incompatibilities have been identified.

Community Infrastructure, Leisure and Tourism

The vision and objectives are compatible with SA objectives 1 and 2 as this topic addresses the provision of adequate infrastructure, facilities and green tourism projects. No incompatibilities have been identified.

Transport

The vision and objectives for this topic are compatible with SA objective 5 and 12, which seek to promote sustainable transport choices and improve air quality. The vision and objectives look to reduce reliance on the private car, improve accessibility and improve cycling and walking routes, which will lead to improvements in air quality. No incompatibilities have been identified.

Economic Development

The vision and objectives identified for this topic are compatible with SA objective 4 as they seek to ensure the growth of the local economy and the enhancement of the local skills base through a range of proposed developments. No incompatibilities have been identified.

Retail and Town Centres

This topic's vision and objectives seek to enhance and direct retail development in the town centres of Rochford, Rayleigh and Hockley to reduce the leakage of retail expenditure out of the District. It also seeks to ensure that village and neighbourhood shops provide a service for local communities, particularly for those with limited access to transport. This is compatible with SA objective 4, which promotes economic growth and town centre vitality/viability. No incompatibilities have been identified.

Appendix 3 – Brownfield Residential Land Allocations

The four brownfield sites identified for reallocation for residential use; Star Lane Industrial Estate (Policy BFR1; Option E9), Eldon Way/Foundry Industrial Estate (Policy BFR2, Option E10), Stambridge Mills (Policy BFR3, Option E11), and Rawreth Industrial Estate (Policy BFR4, Option E12) have been considered in the production of the Allocations Submission Document.

These options were assessed in detail at the Discussion and Consultation Document stage. In general they were considered to perform strongly against the sustainability objectives although some concerns were noted in respect of Stambridge Mills such as flood risk. However, other significant sustainability benefits were identified.

The detailed assessments are not repeated here, but can be found in Appendix 4 of the previous SA (July 2012). The allocation of Eldon Way/Foundry Industrial Estate, however, is deferred to the emerging Hockley Area Action Plan, which is at an advanced stage and will be subject to an independent SA.

Appendix 4 – Settlement Extension Residential Land Allocations

The alternative options considered for the location of housing land within the Green Belt are related to the general locations set out in the Core Strategy Adopted Version. These include Policy H2 (Extension to residential envelopes and phasing) and Policy H3 (Extension to residential envelopes post- 2021). The options assessed are variations of potential sites, of which the SA has evaluated the different issues and potential impacts against the SA Framework (Table 5).

Several alternative options have also been identified for the allocation of a Gypsy and Traveller site in the District as required by Policy H7 (Gypsy and Traveller Accommodation). These have been assessed against the SA Framework.

The proposed policies for each general location are presented first, followed by the appraisal of the reasonable alternative options.

North of London Road, Rayleigh

Policy SER1

| SA Objective | Policy SER1 – Commentary | Score |
|--------------------------------|---|-----------|
| 1. Balanced Communities | <p>SER1 is the largest of the site options for the north of London Road general location.</p> <p>The site is in close proximity to a range of services such as schools, a supermarket, leisure facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for.</p> <p>The development of this site can provide the required minimum amount of housing. It will ensure the phasing of infrastructure with the capacity to provide the necessary public open space, youth and community facilities and infrastructure improvements.</p> <p>The site is well related to the existing development although at present it is partially segregated from the main development by BFR4. The Council plans to reallocate the industrial estate for residential use and encourage the relocation of 'bad neighbour' uses, as well as other uses on the site to an alternative location. This will help to generate a more cohesive and holistic residential area, which will ensure equal opportunities for residents and will create a sense of community and place.</p> | ++ |

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| SA Objective | Policy SER1 – Commentary | Score |
|---|--|-----------|
| | <p>The site will include provision of a new school, which will ensure that additional unsupportable pressure will not be imposed on the existing facilities in the area. It will provide additional play space and recreational facilities for local residents and young people.</p> <p>SER1 can include homes which comply with the Lifetime Homes Standard. This ensures that the site can provide lifelong homes for residents.</p> <p>Currently SER1 is located to the west of Rawreth Industrial Estate (assessed in detail later in this document under BFR4). BFR4 is presently occupied by primarily ‘bad neighbour’ uses including waste management and various industrial units. The Core Strategy identifies the Industrial Estate as suitable for housing and as such the site will be reallocated for housing. The reallocation of BFR4 for housing is a long term aspiration of the Council and as such the phasing of the two sites should be carefully considered. If SER1 is developed prior to BFR4 it will be necessary to include a buffer between the residential and industrial uses while still ensuring that future residential development of the Industrial Estate can be integrated with the rest of SER1.</p> <p>A range of housing tenure, types and affordability will ensure that SER1 can sustain a mixed and balanced community.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>SER1 will facilitate the development of a range of sporting and recreational spaces, potentially including indoor and outdoor facilities and youth facilities. Outdoor play space can also be provided.</p> <p>Although the previous SA recommended the retention of the playing field to the south of the site along London Road, the Concept Statement proposes that this playing field should be relocated to another location to the west of the site in the Green Belt on a like for like basis. This would have a positive impact through ensuring that there is no net loss of recreation and public open space in this location. As this is a like for like replacement the impact on sustainability is likely to be neutral.</p> <p>There is a Greenway proposed to the west of Rayleigh (Greenway 13) which would connect well with this option. There is also a proposed Sustrans cycle route to the north/north east of this option which may present opportunities for a pedestrian/cycle link in future. These features can be used to encourage the use of alternative modes of transport which will have a positive contribution in terms of the health of residents.</p> <p>There are high voltage pylons running north east directly to the west of the site, and residential development should be 60 metres away from the pylons. The siting of playing fields and public open space should also consider the presence of the pylons.</p> | <p>++</p> |

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| SA Objective | Policy SER1 – Commentary | Score |
|------------------------------------|--|-----------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing within this development.</p> <p>The site can provide a range of housing types and tenures to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard. This is addressed within the Concept Statement.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | ++ |
| 4. Economy & Employment | <p>This option is not located within Rayleigh town centre.</p> <p>The site will have suitable access to key services as well as to employment opportunities in Rayleigh town centre, particularly as the Concept Statement promotes the creation of a bus link between Rawreth Lane and London Road. It is also well related to as well as retail conveniences located south east of the site along London Road.</p> <p>Commercial uses at the south of the site should be retained, as set out in the Concept Statement.</p> <p>SER1 is well related to the proposed office and light industrial employment site, which is discussed in detail later in this document under the Policy NEL1.</p> <p>The Concept Statement for SER1 also suggests that small scale (A1) retail should be integrated into the site in the form of neighborhood shops which would ensure that all members of the community have access to shops and services.</p> <p>The provision of youth and community facilities within the site may also provide additional employment opportunities for local residents.</p> | + |
| 5. Accessibility | <p>This option can link with both Rawreth Lane and London Road (which has the potential to provide a circular public transport route), as opposed to NLR1, NLR2 and NLR3 and would therefore mean that local services, such as those located along Rawreth Lane and London Road would be more accessible for the local community.</p> <p>Public transport links are available along Rawreth Lane and London Road (there are several bus routes along each). This increases the accessibility for those without access to a private car to local services.</p> <p>Retail and public facilities are provided on site and as such this will reduce the need for residents to travel.</p> | ++ |

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| SA Objective | Policy SER1 – Commentary | Score |
|-------------------------------|---|------------------|
| | <p>There is a Greenway proposed to the west of Rayleigh (Greenway 13) which would connect well with this option. There is also a proposed Sustrans cycle route to the north/north east of this option which may present opportunities for a pedestrian/cycle link in the future.</p> <p>The Concept Statement for Policy SER1 states that there should be two access/egress points from Rawreth Lane and London Road. The site should be orientated in such a way that the majority of traffic is directed onto London Road.</p> <p>Other transport improvements, such as junctions, will be necessary along London Road to help avoid an increase in traffic congestion. The Concept Statement refers to the creation of a multi-use junction for this site and that within Policy NEL1 along London Road.</p> <p>In order to reduce the impact of vehicular traffic within the site a bus link can be created between London Road and Rawreth Lane. This link can include measures to prevent private cars from passing along it, however the potential for making the link able to support cars will also be considered at the planning stage. This bus link would serve the development by reducing congestion and air pollution. It would also link the site to Rayleigh town centre.</p> <p>Pedestrian and cycle routes can also be supported within SER1. These can be used to further reduce the need to use private cars and has the potential to be linked to the proposed Sustrans cycle route.</p> <p>Local highway capacity and infrastructure improvements are required to accompany development of the site. A Transport Impact Assessment should be carried out prior to the development of the site.</p> | |
| <p>6. Biodiversity</p> | <p>The general location is not in proximity to any of the districts estuaries or salt marshes or other significant natural and semi natural habitats.</p> <p>There are a number of small ponds towards the centre of the site which might have some biodiversity value. Any loss of biodiversity value from these sites should be mitigated against.</p> <p>The site is not located in proximity to any areas designated for their ecological importance.</p> <p>The site can include several areas of public open space which may be able to support some species.</p> <p>The Concept Statement outlines the need for a substantial green buffer located in the Green Belt, to the west of the site, providing public open space in the form of park land, and has the potential to help mitigate flood risk issues. This buffer will ensure that there is strongly defined Green Belt boundary which will serve the needs of residents. Public open space on site will also be created to help mitigate flood risk issues. These also have the potential to facilitate species movement.</p> | <p>++</p> |

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| SA Objective | Policy SER1 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | The green buffer to be included on this site has the capacity to provide ecological value and species habitats. | | |
| 7. Cultural Heritage | <p>There is a grade II listed Building near to the site. Development must not adversely impact the building. A green buffer should also be included to minimise the impact, as detailed in the Concept Statement for Policy SER1.</p> <p>The general location is within Historic Environment Character Zone 40. There may be some archaeological deposits in the area however the extent to which this is the case is unknown due to the lack of archaeological field work undertaken</p> | + | |
| 8. Landscape & Townscape | <p>SER1 is similar to NLR5, however it extends further to the west and south, where it borders London Road.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site has the potential to ensure a strong Green Belt boundary to the west. This can be enhanced by the integration of a substantial green buffer along the western boundary of the site to prevent further encroachment into the Green Belt. The arrangement of this site would not project further than three alternative options for this location (NLR1, NLR2 and NLR4), thus potentially further maintaining the landscape character of land to the west of the site. Some of this area further to the west of this option, however, would be changed from existing agricultural land to parkland.</p> <p>There are a number of existing trees on the site as well as several with Tree Preservation Orders. These should be retained where possible unless it can be demonstrated that their continued presence would render the development of the site unviable. Any subsequent loss of trees should be appropriately mitigated against.</p> <p>SER1 extends westward along London Road. It will form a key gateway along the western approach into Rayleigh. As such the topography and landscape of the site should be carefully considered. A green buffer would be useful in creating a positive visual impact of the site from the surrounding highways.</p> <p>The site is well related to the proposed employment site to the south of London Road (Policy NEL1 which is considered later in this assessment). The Concept Statement recognises the importance of the landscape in this location and details potential mitigation measures such as design, landscaping.</p> <p>The site will include a green buffer to the west which will ensure that there is a strong Green Belt boundary preventing further extension into the Green Belt and preventing coalescence with the village of Rawreth.</p> | - | + |

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| SA Objective | Policy SER1 – Commentary | Score | |
|--|--|-------|---|
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings that can mitigate the impact of the development on the local climate. 10% of the energy should be generated by on site renewable and low carbon sources, unless the planning application demonstrates that this would be unviable or undeliverable.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable and/or low carbon technologies can be provided within the site and should be included unless it can be demonstrated that they would render a development unviable.</p> | + | |
| <p>10. Water</p> | <p>There is an area of approximately 3.1 hectares within an area designated as flood zone 2 and 3. This area should not be developed on and should instead be utilized to provide public open space in accordance with national policy.</p> <p>The provision of a green buffer west of the site, within the Green Belt has the potential to mitigate against the effects of the flooding.</p> <p>SER1 can accommodate Sustainable Drainage Systems (SUDs). Grey water management and other conservation measures can also be included if appropriate. The size of the site means that SUDs and other such water management measures are likely to be particularly viable.</p> <p>As noted within the Concept Statement, the wastewater transmission network will need modelling at the planning application stage, and any issues identified should be resolved in conjunction with Anglian Water.</p> <p>There is capacity of the existing Waste Water Treatment Works to accommodate the proposed growth in this location. Infrastructure improvements would need to be made to the foul sewerage network.</p> | + | |
| <p>11. Land and Soil</p> | <p>The site is located on greenfield land.</p> <p>The allocation of this site would necessitate the loss of Green Belt land in this location, however SER1 would create a strong Green Belt boundary, helping to prevent additional loss of Green Belt land in future. This Green Belt boundary would be strengthened further by the inclusion of a green buffer in the west of the site.</p> <p>The site encompasses grade 3 agricultural land which will be lost if the site is developed. This loss is mitigated by the fact that the development of SER1 prevents the loss of higher grade agricultural land elsewhere. However greenfield land will also be lost.</p> | + | - |

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| SA Objective | Policy SER1 – Commentary | Score | |
|--|---|-------|---|
| 12. Air Quality | <p>Rawreth Industrial Estate (BFR4) located to the east of the site has been designated an AQMA. Air Pollution from the existing industrial estate should be considered when the dispersal of housing within SER1 is considered. The extent of this factor will be largely determined by the phasing of the development of SER1 for residential uses.</p> <p>The proposed public transport, pedestrian and cycle links in the site will serve to reduce air pollution from private car use within the site.</p> | + | - |
| 13. Sustainable Design and Construction | The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate. The specific measures regarding the sustainable design and construction of the site will be managed through the development management process. | + | |

Option NLR1

| SA Objective | Option NLR1 – Commentary | Score | |
|--------------------------------|---|-------|---|
| 1. Balanced Communities | <p>The scale of the site will ensure that the required youth and community facilities in addition to other infrastructure such as a new primary school.</p> <p>NLR1 is in proximity to a range of services including schools, a supermarket, leisure facilities and health facilities as well as public open space, allowing it to meet the various needs of the community.</p> <p>NLR1 adjoins the existing settlement, however it is less well related to the existing settlement than SER1 and NLR5 as it does not have a direct link with London Road to the south. NLR1 is also less well related to the potential employment options (E13-E17) and the office and light industrial uses proposed in Policy NEL1.</p> <p>Whilst adjoined to the existing settlement, part of the site is currently isolated due to the presence of Rawreth Industrial Estate. Cohesive development of this site to enable the regeneration and enhancement of existing communities will depend upon the redevelopment of the employment land for residential use (Policy BFR4).</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | + | - |

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| SA Objective | Option NLR1 – Commentary | Score | |
|--|---|-------|---|
| 2. Healthy & Safe Communities | <p>There area high voltage overhead power lines within the site, which should be viable to relocate before development takes place.</p> <p>NLR1 is located near to Rayleigh Leisure Centre and Rawreth Lane Playing Fields and have the potential to improve health and reduce health inequalities.</p> <p>The provision of public open space on the site will facilitate informal leisure activities.</p> <p>There is a Greenway proposed for the west of Rayleigh (Greenway 13) which can be linked to this option. Nevertheless option NLR1 does not have as strong a potential link to the Greenway as SER1, NLR3 or NLR5 because it does not extend as far south towards London Road.</p> <p>There is also a proposed Sustrans Cycle Route to the north/ north east of the site which could be linked to the site in the future.</p> | - | + |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing within this development.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard.</p> <p>The design of the development will be determined through the development management process.</p> | + | |
| 4. Economy & Employment | <p>This site is not situated within the town centre of Rayleigh.</p> <p>A range of local services are allocated for this general location, including a primary school and youth and community facilities. There is a range of existing shopping, leisure and local services which are accessible from this site. This option is also in proximity to the options for employment land to the west of Rayleigh.</p> <p>Although the option is in proximity to the options for employment land to the west of Rayleigh (E13-16) and Policy NEL1, NLR1 is not as well related to these as SER1, NLR3 and NLR5 which have direct links to London Road.</p> | + | - |

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| SA Objective | Option NLR1 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| <p>5. Accessibility</p> | <p>The site has the potential to link with the public transport links along Rawreth Lane and with Greenway 13, which is proposed in the south.</p> <p>The site has no connection to London Road.</p> <p>Access to the employment options west of Rayleigh is poor compared to that of Options NLR3, NLR5 and SER1, which link directly to London Road. This being said NLR1 still provides an opportunity for access to the employment options south of London Road. NLR1 can also support opportunities for walking and cycling both within the site and along Rawreth Lane.</p> <p>The cumulative impact on the highways network will need to be considered in this general location.</p> <p>The site can ensure that the need to travel is reduced by providing access to existing local services as well as to services which would be included in the site.</p> | <p>++</p> | <p>-</p> |
| <p>6. Biodiversity</p> | <p>The general location of this site is not in proximity to the District's estuaries or salt marshes or other important natural/ semi-natural habitats.</p> <p>There is a small pond to the south of the site which may have biodiversity value and appropriate mitigation measures must be considered.</p> <p>The site is not in immediate proximity to any areas designated for their ecological importance.</p> <p>There is an area to the south of NLR1 which is at risk of flooding. This area can potentially facilitate species movement and colonisation.</p> <p>In this general location, parkland to the west of Rayleigh will be allocated. An area to the south of the site would accommodate public open space which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | <p>+</p> | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage.</p> <p>A grade II Listed Building ('Barn approximately 40 metres east of Rawreth Hall, Rawreth') which is in proximity to the western boundary of this site. The siting of this Listed Building would need to be considered with any development in this general location.</p> | <p>+</p> | |

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| SA Objective | Option NLR1 – Commentary | Score | |
|--|---|-------|---|
| <p>8. Landscape & Townscape</p> | <p>Parkland to the west of Rayleigh can be allocated to provide accessible public open space in this area. A small area of green space can also be provided within the development to reduce the risk of flooding.</p> <p>There is a large area of Green Belt to the west of the site, which would ensure that NLR1 does not coalesce with the village of Rawreth.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site follows a natural field boundary and with the provision of a green buffer, it can ensure that a defensible Green Belt boundary could be maintained to prevent further encroachment into the Green Belt. This option, however, extends further to the west along Rawreth Lane compared to the other options for this general location (particularly NLR4 and NLR5). It would therefore have a greater impact on the landscape character to the west of Rayleigh in this regard. Some of this area further to the west of this option, however, would be changed from existing agricultural land to parkland.</p> <p>This option, however, extends further to the west along Rawreth Lane compared to the other options for this general location (particularly NLR4 and NLR5). It would therefore have a greater impact on the landscape character to the west of Rayleigh in this regard. Some of this area further to the west of this option, however, would be changed from existing agricultural land to parkland. The relationship between this option and employment options to the west of Rayleigh (E13-E17) and Policy NEL1 could have a significant impact on the landscape character to the west of Rayleigh. This would depend on the options taken forward and would need to be carefully considered. However, this option is not so well related with the employment options as opposed to Options NLR3 and NLR5 for example.</p> | + | - |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>The site is situated on greenfield Green Belt land or Agricultural green belt land.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |

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| SA Objective | Option NLR1 – Commentary | Score | |
|--|---|-------|---|
| 10. Water | <p>There is a small area of flood zone 2 and 3 running along the south of the site. This area would be suitable for use as public open space.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity of the existing Waste Water Treatment Works to accommodate the proposed growth in this location. Infrastructure improvements would need to be made to the foul sewerage network.</p> | + | |
| 11. Land and Soil | The site encompasses grade 3 agricultural land, and thus its development would not lead to a loss of the highest quality agricultural land. | + | - |
| 12. Air Quality | <p>Providing a link to London Road is less viable for NLR1 compared to SER1, NLR3 and NLR5. As a result traffic traveling to and from the site is likely to be focused along Rawreth Lane which in turn will increase air pollution in that area.</p> <p>There are opportunities to ensure public transport and pedestrian/ cycle routes within the site as well as to improve the public transport along Rawreth Lane which will potentially reduce the impact on air quality.</p> <p>Rawreth Industrial Estate to the east of NLR1 has recently been designated an AQMA. However the Industrial estate is proposed to be redeveloped for residential use (Policy BFR4).</p> | - | + |
| 13. Sustainable Design and Construction | The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate. The specific measures regarding the sustainable design and construction of the site will be managed through the development management process. | + | |

Option NLR2

| SA Objective | Option NLR2 – Commentary | Score | |
|--------------------------------|---|-------|---|
| 1. Balanced Communities | <p>The scale of the site will ensure that the required youth and community facilities in addition to other infrastructure such as a new primary school.</p> <p>Whilst adjoined to the existing settlement, part of the site is currently isolated due to the presence of Rawreth Industrial Estate. Cohesive development of this site to enable the regeneration and enhancement of existing communities will depend upon the redevelopment of the employment land for residential use (Policy BFR4).</p> | + | - |

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| SA Objective | Option NLR2 – Commentary | Score | |
|---|---|-------|---|
| | <p>NLR2 is in proximity to a range of services including schools, a supermarket, leisure facilities and health facilities as well as public open space, allowing it to meet the various needs of the community.</p> <p>NLR2 is separated from both Rawreth Lane and London Road. This may have a negative impact on existing and future communities. Through reducing their access to services and facilities as well as the existing bus services along these two routes.</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>The infrastructure requirements include an area of green space between the development and the A1245 which could improve the biodiversity of the area, provide a community benefit, and ensure that there is no coalescence with the village of Rawreth. Design of the development will be determined through the development management process.</p> <p>There are high voltage overhead power lines within the western boundary of the site which should be viable to move before development takes place. Rayleigh Leisure Centre is situated in proximity to the site although this may be less accessible from this development compared to SER1, NLR1, NLR4 and NLR5. London Road playing field is adjacent to the site and is therefore likely to be more accessible. Accessible public open space will also be provided to the west of this option. The reduced accessibility of this site, however, to a range of leisure facilities provided at Rayleigh Leisure Centre may not improve health and reduce health inequalities. The relationship between this option and the options for employment land to the west of Rayleigh, in particular Option E17 located to the west, would need to be taken into consideration. However, this option is not as well related to these options as opposed to Options NLR3 and NLR5 which have direct links to London Road.</p> <p>The proposed public open space to the west and playing field to the south would encourage informal recreation. Rayleigh Leisure Centre, however, is less accessible from this option as opposed to some of the other options which may impact on the sites potential to encourage healthy, active lifestyles. There is a Greenway proposed to the west of Rayleigh which would connect with this option. Although there is also a proposed Sustrans route located to the north/north east of this option, the location of this site away from Rawreth Lane would make future opportunities to link to this route less viable.</p> | - | + |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing within this development.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard.</p> | + | - |

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| SA Objective | Option NLR2 – Commentary | Score | |
|---|---|-------|---|
| | <p>There are a range of local services and facilities which are in proximity to this site, including bus routes along Rawreth Lane and London Road. The isolation of this site from these two routes may therefore make access to these key services less sustainable and unequal for sections of the local community. This option is also in proximity to the options for employment land to the west of Rayleigh, although this option is not as well related to these options as opposed to Options NLR3 and NLR5 which have direct links to London Road. Option E17 is, however, in proximity to the site to the west.</p> | | |
| <p>4. Economy & Employment</p> | <p>This site is not situated within Rayleigh town centre.</p> <p>A range of local services are allocated for this general location, including a primary school and youth and community facilities. There is a range of existing shopping, leisure and local services which are accessible from this site but which may be less accessible compared to some of the other options due to its isolation from the two main roads to the north and south.</p> <p>This option is also in proximity to the options for employment land to the west of Rayleigh (E13-E16) as well as Policy NEL1, although this option is not as well related to these options as opposed to Options NLR3 and NLR5 which have direct links to London Road. Option E17, however, is in proximity to the site to the west.</p> | + | - |
| <p>5. Accessibility</p> | <p>This option is less likely to have the potential to incorporate sustainable transport within this option due to the isolation of the site from Rawreth Lane and London Road. Greenway 13, however, to the south of the site may be accessible.</p> <p>The site is detached from London Road and Rawreth Lane, making the access onto these routes less viable. This will have a negative impact in terms of traffic and accessibility. There is potential to improve public transport links along Rawreth Lane and London Road, however, this site is detached from these main roads.</p> <p>The relationship between this option and the options for employment land to the west of Rayleigh also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward, as this option is not as well related to the employment options as opposed to Options NLR3 and NLR5 which have direct links to London Road.</p> <p>There are a range of local services and facilities which are likely to be less accessible from this site compared to the other four options.</p> <p>The relationship between this option and the employment options to the west of Rayleigh could positively impact on social inclusion.</p> | + | - |

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| SA Objective | Option NLR2 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>There are existing local services which may be less accessible from this site, however, a range of other local services will be provided within this option. This may to some extent reduce the need to travel, although some services would be less accessible.</p> <p>The relationship between this option and the options for employment land to the west of Rayleigh also has the potential to reduce the need to travel depending on which option is taken forward.</p> | | |
| 6. Biodiversity | <p>The general location of this site is not in proximity to the District's estuaries or salt marshes or other important natural/ semi-natural habitats.</p> <p>There is a small pond towards the northern boundary of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>There is an area running through the centre of NLR2, which is at risk of flooding. This area should be allocated as public open space, and so it can potentially accommodate species movement and colonisation.</p> <p>In this general location, parkland to the west of Rayleigh will be allocated. An area to the south of the site would accommodate public open space which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken.</p> <p>There is a grade II Listed Building ('Barn approximately 40 metres east of Rawreth Hall, Rawreth') which is in proximity to the western boundary of this site. The siting of this Listed Building would need to be considered with any development in this general location.</p> | + | - |
| 8. Landscape & Townscape | <p>Parkland to the west of Rayleigh can be allocated to provide accessible public open space in this area. A small area of green space can also be provided within the development to reduce the risk of flooding.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site is bounded by a community facility to the south but it is not enclosed by a road to the north as it is situated within the middle of a field, which may mean that it would be difficult to ensure a defensible Green Belt boundary to prevent encroachment to the north and west. This option may have a greater impact on the landscape character to the west of Rayleigh.</p> | + | - |

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| SA Objective | Option NLR2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>The relationship between this option and employment options to the west of Rayleigh (E13-E17) and Policy NEL1 could have a significant impact on the landscape character to the west of Rayleigh. This would depend on the options taken forward and would need to be carefully considered. However, this option is not so well related with the employment options as opposed to Options NLR3 and NLR5 for example.</p> <p>The inclusion of a green buffer to the west of the site will also prevent coalescence with the village of Rawreth.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | + | |
| 10. Water | <p>There is a small area of flood zone 2 and 3 running along the south of the site. This area would be suitable for use as public open space.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity of the existing Waste Water Treatment Works to accommodate the proposed growth in this location. Infrastructure improvements would need to be made to the foul sewerage network.</p> | + | |
| 11. Land and Soil | <p>The site encompasses grade 3 agricultural land, and thus its development would not lead to a loss of the highest quality agricultural land.</p> <p>This option is situated on greenfield Green Belt land.</p> | + | - |
| 12. Air Quality | <p>There are a range of services in proximity to this general location, but these are less accessible from this site as opposed to other options. However, other local services will be allocated within the development which may reduce the need to travel. There are also opportunities to improve public transport routes along Rawreth Lane and London Road, although this site is isolated from these main roads. These factors may have both positive and negative impacts on air quality (depending on the services visited and their accessibility), through reducing the number of car journeys and travelling time for some services, whilst potentially increasing this for other services compared to other options for this general location.</p> | + | - |

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| SA Objective | Option NLR2 – Commentary | Score | |
|--|---|----------|--|
| | <p>Providing a link to London Road and Rawreth Lane may be less viable with this option which may make some of the existing local services and facilities less accessible from this site. The relationship between this option and the employment options to the west of Rayleigh (E13-E16) and Policy NEL1, however, would need to be considered. This option is in proximity to Option E17 which is located to the south west.</p> <p>The relationship between this option and the employment options to the west of Rayleigh, would need to be considered. This option is in proximity to Option E17 which is located to the south west. Depending on the residential option taken forward, this could encourage sustainable travel patterns.</p> <p>Rawreth Industrial Estate, to the east of this option, has recently been designated an AQMA. The industrial estate itself, however, is proposed to be redeveloped during the plan period.</p> | | |
| 13. Sustainable Design and Construction | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>The specific measures regarding the sustainable design and construction of the site will be managed through the development management process.</p> | + | |

Option NLR3

| SA Objective | Option NLR3 – Commentary | Score | |
|--------------------------------|---|----------|----------|
| 1. Balanced Communities | <p>The site can provide the necessary community facilities and other identified infrastructure requirements including green space. The location of this site, however, would lead to the loss of an existing community facility in this locality – Rayleigh Sports and Social Club playing field – along London Road, which would need to be relocated for this site to accommodate the housing requirement for this general location, and an existing employment site (although it is not designated as employment land).</p> <p>This option is in proximity to a range of services including a secondary school, and health and community facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for. However, this option only has links with London Road as opposed to SER1, NLR4 and NLR5 which have greater potential to connect to both Rawreth Lane and London Road, and would therefore mean that some services, such as those located along Rawreth Lane, would be less accessible for the local community.</p> | + | - |

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| SA Objective | Option NLR3 – Commentary | Score | |
|--|---|-------|---|
| | <p>This option is well related to the options for employment land to the west of Rayleigh (E13-E17) and Policy NEL1 as opposed to Options NLR1, NLR2 and NLR4 as it has direct links to London Road.</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | | |
| 2. Healthy & Safe Communities | <p>There are high voltage overhead power lines on the site which should be viable to relocate before development takes place.</p> <p>Rayleigh Leisure Centre is situated to the north east of the site along Rawreth Lane which would be less accessible from this development compared to NLR1, NLR4, NLR5 and SER1.</p> <p>This option also encompasses a playing field which would need to be relocated before development takes place. The location of this facility would determine its accessibility from this site. Other accessible public open space would be provided to the west of the site. This would encourage informal recreation.</p> <p>This option connects well to Greenway 13 to the west of Rayleigh. There is also a proposed Sustrans cycle route located to the north/north east of the option. As NLR3 is further away from Rawreth Lane the proposed cycle route will not be as accessible as it would be for SER1, NLR1, NLR4 and NLR5.</p> | + | - |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard.</p> <p>The design of the development will be determined through the development management process.</p> | + | |
| 4. Economy & Employment | <p>This option is not located within Rayleigh town centre.</p> <p>A range of local services are allocated for this general location including a primary school, and youth and community facilities to meet the needs of the local community. There are a range of existing community and local services which are in proximity to this site, but which may be less accessible as opposed to some of the other options given that it does not extend towards Rawreth Lane. This option is also well related to the options for employment land to the west of Rayleigh and Policy NE11, as it has direct links to London Road.</p> | + | - |

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| SA Objective | Option NLR3 – Commentary | Score | |
|-----------------------------|---|-------|---|
| 5. Accessibility | <p>NLR3 is not linked to Rawreth Lane whereas SER1, NLR4 and NLR5 have a greater potential to connect to both Rawreth Lane and London Road.</p> <p>The poorer access to Rawreth Lane means that the shops and services will also be less accessible.</p> <p>Public transport is available along London Road which increases accessibility for those without private cars.</p> | + | - |
| | <p>NLR3 performs well in relation to access to the proposed employment land to the south west of the site (E13-E17) and Policy NEL1 to the south of London Road as opposed to options NLR1, NLR2 and NLR4 as it has direct links to London Road.</p> <p>There is likely to be a cumulative impact on traffic along London road as a result of the development of the site and the lack of connectivity with Rawreth Lane.</p> <p>The site has the potential to improve public transport links along London Road and to link with Greenway 13 proposed to the south.</p> | | |
| 6. Biodiversity | <p>The general location to the west of Rayleigh is not in proximity to the District’s estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There is a small pond towards the east/ south east of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>The site is not in proximity to any sites designated for their ecological importance.</p> <p>The site is situated on greenfield land and some previously developed land. The infrastructure requirements include an area of green space between the development and the A1245 which could improve the biodiversity of the area, facilitate for new habitat creation, provide a community benefit, and ensure that there is no coalescence with the village of Rawreth.</p> <p>In this general location, parkland to the west of Rayleigh will be allocated. There is potential for new habitat creation in this area.</p> | + | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> <p>This option is not situated in immediate proximity to any Listed Buildings.</p> | + | - |

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| SA Objective | Option NLR3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>This option is on greenfield land and a small amount of previously developed land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This area fronting London Road, however, may be less sensitive as nearly half of the site encompasses a playing field and associated facilities and existing employment uses. The site is bounded by a road to the south, and follows a natural field boundary to the west and is adjoined to the existing residential boundary to the east. This may mean that it would be difficult to ensure a defensible Green Belt boundary to prevent encroachment to the north, although a green buffer may be provided. This option may have a greater impact on the landscape character to the west of Rayleigh.</p> <p>The site is bounded by a road to the south, and follows a natural field boundary to the west and is adjoined to the existing residential boundary to the east. This may mean that it would be difficult to ensure a defensible Green Belt boundary to prevent encroachment to the north, although a green buffer may be provided. This option may have a greater impact on the landscape character to the west of Rayleigh. The relationship between this option and employment options to the west of Rayleigh could have a significant impact on the landscape character to the west of Rayleigh (although as noted above, this site is somewhat developed). This would depend on the options taken forward and would need to be carefully considered. This option is well related to the employment options to the west of Rayleigh.</p> <p>The relationship between this option and employment options to the west of Rayleigh (E13-E17) and Policy NEL1 could have a significant impact on the landscape character to the west of Rayleigh (although as noted above, this site is somewhat developed). This option is well related to the employment options to the west of Rayleigh.</p> <p>The inclusion of a green buffer to the west of the site will also prevent coalescence with the village of Rawreth.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |

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| SA Objective | Option NLR3 – Commentary | Score | |
|--|---|-------|---|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There are areas of flood zone 2 and 3 to the west and north west of the site, however, the arrangement of the site should avoid this vulnerable area.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | - | + |
| 11. Land and Soil | <p>The site encompasses grade 3 agricultural land and some previously developed land on the west and south western boundary of the playing field. The development of this site would not lead to a loss of the highest quality agricultural land.</p> <p>Greenfield land is not thought to be contaminated. It is unknown whether development land within this option is contaminated. A contaminated land study will be required in order to ascertain whether the developed land is contaminated.</p> | + | - |
| 12. Air Quality | <p>There are a range of services which are accessible to this site, although those situated along Rawreth Lane are likely to be less accessible from this site compared to some of the other options for this general location. Other local services will be allocated within the development which may reduce the need to travel. There are also opportunities to improve public transport links along London Road. These factors may have a positive impact on air quality through reducing the number of car journeys and travelling time.</p> <p>However, providing a link to Rawreth Lane (like NLR4 and NLR5) may be less viable with this option which may make some of the existing local services and facilities less accessible from this site. The relationship between this option and the employment options to the west of Rayleigh (E13-E17) and Policy NEL1, however, would need to be considered. This option is well related to these options.</p> <p>Rawreth Industrial Estate to the north east of NLR1 has recently been designated an AQMA. However the Industrial estate is proposed to be redeveloped for residential use during the plan period.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There may be some constraints as a small area of the site is previously developed land (an existing employment use although it is not designated as such) and a playing field, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> <p>The specific measures regarding the sustainable design and construction of the site will be managed through the development management process.</p> | + | - |

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Option NLR4

| SA Objective | Option NLR4 – Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | <p>This option is in proximity to a range of services including schools, a supermarket, leisure facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for.</p> <p>Although this option only has links with Rawreth Lane it has the potential to connect to London Road as well, as opposed to NLR1, NLR2 and NLR3 (although this road link would need to be provided outside of the site) and would therefore mean that some services, such as those located along London Road would be more accessible for the local community.</p> <p>Whilst adjoined to the existing settlement, part of the site is currently isolated due to the presence of Rawreth Industrial Estate. Cohesive development of this site to enable the regeneration and enhancement of existing communities will depend upon the redevelopment of the employment land for residential use (Policy BFR4).</p> <p>This option is not as well related to the options for employment land to the west of Rayleigh (E13-E17) and Policy NEL1 as opposed to SER1, NLR3 and NLR5 which have direct links to London Road.</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | + | |
| 2. Healthy & Safe Communities | <p>There are high voltage power lines within close proximity to the west of the site which should be viable to move before development takes place.</p> <p>Rayleigh Leisure Centre, Rawreth Lane playing field, and London Road playing field are accessible from this site and have the potential to improve health and reduce health inequalities.</p> <p>Accessible public open space will also be provided to the west of this option. The site benefits from the nearby Greenway to the west of Rayleigh (Greenway 13) which may connect with its option as well as a proposed Sustrans cycle route located to the north/north east of this option, which there may be opportunities to link to in the future.</p> | + | - |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard.</p> <p>The design of the development will be determined through the development management process.</p> | + | |

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| SA Objective | Option NLR4 – Commentary | Score | |
|------------------------------------|---|-------|---|
| 4. Economy & Employment | <p>This option is not situated within Rayleigh town centre.</p> <p>There is a range of local shops and services allocated for this general location including a primary school, and youth and community facilities. These have the potential to allow residents to work within the district. NLR4 is also close to the proposed employment land site to the west of Rayleigh, although this option is not as well related to these options compared to NLR3, NLR5 and SER1, all of which have links to London Road.</p> <p>This site is not as well related to the employment land options to the west of Rayleigh (E13-E17) and Policy NEL1 as SER1, NLR3 and NLR5, all of which have direct links to London Road.</p> | + | |
| 5. Accessibility | <p>NLR4 is not directly connected to London Road whereas options NLR3, NLR5 and SER1 have direct links to the road.</p> <p>Whilst this option only has links with Rawreth Lane it has the potential to connect to London Road as well, as opposed to NLR1, NLR2 and NLR3 (although this road link would need to be provided outside of the site) and would therefore mean that some services, such as those located along London Road would be more accessible for the local community. There is also existing public transport links available along Rawreth Lane and London Road (there are several bus routes along each), increasing the accessibility of those without access to a private car to local services.</p> <p>Public transport links to London Road and Rawreth Lane can be improved as well as providing a public transport link between these two roads. In the case of NLR4 as opposed to SER1 and NLR5 it would be necessary to allocate land outside of the site to in order to create the link between NLR4 and London Road. This link could potentially encourage people to use alternative modes of travel including walking and cycling.</p> <p>The site is closely related to Greenway 13 in the south.</p> <p>Public transport can be improved along London Road and Rawreth Lane.</p> | + | - |
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There is a small pond towards the east of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> | + | |

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| SA Objective | Option NLR4 – Commentary | Score | |
|--|--|-----------------|----------|
| | <p>In this general location, parkland to the west of Rayleigh will be allocated. An area to the south of the site would accommodate public open space which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> <p>There is a grade II Listed Building ('Barn approximately 40 metres east of Rawreth Hall, Rawreth') along Rawreth Lane to the west of the site. Development in this location would therefore need to consider the impact on the siting of this Listed Building.</p> | <p>0</p> | <p>-</p> |
| <p>8. Landscape & Townscape</p> | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site would benefit from a green buffer to the west which would ensure that a defensible Green Belt boundary could be maintained in the locality to prevent further encroachment into the Green Belt. The arrangement of this site would not project as far into the Green Belt as (NLR1, NLR2 and NLR3), thus potentially further maintaining the landscape character of land to the west of the site. Some of this area further to the west of this option, however, would be changed from existing agricultural land to parkland.</p> <p>Parkland to the west of Rayleigh will be allocated to provide accessible public open space. Another area of green space or public open space can be allocated in the centre of the site to help to reduce the risk of flooding in that area.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained.</p> <p>The relationship between this option and employment options to the west of Rayleigh (E13-E17) and Policy NEL1 could have a significant impact on the landscape character to the west of Rayleigh. However, this option is not so well related with the employment options as opposed to Options NLR3 and NLR5 for example.</p> <p>The inclusion of a green buffer to the west of the site will also prevent coalescence with the village of Rawreth.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option NLR4 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>There is a small area at risk of flooding (flood risk zone 2 and 3) running through the site. This area can be designated as public open space.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | + | |
| 11. Land and Soil | <p>The site encompasses grade 3 agricultural land, and thus its development would not lead to a loss of the highest quality agricultural land.</p> | - | |
| 12. Air Quality | <p>Rawreth Industrial Estate, to the east of this option, has recently been designated an AQMA. The industrial estate itself, however, is proposed to be redeveloped for residential use (Policy BFR4).</p> <p>There are opportunities to ensure public transport and pedestrian/ cycle routes within the site as well as to improve the public transport along Rawreth Lane which will potentially reduce the impact on air quality.</p> | - | + |
| 13. Sustainable Design and Construction | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate. The specific measures regarding the sustainable design and construction of the site will be managed through the development management process.</p> | + | |

Option NLR5

| SA Objective | Option NLR5 – Commentary | Score | |
|---|---|-------|---|
| <p>1. Balanced Communities</p> | <p>This option is in proximity to a range of services including schools, a supermarket, leisure facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for.</p> <p>Whilst adjoined to the existing settlement, part of the site is currently isolated due to the presence of Rawreth Industrial Estate. Cohesive development of this site to enable the regeneration and enhancement of existing communities will depend upon the redevelopment of the employment land for residential use (Policy BFR4).</p> <p>The site has good links to existing community facilities, however, the extension of this option to join London Road would encompass an existing playing field (Rayleigh Sports and Social Club playing field). This option therefore has the potential to lead to the loss of an existing community facility which could be relocated prior to any development.</p> <p>There may be an opportunity to connect this site with London Road via the road leading to the playing field which would enable the development of a public transport route (potentially a circular link) avoiding the loss of this playing field.</p> <p>This option is well related to the employment options to the west of Rayleigh (E13-E17) and Policy NEL1 as it has direct links to London Road. The cumulative impact on the highway network would need to be carefully considered in this general location, as this option is well related to the employment options and combined these would have a greater impact than Options NLR1, NLR2 and NLR4.</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | + | - |
| <p>2. Healthy & Safe Communities</p> | <p>There are high voltage power lines within close proximity to the west of the site which should be viable to move before development takes place.</p> <p>Rayleigh Leisure Centre, Rawreth Lane playing field, and London Road playing field are accessible from this site and have the potential to improve health and reduce health inequalities, although the retention of the playing field along London Road in its existing location may depend on the siting of the potential public transport route connecting Rawreth Lane and London Road.</p> <p>The site is accessible to a range of formal and informal leisure facilities which promote recreation. They may also encourage active and healthy lifestyles. Provision of public open space to the west would encourage informal recreation.</p> | + | - |

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| SA Objective | Option NLR5 – Commentary | Score | |
|---|--|-------|---|
| | <p>There is a Greenway proposed to the west of Rayleigh (Greenway 13) which would connect well with this option. There is also a proposed Sustrans route located to the north/north east of this option, which there may be opportunities to link to in the future.</p> | | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings which are compliant with the Lifetime Homes Standard.</p> <p>The design of the development will be determined through the development management process.</p> | + | |
| <p>4. Economy & Employment</p> | <p>This option is not situated within Rayleigh town centre.</p> <p>There is a range of local shops and services allocated for this general location including a primary school, and youth and community facilities. These have the potential to allow residents to work within the district. NLR5 is also close to the proposed employment land site to the west of Rayleigh.</p> <p>This site is more strongly related to the employment options to the west of Rayleigh (E13-E17) and Policy NEL1 than NLR1, NLR2 and NLR4, all of which lack direct links to London Road.</p> | + | |
| <p>5. Accessibility</p> | <p>NLR5 is directly connected to Rawreth Lane and London Road which would potentially afford the opportunity to enable a transport route through the site. A new transport link in this locality could improve accessibility and enable the provision of an important public transport network connecting development to the west with the town centre (potentially through a circular route). Provision of this link would therefore provide people with the opportunity to use an alternative mode of transportation.</p> <p>Rayleigh (E13-E17) and Policy NEL1, which could have a positive impact on social inclusion.</p> <p>The cumulative impact on the highway network would need to be carefully considered in this general location, as this option is well related to the employment options (E13-E17) and Policy NE11 and combined these would have a greater impact than Options NLR1, NLR2 and NLR4.</p> <p>In this general location, parkland to the west of Rayleigh will be allocated and will be accessible to all sections of the community. There are also opportunities to incorporate green infrastructure links into the development.</p> | - | + |

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| SA Objective | Option NLR5 – Commentary | Score | |
|-------------------------------------|---|----------|---|
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There are several small ponds towards the east of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>In this general location, parkland to the west of Rayleigh will be allocated. An area to the south of the site would accommodate public open space which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> <p>There is a grade II Listed Building ('Barn approximately 40 metres east of Rawreth Hall, Rawreth') along Rawreth Lane to the west of the site, although this is situated further away from this option than NLR4. Development in this location would therefore need to consider any potential impact on the siting of this Listed Building.</p> | 0 | - |
| 8. Landscape & Townscape | <p>Parkland will be allocated in the west of the site to provide accessible public open space in this area.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site would benefit from a green buffer to the west which would ensure that a defensible Green Belt boundary could be maintained in the locality to prevent further encroachment into the Green Belt. The arrangement of this site would ensure the least projection of development to the west in comparison with the other options for this location, thus potentially further maintaining the rural character of land to the west of the site. Some of this area further to the west of this option, however, would be changed from existing agricultural land to parkland.</p> <p>NLR5 can accommodate a strong green buffer to prevent encroachment into the Green Belt.</p> <p>The relationship between this option and employment options to the west of Rayleigh (E13-E17) and Policy NEL1 could have a significant impact on the landscape character to the west of Rayleigh. It would have the least projection westwards into the open countryside to the north of London Road, compared with the other options (NLR1-4 and SER1).</p> | + | - |

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| SA Objective | Option NLR5 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>There is a small area at risk of flooding (flood risk zone 2 and 3) running through the site. This area can be designated as public open space.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | + | |
| 11. Land and Soil | <p>The site encompasses grade 3 agricultural land, and thus its development would not lead to a loss of the highest quality agricultural land.</p> | - | |
| 12. Air Quality | <p>Rawreth Industrial Estate, to the east of this option, has recently been designated an AQMA. The industrial estate itself, however, is proposed to be redeveloped for residential use (Policy BFR4).</p> <p>There are opportunities to ensure public transport and pedestrian/ cycle routes within the site as well as to improve the public transport along Rawreth Lane and London Road which will potentially reduce the impact on air quality.</p> | - | + |
| 13. Sustainable Design and Construction | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate. The specific measures regarding the sustainable design and construction of the site will be managed through the development management process.</p> | + | |

West Rochford

Policy SER2

| SA Objective | Option SER2 – Commentary | Score |
|---|---|------------------|
| <p>1. Balanced Communities</p> | <p>SER2 is similar to WR1, with the exception that it extends further to the west where it reaches a more natural established boundary, made up of a section of trees running north to south along a track connecting Hall Road with Ironwell Lane.</p> <p>The size of the site means that it can accommodate a lower density of development in some or all of the sections of the site. This will allow for greater integration of landscaping and green features in the site.</p> | <p>++</p> |
| | <p>It is recommended that a lower density of development should be focused on the south of the site. Hall Road is the main gateway into Rochford and as such a high concentration of development in the south would be detrimental to the character of the area and to traffic flow along Hall Road as it would generate traffic congestion. Most of the sites including SER2 can accommodate this requirement with the exception of WR4 which is focused along Hall Road.</p> <p>The site will benefit from a primary school with pedestrian and cycle access.</p> <p>By comparison to sites such as WR4 and WR2, SER2 is significantly better related to the wider urban environment and the rest of Rochford. This not only enables the site to provide a stronger Green Belt boundary but also ensures that residents will have better access to the services and facilities within Rochford.</p> <p>Compared to WR2 and WR4, SER2 ensures a strong, integrated relationship between the site and Rochford where as WR2 creates a segregated development. WR4, although it is connected to the existing urban development, extends in a linear pattern along Hall Road which means that large parts of the site are at a much greater distance from the main settlement. It also extends further into the Green Belt and creates a less sustainable boundary.</p> <p>SER2 is able to support an appropriate amount of public open space relative to the quantum of development.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>The site can accommodate, and facilitate the creation of, a significant amount of public open space. Ideally the majority of this should be located to the west outside the development in the Green Belt where it will help to strengthen the barrier between the development and the Green Belt. The inclusion of allotments can also improve the integrity of the green buffer as well as being of direct benefit to the community in terms of health and recreation.</p> <p>The site has good links to Rochford and is able to provide an area of green space which will have the added benefit of enhancing the sites biodiversity.</p> | <p>++</p> |

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| SA Objective | Option SER2 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| | <p>The site should include a strong emphasis on pedestrian and cycle routes within the development and connecting to Ironwell Lane.</p> <p>Although the site is not located near to a proposed Greenway it has the potential to include green links to Cherry Orchard Jubilee Country Park which as the potential provide informal recreation. There are already existing cycle routes leading to and from the park to Hall Road.</p> | | |
| 3. Housing | <p>Services and facilities to meet local need whilst taking into account any site constraints. Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This site can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> <p>There are no restrictions in this site to prevent the development including homes which comply with the Lifetime Homes Standard.</p> | ++ | |
| 4. Economy & Employment | <p>SER2 is situated to the west of Rochford and is well placed in relation to the town centre and will benefit from the existing shops and services there.</p> <p>SER2 performs better than WR2 and WR4 in terms of its relationship with the employment opportunities in Rochford. WR2 is segregated from Rochford which is located to the east. Although it does still benefit from having access to Hall Road the distance from the main settlement is such that it will encourage private car use. WR4 creates a similar situation were parts of the site to the west are poorly related to the employment opportunities in Rochford.</p> <p>The general location can accommodate a range of features including a primary school, youth facilities and community facilities.</p> <p>London Southend Airport is situated to the south of this site. As such this site would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub. In particular the inclusion of a western bus link would enhance accessibility to the employment opportunities at and around the airport. An extension to the existing cycle network in this location would also have a positive impact on accessibility.</p> <p>The provision of youth and community facilities in this general location may provide more opportunities for residents to work in the District.</p> | ++ | - |

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| SA Objective | Option SER2 – Commentary | Score |
|--------------------------------|---|------------------|
| <p>5. Accessibility</p> | <p>Hall Road forms an important gateway into Rochford. The character and effective functioning of the road should be carefully considered prior to any development.</p> <p>The Concept Statement proposes that at least two vehicular access/egress points should be positioned along Hall Road to serve SER2.</p> <p>Whilst Ironwell Lane could provide additional access/egress points to the site which will reduce the pressure on Hall Road, this track should be solely for pedestrians, cycling and low carbon forms of transport. Sustrans has proposed a cycle route along Ironwell Lane. The development of this route will also help to enhance the sites transport sustainability.</p> <p>WR1 is similar to SER2 in that it ensures that a link between Hall Road and Ironwell Lane can be created, which can be used to create a pedestrian and cycling link between the two roads.</p> <p>WR2 only extends to a small area of Ironwell Lane which is relatively far from Rochford.</p> <p>WR3 and WR4 do not link up with Ironwell Lane at all and as such may not enable linkages with the proposed Sustrans route along this track. In addition WR4 would, given its extension further to the west than SER2, be less likely to encourage sustainable transport choices. SER2 is in proximity to a range of existing public transport links. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at London Southend Airport. The Concept Statement proposes the development of a western bus link from the site would enhance accessibility to the employment opportunities at and around the airport</p> <p>The site is in proximity to Rochford train station which is accessible via Hall Road and West Street, and the bus stops located in West Street and Ashingdon Road. There are also existing cycle lanes along Hall Road, and the proposed Sustrans route along Ironwell Lane bounding the northern border of the site.</p> <p>There are existing local services which are accessible from this site and a range of other local services will be provided within SER2. This would reduce the need to travel.</p> <p>SER2 is well related to Rochford as well as to London Southend Airport in terms of sustainable transport methods.</p> <p>Local highway capacity and infrastructure improvements are required to accompany development of the site. A Transport Impact Assessment should be carried out prior to the development of the site.</p> | <p>++</p> |

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| SA Objective | Option SER2 – Commentary | Score |
|------------------------------------|---|-----------------|
| | <p>Although the site is well located regarding Rochford’s retail and employment opportunities there will inevitably be some outward travel to areas such as Southend which provide employment and economic attractions on a larger scale than Rochford. Although the notional merging of Rochford and Southend should be avoided some movement between the two settlements is to be expected. Mitigation measures include the orientation of the site towards Rochford and the encouragement of pedestrian, cycle and low carbon modes of travel along Ironwell Lane.</p> | |
| <p>6. Biodiversity</p> | <p>This site is not in proximity to the District's estuaries or salt marshes, and is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>SER2 will have a large green buffer located to the west of the site within the Green Belt.. This will help to create a strong Green Belt boundary and will also provide valuable habitat for local species. It may also facilitate species movement.</p> <p>While some of the other sites (WR1-4) could in theory incorporate some form of green buffer, none of them perform as well as SER2 in terms of providing a robust boundary because it follows a natural field boundary.</p> <p>There are several Tree Preservation Orders in the south east of the site and a Tree Preservation Order running along the south eastern boundary. The trees covered by these orders should be retained unless it can be demonstrated that this will render development unviable.</p> | <p>+</p> |
| <p>7. Cultural Heritage</p> | <p>The site is located in Historic Environment Character Zone 19. It is possible that there are some archeological deposits in the site. This will need to be taken into consideration.</p> <p>The site is just outside the Rochford Conservation Area, which meets the site on its south eastern corner. There are listed structures and buildings in proximity to the site.</p> <p>The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall, which is a grade I Listed Building to the south east of the site('Rochford Hall and ruins'). There are other Listed Buildings in proximity to the site, including a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items. It is recommended that measures be taken to ensure that any development along Hall Road takes into account the findings of the Conservation Area Appraisal and Management Plan and ensures that there is no negative impact on the character of the area surrounding the Hall Road approach. The treatment of the southern boundary (such as lower density development and green landscaping) would have a positive impact on this entrance into the Conservation Area. The proposed green buffer to the west of the site may have a positive impact on this approach.</p> | <p>+</p> |

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| SA Objective | Option SER2 – Commentary | Score | |
|--|---|-----------|----------|
| | <p>There is a Grade II listed milestone near the south of the site, and other listed buildings; the Grade I listed Rochford Hall and Ruins, the Grade II listed wall and barns' and the Grade II* listed Church of St Andrews in proximity to the site.</p> <p>All of these sites would need to be taken into consideration at the planning stage.</p> | | |
| <p>8. Landscape & Townscape</p> | <p>SER2 is able to produce a more robust Green Belt boundary than WR3, WR2, WR1 and WR4 as it is enclosed along its northern, southern and eastern boundaries, and follows a natural field boundary to the west.</p> <p>WR3 projects into the Green Belt along Hall Road leaving an area of undeveloped land to the north which would create redundant land between the development and Ironwell Lane to the north. This would negatively impact on the potential to create a defensible Green Belt boundary to prevent further encroachment in this locality.</p> <p>WR2 leaves a large area of undeveloped land between the proposed site and the rest of Rochford. This means that the site is likely to become a segregated development and have a greatly increased impact on the Green Belt.</p> <p>WR1 performs relatively well in terms of its connectivity to Rochford and in terms of its ability to create a defensible Green Belt boundary. WR1 does not extend as far westward as SER2 and as such it does not reach the tree line and footpath linking Hall Road and Ironwell Lane, which forms the boundary for SER2. In comparison WR1's western boundary leaves a strip of agricultural land to the west, which creates a more diffuse boundary. It is intended that a Green Buffer should be developed to the west of the sites in this general location. SER2 can support this and a naturally defensible boundary more effectively than WR1.</p> <p>WR4 performs poorly compared to SER2. It has a similar problem as WR3 in that it leaves a large section of land open to the north of the site. This makes it much less likely that a defensible Green Belt boundary can be established. The sites linear orientation along the north of Hall Road means that it creates a much longer and less defensibly boundary to the north as well as focusing development further along Hall Road which acts as an important gateway into Rochford.</p> | <p>++</p> | <p>-</p> |
| <p>9. Climate Change and Energy</p> | <p>SER2 has the capacity to include Code for Sustainable Homes compliant dwellings which can serve to mitigate the impact on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>A small area to the north east of the site is at risk of flooding. This area should not be heavily developed and can be turned over for use as public open space in accordance with national policy.</p> | <p>++</p> | |

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| SA Objective | Option SER2 – Commentary | Score | |
|--|---|----------|----------|
| 10. Water | <p>There is a small area to the north east of the site which is at risk of flooding. Given the small size of this area it is suggested in the Concept Statement Policy SER2 that this area be designated as public open space.</p> <p>Attenuation Sustainable Drainage Systems (SUDS) of a size proportionate to the development should be used such as balancing ponds, swales, detention basins and green roofs. These could be incorporated into the greenspace provided on-and/or adjacent to the site. Appropriate SUDS should be determined in consultation with Essex County Council. A drainage strategy should be prepared for the site.</p> <p>The wastewater transmission network will need modelling at the planning application stage due to adjacent developments in the same catchment and the downstream transfer pumping station is likely to already be at capacity due to the number of sewer discharge/flood events in close proximity. Any issues identified should be resolved in conjunction with Anglian Water.</p> <p>Connection from the existing main to the new development area, to be funded by the developer, will be required and upgrades to existing network may be needed. This should be determined in consultation with Essex and Suffolk Water.</p> | + | |
| 11. Land and Soil | <p>The site is located on greenfield land and it occupies grade 1 and 2 agricultural land.</p> <p>The previous SA notes that whatever the configuration of the site in this general location it would need to be developed on grade 1 and 2 agricultural land. The loss of quality agricultural land must be considered in terms of wider sustainability issues such as providing homes for the future and ensuring that residents will have access to community services and facilities.</p> | - | |
| 12. Air Quality | <p>Improvements to public transport and enhancement to the bus service on the site along Ashingdon Road will help to reduce the impact on air quality.</p> <p>The Concept Statement requires that improvements to public transport infrastructure be made in the west of the site in the form of a western us link. This will have a positive impact on air quality for the site.</p> <p>There are no AQMAs near this site.</p> | + | 0 |
| 13. Sustainable Design and Construction | <p>Sustainable design and construction will be viable and can also be incorporated into the development. Dwellings in the site should meet the requirements set out in the code for sustainable homes.</p> | + | |

Option WR1

| SA Objective | Option WR1 – Commentary | Score |
|---|--|-----------|
| <p>1. Balanced Communities</p> | <p>The site has the capacity to provide the required community facilities and other identified infrastructure requirements to meet ongoing and future needs.</p> <p>This site is adjacent to the existing residential development to the north of Hall Road. It would ensure the regeneration and enhancement of existing communities through the provision of a range of local facilities such as youth and community facilities, as well as green space and opportunities to encourage sustainable modes of transport. In particular, the new primary school within this option would have the potential to enhance the existing community due to this site's good relationship with the existing residential area.</p> <p>This option is in proximity to a range of town centre services including schools, a supermarket, community facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for.</p> <p>Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust. This provision would ensure that the needs of an ageing population are met in this location.</p> | <p>++</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The infrastructure requirements include an area of green space within the development which could improve the biodiversity of the area and provide a community benefit.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation. The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way and the proposed Sustrans route along Ironwell Lane may also encourage healthy, active lifestyles. Clements Hall Leisure Centre is also potentially accessible from this site via a range of transport modes. Rochford Hundred Golf Club and Rochford Tennis Club which are located to the south east of the site.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation. The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way and the proposed Sustrans route along Ironwell Lane may also encourage healthy, active lifestyles.</p> | <p>++</p> |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | <p>++</p> |

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| SA Objective | Option WR1 – Commentary | Score |
|------------------------------------|---|-----------|
| 4. Economy & Employment | <p>This option is situated to the west of Rochford town centre. It would not promote and enhance existing centres as the severance of this site from the main settlement does not focus development in or near the town centre. Development here is less likely to support local business growth in Rochford town centre, due to its poor relationship with the centre.</p> <p>A range of local services allocated for this general location including a primary school, and youth and community facilities to meet the needs of the local community. However, there are a range of existing community and local services which are less accessible from this site as opposed to the other options.</p> <p>This option is not situated within Rochford town centre but is on the urban fringe to the west.</p> <p>London Southend Airport is situated to the south of this site. As such this option would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub.</p> | ++ |
| 5. Accessibility | <p>There are a range of existing public transport links in proximity to this site. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. The site is in proximity to Rochford train station which is accessible via Hall Road and West Street, and the bus stops located in West Street and Ashingdon Road. There are also existing cycle lanes along Hall Road, and a proposed Sustrans route along Ironwell Lane bounding the northern border of the site.</p> | ++ |
| | <p>There are existing local services which are accessible from this site and a range of other local services will be provided within this option. This would reduce the need to travel. Although the provision of a bus route along Hall Road is restricted, there is potential to increase the opportunities for walking and cycling.</p> <p>The west of Rochford has links with the neighbouring economic centre of Southend. This relationship may therefore not reduce out-commuting. The Core Strategy, however, states that future employment land will be allocated to the north of London Southend Airport, which is well related to this site and will provide more opportunities for residents to work in the District (the allocation may accommodate those displaced from relocated existing employment land and provide additional employment uses).</p> | |
| 6. Biodiversity | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>Public open space will be provided within this option, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + |

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| SA Objective | Option WR1 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 19 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits (possibly mainly military in nature) within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> <p>The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall, which is a grade I Listed Building to the south east of the site ('Rochford Hall and ruins'). There are other Listed Buildings in proximity to the site, including a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items. It is pertinent to note that there is residential development to the south of Hall Road and close to the Conservation Area there is already residential development to the north of Hall Road. Development would not intrinsically have a negative impact on the setting of the listed milestone. This option as opposed to the other options would have a lesser visual impact on the open rural nature of the area, as opposed to the other options for this general location. Nevertheless the frontage of Hall Road will need to be carefully considered having regard to the setting of Rochford Hall and St Andrew's Church. The proposed area of public open space may also be provided to the western extent of the site to preserve the natural character of the area.</p> | + | - |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The arrangement of this site would ensure the least projection of development to the west as opposed to the other options for this general location (SER2, WR2, WR3 and WR4). The site is bounded by a road to the north and south and residential development to the east, and can ensure that a defensible Green Belt boundary can be maintained to prevent further encroachment into the Green Belt.</p> | ++ | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A small area to the north east of the site is at risk of flooding. This area should not be heavily developed and can be turned over for use as public open space in accordance with national policy.</p> | ++ | |

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| SA Objective | Option WR1 – Commentary | Score | |
|--|--|----------|----------|
| 10. Water | <p>There is an area at risk of flooding in the north east corner of the site. Existing residential development to the east which bounds the site is also at risk of flooding.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>The north east corner of this site is within flood zone 2, however, this area should be designated as public open space (water-compatible development) which would provide a facility that would be accessible to both new and existing communities. There is also a much smaller area of flood zone 3 towards the north east corner of the site. The existing residential development to the east which bounds the site is within flood zone 2. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This site is on grade 1 and 2 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Whilst this option would result in a small loss of the highest quality agricultural land, the other options for west Rochford also encompass varying proportions of grade 1 agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion.</p> | - | |
| 12. Air Quality | <p>There are opportunities to improve walking and cycling, and there are existing public transport links in proximity to the site. These factors can potentially reduce the impact of the development on air quality.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Hall Road to the west of Rochford, are directed away from this junction.</p> | + | 0 |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option WR2

| SA Objective | Option WR2 – Commentary | Score | |
|---------------------------------------|--|-------|---|
| <p>1. Balanced Communities</p> | <p>The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required community facilities and other identified infrastructure requirements to meet ongoing and future needs. This includes green space and a primary school.</p> <p>The site could provide the range of local community facilities required for this general location, however, unlike the other three options for this general location it is not adjoined to the existing residential development to the east. It is isolated from the main residential area and would therefore not ensure the regeneration and enhancement of existing communities or deliver sustainable communities. This option would, in effect, create a new settlement to the west of Rochford, adding to urban sprawl and having a greater impact on the character of the area.</p> <p>Whilst the size of the site would mean that the provision of facilities to ensure equal opportunities and that all sections of the community are catered for are likely to be viable, this option is isolated from the main settlement and would not therefore ensure equal opportunities, particularly for those without access to private transport, as local services and facilities would be less accessible.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. There are a wide range of local services in proximity to this site, although they are less accessible from this option than WR1 and WR3, particularly for those in the community without access to private transport. Additional healthcare facilities may be provided in this general location following a Health Impact Assessment and in consultation with the South East Essex Primary Care Trust (in accordance with the Core Strategy). This provision would ensure that the needs of an ageing population are met in this location, although such facilities would be less accessible to existing community to the east nearer the town centre.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided alongside a range of local facilities and opportunities to improve access to such services and public transport provision.</p> | + | - |

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| SA Objective | Option WR2 – Commentary | Score | |
|---|--|-------|---|
| <p>2. Healthy & Safe Communities</p> | <p>The site is isolated from the existing settlement to the east and would connect to ribbon development towards the western end of Hall Road (this refers to development separated from the existing settlement of Rochford, and further from existing services and facilities). Therefore the severance of the site from the main settlement of Rochford to the east means that it would not have good links with the existing communities, and would not ensure a sustainable community and a healthy and safe environment.</p> <p>The entire site is situated further away from town centre amenities and local public transport routes are less accessible from this site as opposed to the other options for this general location. The infrastructure requirements include an area of green space within the development which could improve the biodiversity of the area and provide a community benefit. Design of the development will be determined through the development management process.</p> <p>A large green space (Cherry Orchard Jubilee Country Park) is situated in close proximity to this option and public open space and play space will be incorporated into the development. Local leisure facilities include Rochford Hundred Golf Club and Rochford Tennis Club which are located to the east along Hall Road and would be much less accessible from this site compared to the other options. Clements Hall Leisure Centre in Hawkwell also may be accessible from this option, via Hall Road or the proposed Sustrans cycle route along Ironwell Lane. Whilst these facilities would have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation. The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way and the proposed Sustrans cycle route along Ironwell Lane may also encourage healthy, active lifestyles.</p> <p>This site is not in close proximity to a proposed Greenway, however, there may be opportunities to provide additional green links (in addition to the cycle route along Hall Road) to improve linkages between the development and Cherry Orchard Jubilee Country Park.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | ++ | |

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| SA Objective | Option WR2 – Commentary | Score | |
|------------------------------------|---|-------|---|
| 4. Economy & Employment | <p>This option is situated to the west of Rochford town centre. It would not promote and enhance existing centres as the severance of this site from the main settlement does not focus development in or near the town centre. Development here is less likely to support local business growth in Rochford town centre, due to its poor relationship with the centre.</p> <p>A range of local services allocated for this general location including a primary school, and youth and community facilities to meet the needs of the local community. However, there are a range of existing community and local services which are less accessible from this site as opposed to the other options.</p> <p>This option is not situated within Rochford town centre but is on the urban fringe to the west.</p> <p>London Southend Airport is situated to the south of this site. As such this option would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub.</p> | + | - |
| 5. Accessibility | <p>There are a range of existing public transport links which are less accessible from this site compared to the other options for this general location. Rochford train station and the bus stops located in West Street and Ashingdon Road are situated further to the east/south east. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There are existing cycle lanes along Hall Road, a bus route along Rectory Road and Main Road to the west of the site and a proposed Sustrans cycle route along Ironwell Lane bounding the northern border of the site, which will encourage alternative sustainable modes of transportation. Compared with the other west Rochford sites (particularly SER2, WR1 and WR3), the town centre, bus stops and train station etc. are much less accessible from this site. There are, however, opportunities to encourage walking and cycling, particularly with the proposed Sustrans route along Ironwell Lane which is partially connected to the northern boundary of the site. There is also an existing bus route along Rectory Road and Main Road to the west of the site.</p> | + | - |
| 6. Biodiversity | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>The site is not situated within a nature conservation designation.</p> <p>Public open space will be provided within this option, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |

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| SA Objective | Option WR2 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 19 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits (possibly mainly military in nature) within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall, which is a grade I Listed Building to the south east of the site ('Rochford Hall and ruins'). There are other Listed Buildings in proximity to the site, including a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items, which are situated further away from the site than the other options for this general location. However, there are two grade II Listed Buildings ('Pelhams Farmhouse, Hall Road' and 'Rectory Cottage, Hall Road') in close proximity to the south / south western boundary of the site. Due to the isolation of this site from the main settlement of Rochford to the east, development is not considered to intrinsically have a negative impact on the setting of these listed buildings as opposed to the other options, although it would have a greater impact on the approach to the town than WR1. Nevertheless, the frontage of Hall Road in this location will need to be carefully considered with any development, for example through the retention of existing hedgerows and the siting of the proposed public open space.</p> | + | - |
| 8. Landscape & Townscape | <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The isolation of the site from the main settlement of Rochford to the east, however, weakens the Green Belt boundaries in this locality, undermines the openness of the Green Belt on a wider scale and would thus not ensure a defensible Green Belt boundary to prevent further encroachment. It would have a significant detrimental impact on the character of the area as opposed to the other options (particularly WR1 and WR3) by exacerbating the impact of existing ribbon development/urban sprawl to the west (this refers to development separated from the existing settlement of Rochford, and further from existing services and facilities).</p> | ++ | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | ++ | |

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| SA Objective | Option WR2 – Commentary | Score | |
|--------------------------|--|----------|---|
| | <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not in proximity to an area at risk of flooding.</p> | | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not in proximity to an area at risk of flooding. Nevertheless a range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This site is on grade 1 and 2 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>This option encompasses grade 1 agricultural land (SEA Baseline Information Profile). However, whilst there would be a small loss of the highest quality agricultural land, all of the sites in this general location partly reside on grade 1 agricultural land to varying degrees.</p> | - | - |
| 12. Air Quality | <p>There are a range of services which are less accessible from this site as opposed to the other options for this general location. However, additional local services will be allocated within the development which may reduce the need to travel for these services. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There are opportunities to improve walking and cycling. Existing public transport links to the east of the site are also less accessible from this site, however, there is also an existing bus route along Rectory Road and Main Road to the west of the site. These factors may have a positive and negative impact on air quality through the number of car journeys and travelling time required to access local services.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Hall Road to the west of Rochford, are directed away from this junction.</p> | + | - |

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| SA Objective | Option WR2 – Commentary | Score |
|--|---|----------|
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> <p>This will be managed through Concept Statements and the development management process.</p> | + |

Option WR3

| SA Objective | Option WR3 – Commentary | Score | |
|--|---|----------|----------|
| 1. Balanced Communities | <p>This site is adjacent to the existing residential development to the north of Hall Road. It would ensure the regeneration and enhancement of existing communities through the provision of a range of local facilities such as youth and community facilities, as well as green space and opportunities to encourage sustainable modes of transport.</p> <p>This option is in proximity to a range of town centre services including schools, a Supermarket, community facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also existing public transport links to the east of this site along Ashingdon Road/West Street (there are bus routes along these) and Rochford train station increasing the accessibility of those without access to a private car to local services. This option extends further to the west along Hall Road than WR1 and SER2, which may therefore make the local services and existing public transport links situated to the east marginally less accessible for some, although this is dependent on the exact arrangement of the residential development and associated infrastructure which will be determined through the development management process. Nevertheless this option would provide a range of housing types and tenure, affordable housing, public open space and a range of other facilities to meet the needs of the local community.</p> <p>A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population.</p> | + | - |
| 2. Healthy & Safe Communities | <p>A large green space (Cherry Orchard Jubilee Country Park) is situated in close proximity to this option and public open space and play space will be incorporated into the development encouraging informal recreation and health improvements. Local leisure facilities include Rochford Hundred Golf Club and Rochford Tennis Club which are located to the south east of the site. Clements Hall Leisure Centre in Hawkwell also may be accessible from this option, via the number 8 bus service with bus stops along Ashingdon Road and West Street, or the proposed Sustrans route along Ironwell Lane (although this site unlike WR1 does not bound Ironwell Lane). These facilities would have the potential to improve health and reduce health inequalities.</p> <p>The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way and the proposed Sustrans route along Ironwell Lane may also encourage healthy, active lifestyles.</p> | + | |

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| SA Objective | Option WR3 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| | <p>This site is not in close proximity to a proposed Greenway, however, there may be opportunities to provide additional green links (in addition to the cycle route along Hall Road) to improve linkages between the development and Cherry Orchard Jubilee Country Park. The size of the site should ensure this is viable.</p> | | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Dwellings built to the lifetime homes standard should be viable for this site.</p> | ++ | |
| 4. Economy & Employment | <p>This option is situated to the west of Rochford town centre, and is well related to the centre. This site is well related to the town centre and residential development here may help support local businesses in the centre. The provision of youth and community facilities in this general location may provide more opportunities for residents to work in the District. London Southend Airport is situated to the south of this site. As such this option would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub.</p> | ++ | |
| 5. Accessibility | <p>There are a range of existing public transport links in proximity to this site. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There is likely to be some outward travel from Rochford and the District to locations in Southend, although this is likely to occur on a greater scale on sites that are less well related to the existing settlement such as WR2 and WR4. It is likely that some notional merging will occur although this should not be actively encouraged. The site is in proximity to Rochford train station which is accessible via Hall Road and West Street, and the bus stops located in West Street and Ashingdon Road. There are also existing cycle lanes along Hall Road, and a proposed Sustrans cycle route along Ironwell Lane. This option, unlike, WR1 and SER2 does not bound Ironwell Lane and thus access to it may be less likely to be deliverable. The site is in proximity to Cherry Orchard Way and has good highways access. There are a range of local services, including shopping, leisure, and health facilities which are accessible from this site, and there are established bus stops and a train station nearby. This has the potential to reduce the need to travel particularly by encouraging walking and cycling.</p> | + | - |

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| SA Objective | Option WR3 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | This site also relates well to London Southend Airport and associated future employment opportunities. | | |
| 6. Biodiversity | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>The site is not situated within a nature conservation designation.</p> <p>Public open space will be provided within this option, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 19 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits (possibly mainly military in nature) within this area, although at present this is unknown due to the lack of archaeological field work undertaken.</p> <p>The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall, which is a grade I Listed Building to the south east of the site ('Rochford Hall and ruins'). There are other Listed Buildings in proximity to the site, including a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items. It is pertinent to note that there is residential development to the south of Hall Road and close to the Conservation Area there is already residential development to the north of Hall Road. Development would not intrinsically have a negative impact on the setting of the listed milestone. The frontage of Hall Road, however, will need to be carefully considered having regard to the setting of Rochford Hall and St Andrew's Church. Compared to WR1 and SER2, this option would have a greater impact on the openness of the area and appearance of suburbanisation due to the extension of this site to the west along Hall Road.</p> | + | - |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The arrangement of this site would increase the projection of development to the west along Hall Road compared to WR1. However, the site does not bound Ironwell Lane (an unmade road to the north of the site) and would create redundant land between the development and Ironwell Lane to the north. It would therefore not be able to provide a defensible Green Belt boundary to prevent further encroachment in this locality compared to option WR1 or SER2.</p> | + | - |

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| SA Objective | Option WR3 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>There is an area at risk of flooding in the north east corner of the site. Existing residential development to the east which bounds the site is also at risk of flooding.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The north east corner of the site is within flood zone 2, however, this area should be designated as public open space (water-compatible development). A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a similar area to the other three options, which would result in similar density development and an efficient use of land.</p> <p>This site is on grade 1 and 2 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality. Whilst this option would result in a small loss of the highest quality agricultural land, the other options for west Rochford also encompass varying proportions of grade 1 agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion.</p> | + | - |

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| SA Objective | Option WR3 – Commentary | Score | |
|--|--|-------|---|
| 12. Air Quality | <p>There are a range of services which are accessible to this site. Other local services will be allocated within the development which may reduce the need to travel. Whilst the railway bridge to the east of the site by the West Street/Ashington Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There are opportunities to improve walking and cycling, and there are existing public transport links in proximity to the site. These factors may have a positive impact on air quality through reducing the number of car journeys and travelling time.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Hall Road to the west of Rochford, are directed away from this junction.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option WR4

| SA Objective | Option WR4 – Commentary | Score | |
|--------------------------------|---|-------|---|
| 1. Balanced Communities | <p>Whilst adjoined to the main settlement of Rochford to the east, this option extends further to the west than the other three options towards the existing ribbon development (this refers to development separated from the existing settlement of Rochford, and further from existing services and facilities, located to the west of this option). It would provide a range of local facilities such as youth and community facilities, as well as green space and opportunities to encourage sustainable modes of transport, although it extends away from the main settlement and would therefore not ensure the regeneration and enhancement of existing communities.</p> <p>The option is in proximity to town centre services including schools, a supermarket, community facilities and health facilities which would enable equal opportunities in terms of access. The fact that this site extends further to the west than other sites proposed for this general location means that access to services and facilities is reduced. As such not all sections of the community are catered for.</p> | + | - |

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| SA Objective | Option WR4 – Commentary | Score | |
|---|---|-----------------|----------|
| <p>2. Healthy & Safe Communities</p> | <p>The arrangement of the site would not ensure good links with the existing communities and therefore would not ensure a sustainable community and a healthy and safe environment.</p> <p>Local leisure facilities include Rochford Hundred Golf Club and Rochford Tennis Club which are located to the east along Hall Road and would be much less accessible from this site compared to the other options.</p> <p>Access to the proposed Sustrans cycle route along Ironwell Lane would be less accessible from this option than from other options in this general location, as the site does not bound the unmade road. As such this site is less able to promote health lifestyles and alternative/ healthy forms of travel.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation. The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way may also encourage healthy, active lifestyles. Clements Hall Leisure Centre and the proposed Sustrans route along Ironwell Lane may, however, be less accessible from this site.</p> <p>Although the site is not within proximity to a Greenway, there may be opportunities to provide additional green links to improve linkages between the development and Cherry Orchard Jubilee Country Park.</p> <p>This option does not ensure sustainable access to key services through discouraging walking, as opposed to Options SER2, WR1 and WR3 which have a better relationship with the existing settlement. Whilst there are a range of services and facilities in proximity to this option, it extends away from Rochford town centre and would not ensure sustainable access to key services.</p> | <p>0</p> | <p>-</p> |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | <p>+</p> | |
| <p>4. Economy & Employment</p> | <p>Parts of the site (to the east) are well related to the town centre and residential development here may help support local businesses in the centre. However, as this option extends some distance to the west, it relates less well to the town centre, and may be less likely to support business growth in Rochford than other options.</p> <p>London Southend Airport is situated to the south of this site. As such this option would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub.</p> | <p>+</p> | <p>-</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option WR4 – Commentary | Score | |
|--------------------------------|--|-------|---|
| <p>5. Accessibility</p> | <p>Compared to other options for west Rochford, the sprawl of this site means that it is much less likely to encourage sustainable transport choices. There are a range of existing public transport links in proximity to the eastern end of the site. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport.</p> <p>The eastern end of the site is in proximity to Rochford train station which is accessible via Hall Road and West Street, and the bus stops located in West Street and Ashingdon Road, although they are much less accessible to the western extent of this option. There is, however, a bus route along Rectory Road and Main Road to the west of the site. There are also existing cycle lanes along Hall Road. Like WR3 this option does not bound Ironwell Lane and thus the proposed Sustrans route may also be less accessible from this option as opposed to SER9, WR1 and WR3.</p> <p>There is likely to be some outward travel from Rochford and the District to locations in Southend. WR2 and WR4 are likely to encourage the most outward travel to Southend due to their poor relationship with the existing settlement. It is likely that some notional merging will occur although this should not be actively encouraged.</p> <p>The site has good highways access along Hall Road. However it has no links to Ironwell Lane. This factor reduces the opportunities to encourage cycling and walking along Ironwell Lane. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport.</p> <p>There are established bus stops and a train station in proximity to the eastern extent of this site and existing cycle routes are provided along Hall Road. There is also an existing bus route along Rectory Road and Main Road to the west of the site.</p> | + | - |
| <p>6. Biodiversity</p> | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>The site is not situated within a nature conservation designation.</p> <p>Public open space will be provided within this option, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option WR4 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 19 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits (possibly mainly military in nature) within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall, which is a grade I Listed Building to the south east of the site ('Rochford Hall and ruins'). There are other Listed Buildings in proximity to the site, including a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items. Development would intrinsically have a negative impact on the setting of the listed buildings as it extends further to the west along Hall Road than WR1, SER2 and WR3. The frontage of Hall Road, however, will need to be carefully considered having regard to the setting of Rochford Hall and St Andrew's Church. Compared to SER2, WR1 and WR3 in particular, this option would have a greater impact on the openness of the area and appearance of suburbanisation of Hall Road due to the extension of this site to the west and its connection with ribbon development.</p> | + | - |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>The site encompasses grade 1 and 2 agricultural land (SEA Baseline Information Profile). Although this option is adjoined to the main settlement of Rochford to the east, it does not have a good relationship with the existing settlement. This option would have a greater negative impact on the open, rural nature of the area, as opposed to SER2, WR1 and WR2 in particular as it would extend further to the west along Hall Road. This option would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe, but provide a poorly defensible Green Belt boundary and lead to the full urbanisation of the north of Hall Road through connecting the main settlement to the east with the existing ribbon development to the west. As such this option would lead to uncontained urban sprawl.</p> | - | |

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| SA Objective | Option WR4 – Commentary | Score |
|-------------------------------------|---|----------|
| | <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site extends further to the west along the undeveloped area to the north of Hall Road as opposed to SER2, WR1, WR2 and WR3, and whilst adjoined to the existing residential development to the east, it would connect this development with the existing ribbon development towards the western end of Hall Road (this refers to development separated from the existing settlement of Rochford, and further from existing services and facilities). The arrangement of this site would therefore increase the projection of development further to the west along Hall Road beyond that of the other options for this general location. The site does not bound Ironwell Lane and would impinge on the land between the development and Ironwell Lane to the north and consequently would be less able to provide a robust defensible Green Belt boundary to prevent further encroachment into the Green Belt than other options.</p> | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + |
| 10. Water | <p>The site is not within an area at risk of flooding.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding. It should be noted that there is a small section of flood zone 2 to the north east of this option, but it avoids this vulnerable area. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option WR4 – Commentary | Score | |
|--|--|-------|---|
| 11. Land and Soil | <p>This site is on grade 1 and 2 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Whilst this option would result in a small loss of the highest quality agricultural land, the other options for west Rochford also encompass varying proportions of grade 1 agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion.</p> | | - |
| 12. Air Quality | <p>There are a range of services which are accessible to eastern section of this site. Other local services, however, will be allocated within the development which may reduce the need to travel. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There are opportunities to improve walking and cycling, and there are existing public transport links in proximity to the site (which would be more accessible to the eastern section of the site). There is also an existing bus route along Rectory Road and Main Road to the west of the site. These factors may have both a positive and negative impact on air quality in terms of the number of car journeys and travelling time.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Hall Road to the west of Rochford, are directed away from this junction.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option ALT2

| SA Objective | Option ALT2 – Commentary | Score | |
|--------------------------------|---|-------|---|
| 1. Balanced Communities | This site has the potential to ensure the regeneration and enhancement of existing rural and urban communities through the provision of some additional facilities. However, additional land would be required in this general location to meet the requirements of the Core Strategy, which may lead to fragmented development presenting constraints for the provision of infrastructure. Such development may also impact on community cohesion. | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT2 – Commentary | Score |
|---|--|-----------------|
| | <p>This site is in proximity to a range of town centre services including schools, a supermarket, community facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also existing public transport links to the north east/ east of this site along Ashingdon Road/West Street (there are bus routes along these) and Rochford train station increasing the accessibility of local services for those without access to a private car. This site has the potential to provide a range of housing types, tenure and affordability, and some additional facilities to meet the needs of the local community.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>The site is in proximity to local facilities and services in the town centre.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation. The proximity of the site to an existing cycle route along Hall Road and Cherry Orchard Way may also encourage healthy, active lifestyles. Clements Hall Leisure Centre and the proposed Sustrans route along Ironwell Lane may, however, be less accessible from this site.</p> <p>Although the site is not within proximity to a Greenway, there may be opportunities to provide additional green links to improve linkages between the development and Cherry Orchard Jubilee Country Park.</p> | <p>+</p> |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. However, alone, this site would provide fewer dwellings and less of a range of housing than alternative options. In combination with the allocation of other land, the site has the potential to provide similar positives.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | <p>+</p> |
| <p>4. Economy & Employment</p> | <p>This site is well related to the town centre and residential development here has the potential to help support local businesses in the centre, although to a lesser extent than a larger site.</p> <p>This site would not lead to the loss of employment land. London Southend Airport is situated to the south of this site. As such this option would relate well to future employment opportunities to be allocated within the vicinity of this key economic hub.</p> | <p>+</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT2 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| <p>5. Accessibility</p> | <p>The site has links to Hall Road and is in close proximity to Cherry Orchard Way and has good highways access. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. The eastern extent of this site is adjacent to the train station and there are established bus stops in proximity to this site. There are also existing cycle routes provided along Hall Road. This site is close to the town centre which has the potential to encourage walking and cycling, and there is a proposed Sustrans route along Ironwell Lane/West Street to the north of the site.</p> <p>There are a range of local services, including shopping, leisure, and health facilities which are accessible from this site. This would reduce the need to travel.</p> <p>This site also relates well to London Southend Airport and associated future employment opportunities.</p> <p>Compared to a larger site, this site would not have the capacity to provide the range of services and facilities identified in Appendix H1 of the Core Strategy. This therefore has the potential to impact on the accessibility of services in terms of local provision.</p> <p>There may be potential to provide green links to Cherry Orchard Jubilee Country park from this site.</p> | <p>++</p> | <p>-</p> |
| <p>6. Biodiversity</p> | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This site is predominantly greenfield land with some areas of previously developed land.</p> <p>There may be potential to provide green links to Cherry Orchard Jubilee Country Park from this site which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | <p>?</p> | |
| <p>7. Cultural Heritage</p> | <p>This site is situated within the Rochford Conservation Area and directly to the south/west are two Listed Buildings; Rochford Hall, which is a grade I Listed Building ('Rochford Hall and ruins') and a grade II* Listed church ('Church of St. Andrew'). Any development of this site would have a direct impact on the setting of these Listed Buildings. There is also a grade II listed milestone in proximity to the site ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items. The Rochford Conservation Area Appraisal and Management Plan states that 'Until the first half of the 20th century, Hall Road was undeveloped. It still has a rural feel to it, to which the trees along it make a significant contribution, and forms an attractive approach to the town and conservation area.' It recommends that further suburbanisation of the road should be avoided in order to preserve the existing approach to the town and the setting of Rochford Hall. The frontage of Hall Road would need to be carefully considered having regard to the setting of Rochford</p> | <p>+</p> | <p>-</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>Hall and St Andrew's Church. This site is situated within Historic Environment Character Zone 22 (Historic Town of Rochford). This zone comprises the historic core of Rochford Town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds. Rochford retains much of the appearance of an 18th and 19th century market town. Extensive urban archaeological deposits are likely to survive beneath the present town centre (Rochford District Historic Environment Characterisation Project).</p> <p>Below ground there are some indications of Roman occupation in the area of East Street. Saxon occupation is recorded in the Domesday Book but it is possible that this is located at Rochford Hall to the west of the main settlement which is adjacent to the church. Rochford</p> <p>Hall comprises the remains of an elaborate early Tudor brick built mansion and its associated farming and landscape features. It is possible that this church/hall complex was a focal point for an earlier dispersed settlement pattern prior to the foundation of the town.</p> <p>The medieval period is well represented by the standing buildings but archaeological deposits also survive well. The historic town survey has shown that archaeological deposits survive relatively undamaged in areas where excavations have taken place. Recent evaluation has shown that the gardens of the frontage properties contain surviving archaeological deposits. This would need to be carefully considered.</p> | | |
| 8. Landscape & Townscape | <p>There may be limited opportunities for the creation of public open space due to the capacity of the site.</p> <p>This site is predominantly greenfield land with some areas of previously developed land. It is situated to the west of Rochford town centre on the urban fringe.</p> <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements. Nevertheless it is important that a defensible boundary can be maintained. This site is bounded by a road to the north and east and a golf course to the south, and can ensure that a defensible Green Belt boundary can be maintained to prevent further encroachment into the Green Belt to the south of Hall Road.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The eastern section of this site is situated within an area at risk of flooding (flood zone 2).</p> | + | - |

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| SA Objective | Option ALT2 – Commentary | Score | |
|--|--|-------|---|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>It is likely that there is capacity at the existing Waste Water Treatment Works to accommodate potential development on this site, and there may need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include SUDs, however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The eastern section of this site is situated within an area at risk of flooding (flood zone 2). There is an area of flood zone 3 to the south. A range of SUDs may be suitable for this site to manage excess surface water.</p> | + | - |
| 11. Land and Soil | <p>This site is predominantly greenfield land with some areas of previously developed land.</p> <p>This site is not situated within a town centre or on agricultural land.</p> <p>Greenfield land is not thought to be contaminated. However, the potential for the areas of previously developed land to be contaminated would need to be considered with any development coming forward.</p> <p>Whilst this site does not encompass agricultural land, additional land potentially in the Green Belt would be required to meet the needs of the local community. Agricultural land may therefore need to be reallocated in the locality. The agricultural land in immediate proximity to the west of Rochford is Grade 1 and Grade 2.</p> | + | - |
| 12. Air Quality | <p>There are a range of services which are accessible to this site. Whilst the railway bridge to the east of the site by the West Street/Ashingdon Road/Hall Road roundabout has the potential to restrict the provision of public transport going eastwards towards the town centre, it would not in any way restrict the potential for the provision of a bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport. There are also opportunities to improve walking and cycling, and there are existing public transport links in close proximity to the site. These factors may have a positive impact on air quality through reducing the number of car journeys and travelling time.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Hall Road to the west of Rochford, are directed away from this junction.</p> | + | |
| 13. Sustainable Design and Construction | <p>There may be some constraints on the site as there are areas of previously developed land, however, sustainable design and construction should still be viable and could be incorporated into any development coming forward on this site.</p> | + | - |

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Option ALT3

| SA Objective | Option ALT3 – Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | <p>This site has the potential to ensure the regeneration and enhancement of existing rural and urban communities through the provision of some additional facilities. However, additional land would be required in this general location to meet the requirements of the Core Strategy, which may lead to fragmented development presenting constraints for the provision of infrastructure. Such development may also impact on community cohesion.</p> <p>This site is in proximity to a range of town centre services including schools, a supermarket, community facilities and health facilities which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also existing public transport links to the north east/ east of this site along Ashingdon Road/West Street (there are bus routes along these) and Rochford train station increasing the accessibility of local services for those without access to a private car. This site has the potential to provide a range of housing types, tenure and affordability, and some additional facilities to meet the needs of the local community.</p> | + | - |
| 2. Healthy & Safe Communities | <p>The site is in proximity to local facilities and services in the town centre.</p> <p>The proposed public open space incorporated into the development and the provision of green links to Cherry Orchard Jubilee Country Park would promote informal recreation.</p> <p>The site is in reasonable to an existing cycle route along Hall Road and Cherry Orchard Way may also encourage healthy, active lifestyles. The site is well related to the proposed Sustrans route along Ironwell Lane.</p> <p>Although the site is not within proximity to a Greenway, there may be opportunities to provide additional green links to improve linkages between the development and Cherry Orchard Jubilee Country Park.</p> | + | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. However, alone, this site would provide fewer dwellings and less of a range of housing than alternative options. In combination with the allocation of other land, the site has the potential to provide similar positives.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | + | |
| 4. Economy & Employment | <p>This site is well related to the town centre and residential development here has the potential to help support local businesses in the centre, although to a lesser extent than a larger site.</p> <p>London Southend Airport is situated to the south of this site. As such this site has the potential to relate well to future employment opportunities to be allocated within the vicinity of this key economic hub, although parts of this site extend further north away from this area.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT3 – Commentary | Score | |
|-----------------------------|--|-------|---|
| 5. Accessibility | <p>The site only has the potential to link to Ironwell Lane and is in close proximity to the highways network. There are a range of existing public transport links in proximity to this site. The site is in proximity to Rochford train station which is accessible via West Street and Hall Road, and the bus stops located in West Street and Ashingdon Road. There are also existing cycle lanes along Hall Road, and a proposed Sustrans route along Ironwell Lane/West Street to the south/south east of the site. This site is close to the town centre which has the potential to encourage walking and cycling. There are opportunities to encourage people to use alternative modes of transportation other than the private car. This option, however, extends north away from Ironwell Lane.</p> <p>There are a range of local services, including shopping, leisure, and health facilities which are accessible from this site. This would reduce the need to travel.</p> <p>This site also has the potential to relate well to London Southend Airport and associated future employment opportunities, although parts of this site extend further north away from this area, which may impact on accessibility.</p> <p>Compared to a larger site, this site would not have the capacity to provide the range of services and facilities identified in Appendix H1 of the Core Strategy. This therefore has the potential to impact on the accessibility of services in terms of local provision.</p> <p>The provision of green links to Cherry Orchard Jubilee Country Park may be less viable for this site.</p> | + | - |
| 6. Biodiversity | <p>This general location to the west of Rochford is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This site is a combination of greenfield land and previously developed land.</p> <p>The provision of green links to Cherry Orchard Jubilee Country Park may be less viable for this site.</p> | ? | |
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 19. There may be some archaeological deposits (possibly mainly military in nature) within this area, although at present this is unknown due to the lack of archaeological field work undertaken (Rochford District Historic Environment Characterisation Project). This would need to be taken into consideration with any development coming forward on this site. There are several Listed Buildings to the south of the site for example there is a grade I Listed Building ('Rochford Hall and ruins'), a grade II* Listed Building ('Church of St. Andrew') and a grade II listed milestone ('Milestone on northern verge opposite house called Birches, Hall Road'), as well as other listed items in proximity to the site along Hall Road. However, there is generally existing residential development between the site and these Listed Buildings. The Rochford Conservation Area is also situated to the south/south east of the site.</p> | + | - |

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| SA Objective | Option ALT3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>There may be limited opportunities for the creation of public open space due to the capacity of the site.</p> <p>This site is a combination of greenfield land and previously developed land. It is situated to the west of Rochford town centre on the urban fringe.</p> <p>This site is a combination of greenfield land and previously developed land.</p> <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements. The identified site area is not greater than 2ha. Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by a road to the south, an existing hedgerow to the west and a train line to the east, and can ensure that a defensible Green Belt boundary can be maintained to prevent further encroachment into the Green Belt to the north of Ironwell Lane.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A significant proportion of the site is situated within an area at risk of flooding (flood zone 2 and 3).</p> | + | - |
| 10. Water | <p>The range of SUDs which are suitable to be incorporated into any development coming forward may be constrained due to the size of the site. Grey water recycling and other water conservation measures may also be included at the design stage. However, the size of the site may impact on the viability of such measures.</p> <p>It is likely that there is capacity at the existing Waste Water Treatment Works to accommodate potential development on this site, and there may need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The range of SUDs which are suitable to be incorporated into any development coming forward may be constrained due to the size of the site.</p> <p>A significant proportion of the western and southern section of the site is situated within an area at risk of flooding (flood zone 2 and 3). There is a greater proportion of land in flood zone 2 with a smaller section towards the western boundary within flood zone 3. Whilst there is potential for the areas at risk of flooding to accommodate public open space (watercompatible development), this would significantly reduce the capacity of the site to accommodate residential development. A range of SUDs are available which can be used to manage excess surface water, however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> | + | - |

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| SA Objective | Option ALT3 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | <p>This site is a combination of greenfield land and previously developed land.</p> <p>This site is not situated within a town centre.</p> <p>This site is on Grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated, although this site does encompass some previously developed land.</p> <p>This site is situated on Grade 1 agricultural land. If this site were to be taken forward for development this would result in a small loss of the highest quality agricultural land. Furthermore additional land potentially in the Green Belt would be required to meet the needs of the local community. Agricultural land may therefore need to be reallocated in the locality. The agricultural land in immediate proximity to the west of Rochford is Grade 1 and Grade 2.</p> | + | - |
| 12. Air Quality | <p>There are existing local services and facilities within the town centre which are accessible from this site. This would reduce the need to travel. There is an existing bus route running along Ashingdon Road and West Street, and there is potential to increase the opportunities for walking and cycling. This site is also situated in proximity to the train station. These factors may have a positive impact on air quality through reducing the number of car journeys and travelling time.</p> <p>The air quality at the entrance to the Market Square where East Street, West Street, South Street and North Street meet is monitored. This is a potentially significant junction in the town centre. Transport movements, due to the location of the site along Ironwell Lane generally to the west of Rochford, are directed away from this junction.</p> | + | |
| 13. Sustainable Design and Construction | <p>There may be some constraints on the site as there are areas of previously developed land, however, sustainable design and construction should still be viable and could be incorporated into any development coming forward on this site.</p> | + | - |

West Hockley

Policy SER3

| SA Objective | Policy SER3 – Commentary | Score |
|---|--|------------------|
| <p>1. Balanced Communities</p> | <p>The site is larger than sites WH1, WH2, WH3, WH4 and WH5 other sites in West Hockley. Allowing it to accommodate a potentially lower density of housing although this would be determined at the planning application stage.</p> <p>SER3 is well located in relation to the rest of Hockley and is largely enclosed by existing residential development, particularly along the southern boundary of the site.</p> <p>SER3 is well related to including a school and community centre to the east (although these are not directly accessible from Folly Lane or the site itself), as well as Hockley tennis club, Hockley golf range and Hockley Woods which are located to the south of the site. The centre of Hockley itself, however, with its associated services and facilities is situated further away to the south east of the site.</p> <p>There are a range of local facilities in proximity to this site, including a school and community centre to the east (although these are not directly accessible from Folly Lane or the site itself), as well as Hockley tennis club, Hockley golf range and Hockley Woods which are located to the south of the site. The centre of Hockley itself, however, with its associated services and facilities is situated further away to the south east of the site. The site has the potential to incorporate pedestrian and cycle facilities. It also has the potential to support the establishment of the Sustrans cycle route along Folly Lane and the west of the site leading up to Church Road.</p> <p>The site is able to support dwellings built to the lifetime homes standard, which also comply with the Code for Sustainable Homes.</p> <p>The current employment use of the site will be lost if the site is developed. However the site is not currently designated as employment land so the supply of employment land in the district would not be lost.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>Part of the site is previously developed land which has been used for a variety of employment types. This will require a contaminated land study to be carried out. Once the area has been proven clear of contaminants it will have the potential to provide quality residential land with good connections to the existing development. Development of previously developed land would also meet the requirements for effective land use set out in the NPPF.</p> <p>SER3 encompasses several existing garden spaces. These areas should not be used to accommodate dwellings but act as a green buffer between new and existing developments.</p> <p>SER3 can support accessible public open space. This will help to encourage informal recreation and has the potential to improve the health of residents.</p> | <p>++</p> |

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| SA Objective | Policy SER3 – Commentary | Score | |
|--------------------------|--|------------------|-----------------|
| | <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which is accessible to the site. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities. The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>SER3 performs better than WH1 which is bounded by wooded areas to the north east, north and west. It is also more poorly related to community facilities and sporting facilities. Access to the centre of Hockley is further away from WH1 than from SER3. This is likely to increase reliance on private car ownership.</p> <p>WH2 performs similarly to SER3 in that it is strongly related to the rest of the development. Although its smaller size means that housing density will be greater than that of SER3.</p> <p>WH3 and WH4 perform poorly compared to SER3 in that it is also further removed from the existing transport infrastructure which will necessitate highways improvements to make the site viable. It is also likely to increase the reliance on private car use. Its location means that it will have a negative impact on community cohesion.</p> | | |
| <p>3. Housing</p> | <p>SER3 can ensure that mixed communities can be ensured through a range of affordable housing. Due to the size of the site affordable housing will be less restricted than in sites such as WH2, WH3 and WH4.</p> <p>All of the sites for Hockley are located away from the centre, which will have a negative impact on the sustainability of access to key services. SER3 and WH5 provide the best access to local transport networks due to access onto Church Road and Folly Lane.</p> <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>There are no restrictions in this site to prevent the development including homes which comply with the Lifetime Homes Standard.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | <p>++</p> | <p>-</p> |

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| SA Objective | Policy SER3 – Commentary | Score | |
|---|--|-------|---|
| <p>4. Economy & Employment</p> | <p>This option is situated to the west of the centre of Hockley.</p> <p>Services to meet the needs of the community can be found in the centre of Hockley.</p> <p>Most of the employment in the area is located in the centre of Hockley which will require people to travel. There are bus services running to the centre of Hockley and the site is well related to public pedestrian and cycle routes as well as a proposed Sustrans cycle route.</p> <p>This option proposes the redevelopment of an existing employment use, which would lead to the loss of employment in the locality, but not a loss of employment land in the District, because it is not designated as such. This development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific and an increase in population would also boost the local economy.</p> <p>The current employment use of the site will be lost if the site is developed. However the site is not currently designated as employment land so the supply of employment land in the district would not be lost.</p> | + | - |
| <p>5. Accessibility</p> | <p>SER3 has the best relationship with the transport infrastructure in the area with access/egress routes on Church Road and Folly Lane. It also has good access to bus routes to the centre of Hockley as well as being able to potentially link with proposed pedestrian and cycle routes, including a proposed Sustrans cycle route. SER3 is also in proximity to Greenway 16 which has the capacity to encourage walking and cycling.</p> <p>The site is well located relative to local sports and informal recreational facilities as well as a school.</p> <p>Access to the shops and services in Hockley is also possible although the general location necessitates a degree of travel. SER3 performs better in its relationship to local shops and services than option WH1, which extends further north than other options limiting its access to the bus route along High Road/ Aldermans Hill to the south.</p> <p>SER3 performs similarly to WH2 in terms of accessibility in that it has good links to the existing bus services in the area as well as potential links to a proposed Sustrans cycle route. SER3 does however have an additional link to Church Road which has the potential to improve accessibility to the site and reduce pressure from traffic joining Folly Lane from the site.</p> <p>WH3 also has links to existing public transport facilities and has the potential to link to the proposed Sustrans cycle network and Greenway 16. WH3 only has access to Folly Chase and this may lead to more traffic joining Folly Lane at this point. As opposed to SER3 which provides an additional point of ingress and egress.</p> <p>SER3 has better existing accessibility as well as providing more opportunities to improve accessibility than WH4, which is located to the east of the general location. The previous SA has also noted that WH4 would present more access issues than the other options for this general location.</p> | ++ | - |

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| SA Objective | Policy SER3 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>WH5 is situated further to the west than WH1, WH3 and WH4. There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in close proximity to a proposed Sustrans cycle route, an existing bus route along High Road/Aldermans Hill and Greenway 16 to the south. In terms of accessibility it performs very similarly to SER3.</p> <p>Some highways improvements will be required to improve access to the site. These improvements should not be designed in a way that restricts the flow of traffic along Folly Lane and Church Road.</p> | | |
| 6. Biodiversity | <p>The general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes. It is situated near to Hockley woods which is an important area of Ancient Woodland. The impact of recreation on the woods is likely to be increased by any development in the area.</p> <p>There is a pond to the north of the site with potential biodiversity value.</p> <p>The site encompasses areas of garden space that may have biodiversity value. The impact of development in this area should be taken into consideration if this site is developed.</p> <p>SER3 performs better than WH3 which is located near to a Local Wildlife Site to the north east, WH4 which is also bounded by a Local Wildlife Site to the south and WH1 which is bounded by a Local Wildlife Site to the north and east.</p> | + | - |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + | |
| 8. Landscape & Townscape | <p>Much of the site is on previously developed land which is currently in use. This complies with the NPPF requirement that local planning authorities should make use of previously developed land where possible.</p> <p>This option is previously developed land, and as opposed to WH1, WH3 and WH4, it may reduce the amount of derelict, degraded and underused land.</p> <p>The existing land use (a nursery) is considered to be an inappropriate use on the urban fringe. Reallocating this site for residential development would therefore contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>There is an area to the west of the site which is under a Tree Preservation Order, with specific trees under subject to Preservation orders. There are also a tree with a Preservation Order along Folly Lane.</p> | + | |

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| SA Objective | Policy SER3 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>Trees under protection should be retained unless it is likely to render a development unviable. If trees are lost due to development then it will be appropriate to mitigate against their loss on a like for like basis.</p> <p>SER3 performs similarly to WH1, WH2 and WH5 in providing opportunities to create a strong Green Belt boundary. The previous SA also identifies that options WH4 and WH5 are able to ensure defensible Green Belt boundaries. While WH3 and WH4 perform less well in this regard.</p> | | |
| 9. Climate Change and Energy | <p>The site can accommodate locally generated energy sources and small scale renewables.</p> <p>SER3 can support housing that is compliant with the Code for Sustainable Homes.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | + | |
| 10. Water | <p>There are no areas of flood risk in the site.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs); however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> | + | |
| 11. Land and Soil | <p>A section of the site covered by SER3 is located on previously developed land. This will need to undergo a contaminated land survey.</p> <p>By making use of some previously developed land SER3 meets the requirement for the effective use of brownfield land set out in the NPPF.</p> <p>The greenfield aspect of SER3 is partly located in grade 2 agricultural land. However the majority of the site is situated on brownfield land. A contaminated land study should be carried out prior to development.</p> | + | - |

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| SA Objective | Policy SER3 – Commentary | Score |
|--|---|----------|
| 12. Air Quality | <p>There are no AQMA's in the area.</p> <p>There are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality.</p> <p>A Transport Impact Assessment, including an assessment of air quality, must accompany any planning application to develop the site. This must examine the additional transport impacts that the development of this site will generate. Actions to address impacts identified through the Transport Impact Assessment must accompany the development of the site, or be provided prior to the commencement of development.</p> | + |
| 13. Sustainable Design and Construction | <p>There may be some constraints as the site is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> <p>SER3 can support houses which meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Option WH1

| SA Objective | Option WH1 – Commentary | Score |
|--|--|-------------------|
| 1. Balanced Communities | <p>Development at this site would extend further to the north than other sites in this general location would create an allocation of new residential development removed from the main settlement situated to the south, and would therefore not ensure the regeneration and enhancement of existing communities.</p> <p>There are a range of local facilities in proximity to this site as well as public transport. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, affordable housing, public open space and play space. These factors have the potential to meet the needs of the local community.</p> <p>This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road/Aldermans Hill. Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> | + |
| 2. Healthy & Safe Communities | <p>Development at this site would extend the residential development further to the north away from existing communities. The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre. The location of this option therefore, may not promote a sustainable community and a healthy and safe environment as opposed to SER3, WH2 or WH5 which are well related to the existing residential development.</p> | + - |

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| SA Objective | Option WH1 – Commentary | Score | |
|------------------------------------|--|----------|----------|
| | <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>This site is situated near a proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend. The site is also in close proximity to the proposed Sustrans route.</p> | | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | + | |
| 4. Economy & Employment | <p>This option is situated to the west of the centre of Hockley.</p> <p>This option would provide public open space and play space to meet the needs of the local community. Other local services which meet the needs of the entire community are situated in the centre of Hockley, although leisure facilities and a large area of public open space are situated in proximity to the site. A primary school and community centre are also located nearby.</p> | + | |
| 5. Accessibility | <p>This option extends further north than the other options for this general location, which may impact on the accessibility of the local community to the bus route along High Road/Aldermans Hill to the south of the site. Nevertheless, there may be opportunities to increase the availability of sustainable transport modes in this location. This option is in close proximity to a proposed Sustrans route and Greenway 16 to the south of the site, which has the potential to connect to Southend.</p> <p>The existing bus route to the south of the site, connecting to Hockley town centre has the potential to encourage people to use alternative modes of transport. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling.</p> <p>The site may be able to link to Folly Chase, although a road outside of the allocated area may be required. There is potential to improve public transport links in the locality. Although the centre of Hockley and train station etc. are less accessible from this general location, as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives.</p> | + | - |

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| SA Objective | Option WH1 – Commentary | Score | |
|------------------------|--|-------|---|
| | <p>The centre of Hockley is situated to the east of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and a large area of public open space in proximity to the site, and there are established facilities nearby including a school and a community centre. There is an existing bus route along High Road/Aldermans Hill and opportunities to encourage walking and cycling (through the proposed greenway and Sustrans route, respectively). Although the site is situated away from the centre of Hockley there is an existing bus route as well as potential routes to encourage walking and cycling to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> <p>The centre of Hockley is situated to the east of this option so the location of this site may not reduce the need to travel. The existing bus route along High Road/ Aldermans Hill and opportunities to encourage walking and cycling through the proposed greenway and Sustrans cycle route respectively.</p> <p>This option extends further to the north away from this public transport route and local leisure opportunities than the other four options.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill connects to the centre of Hockley to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within the centre of Hockley. The existing bus route also connects to the wide range of services within Rayleigh town centre situated to the west. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling.</p> | | |
| 6. Biodiversity | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes.</p> <p>Part of a Local Wildlife Site/Ancient Woodland, however, bounds the north eastern corner of the site (R8. Hockleyhall/Crabtree Woods). Any development at this location would have to be carefully managed to avoid harm to this site. An area of public open space may be provided along the north eastern boundary of the site to provide a natural buffer between any development and this protected area. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. The Local Wildlife Site also extends across the railway line and is largely encompassed by the Upper Crouch Special Landscape Area.</p> <p>There is part of a Local Wildlife Site/Ancient Woodland which bounds the north eastern corner of the site (R8. Hockleyhall/Crabtree Woods) which would need to be considered with any development. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. A public open space buffer may mitigate potential impacts on species diversity. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site.</p> | + | - |

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| SA Objective | Option WH1 – Commentary | Score | |
|--|--|-------|---|
| | <p>This option may increase the recreational pressure on the species present in the Local Wildlife Site/Ancient Woodlands in the north eastern corner of the site and thus may have some impact on this designated area. This will need to be carefully considered with any development. Nevertheless public open space will be provided within this general location itself and so this may reduce recreational pressure on the existing Local Wildlife Site. It may also provide opportunities for new habitat creation and could facilitate species movement.</p> | | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + | |
| <p>8. Landscape & Townscape</p> | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). This option would have a greater negative impact on the open, rural nature of the area, than alternatives such as SER3, WH2 and WH5 which encompass previously developed land along Folly Lane. This option would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe, but would unnecessarily encroach into the Green Belt.</p> | + | - |
| | <p>This option would not reduce the amount of derelict, degraded and underused land, compared to SER3 WH2 and WH5 which encompass an area of previously developed land along Folly Chase. This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>Only SER3 proposes a site above 3ha. Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by residential development to the south, woodland to the west and north east and the train line to the north. It is likely that this option would be able to provide a defensible Green Belt boundary.</p> <p>The Upper Roach Valley Special Landscape Area is situated to the south of this option, which is a landscape quality designation. This Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location. This option is also in proximity to the Upper Crouch Special Landscape Area which is located to the north of the railway line.</p> | | |

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| SA Objective | Option WH1 – Commentary | Score |
|--|--|-------|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | + |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a greater area than three of the four other options for this general location, which would result in lower density development and a less efficient use of land.</p> <p>This site is on grade 3 agricultural land. Whilst there would be a small loss of agricultural land, this option is grade 3 and thus its development would not lead to a loss of the highest quality agricultural land.</p> | |
| 12. Air Quality | <p>Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are several leisure facilities in close proximity to the site and a large area of public open space as well as a primary school and a community centre nearby.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> <p>The site can support homes which comply with the Code for Sustainable Homes.</p> | + |

Option WH2 – West Hockley

| SA Objective | Option WH2 – Commentary | Score | |
|---|--|-------|---|
| <p>1. Balanced Communities</p> | <p>The site is situated largely enclosed by existing residential development (although much of this is not designated as such) and there are established facilities nearby including a school and community centre.</p> <p>This option proposes the redevelopment of an existing employment use which is enclosed by residential development (although much of this is not designated as such), and would ensure the regeneration and enhancement of existing communities.</p> <p>There are a range of local facilities in proximity to this site, including a school and community centre to the east. These are not, however, directly accessible from Folly Lane or the site itself and this option is further to the west away from these facilities than WH1, WH3 and WH4. Local leisure facilities such as Hockley tennis club, Hockley golf range and Hockley Woods are located in close proximity to the site. The centre of Hockley itself, however, with its associated services and facilities is situated further away to the south east of the site.</p> | + | - |
| | <p>There is a bus route along Main Road/Aldermans Hill which can provide an alternative mode of transportation to Hockley centre. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. It will provide public open space and play space.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>Development of this previously developed site would relate well to the existing residential development. This option does not extend as far west as WH5 but this would ensure the effective use of land as required by the NPPF.</p> <p>The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre. This option is similar to SER3 in that it is well related to the existing residential development and would promote community cohesion and a healthy, safe and sustainable environment as opposed to WH1, WH3 or WH4, which are not so well related.</p> <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which is accessible to the site. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>This site is situated near a proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend. The site is also in close proximity to the proposed Sustrans route.</p> | + | - |

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| SA Objective | Option WH2 – Commentary | Score | |
|------------------------------------|--|-------|---|
| 3. Housing | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | + | - |
| 4. Economy & Employment | <p>Local services which meet the needs of the entire community are situated to the south east in the centre of Hockley, although leisure facilities and a large area of public open space are situated in proximity to the site. A primary school and community centre are also located nearby.</p> <p>This option proposes the redevelopment of an existing employment use, which would lead to the loss of employment in the locality, but not a loss of employment land in the District, because it is not designated as such. This development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific and an increase in population would also boost the local economy.</p> | + | - |
| 5. Accessibility | <p>This option is situated further to the west than WH1, WH3 and WH4. There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in close proximity to a proposed Sustrans cycle route, an existing bus route along High Road/Aldermans Hill and Greenway 16 to the south, which has the potential to connect to Southend.</p> <p>The existing bus route to the south of the site along High Road/Aldermans Hill connects to the centre of Hockley to the east has the potential to encourage people to use alternative modes of transportation. The proximity of the site to the proposed Sustrans cycle route and Greenway 16 may also encourage walking and cycling.</p> <p>There is potential to improve public transport links in the locality. Although the centre of Hockley and train station etc. are less accessible from this general location, as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are several leisure facilities and a large area of public open space in proximity to the site, and there are established facilities nearby including a school and a community centre.</p> <p>The west of Hockley has links with the neighbouring economic centres of Basildon and Chelmsford. This relationship may therefore not reduce out-commuting.</p> | + | |

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| SA Objective | Option WH2 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| 6. Biodiversity | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes. It is noted, however, that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south of this option. Although this is a landscape quality designation rather than an indication of ecological value, this Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>This site is previously developed land, however, it is currently in use and so is unlikely to have any ecological value. There is a lagoon directly to the north of the site and a pond further to the north west, which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. A public open space buffer may mitigate potential impacts on species diversity.</p> | 0 | - |
| | <p>Unlike most of the other options for the west of Hockley, the site is not situated in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on previously developed land.</p> <p>This option includes the provision of public open space, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + | |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>The existing land use (a nursery) is considered to be an inappropriate use on the urban fringe. Reallocating this site for residential development would therefore contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is previously developed land, and as opposed to WH1, WH3 and WH4, it may reduce the amount of derelict, degraded and underused land.</p> | + | |

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| SA Objective | Option WH2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements. Of the sites proposed for this general location only SER3 proposes a site above 3ha. Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by residential development to the west, east and south (although much of this is not designated as such and the site primarily bounds extensive garden areas). It is likely that this option would be able to provide a defensible Green Belt boundary.</p> <p>The Upper Roach Valley Special Landscape Area is situated to the south of this option, which is a landscape quality designation. This Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location. Design principles to enhance townscape character will be managed through the development management process.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>On site renewable or low carbon energy technologies may be provided. The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>The site is located on a mix of greenfield land and brownfield land. The option would utilise previously developed land which is bounded by existing residential development to the south, east and west (although much of this is not designated as such). The redevelopment of this site as opposed to WH1, WH3 and WH4 would therefore preserve the openness and character of agricultural Green Belt land in the locality as well as provide an additional area of public open space. This site performs similarly to SER3 which also utilises previously developed land.</p> | + | - |

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| SA Objective | Option WH2 – Commentary | Score | |
|--|--|----------|----------|
| | <p>This option is previously developed land.</p> <p>Development of this site would ensure that agricultural land in the locality is protected.</p> | | |
| 12. Air Quality | <p>There are a range of local services located within the centre of Hockley to the east of the site, and there is an existing bus route to the south of the site along High Road/Aldermans Hill which provides access to this area for those without private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>There may be some constraints as the site is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + | - |

Option WH3

| SA Objective | Option WH3 – Commentary | Score | |
|--------------------------------|---|----------|--|
| 1. Balanced Communities | <p>The site is situated to the north of existing residential development and there are established facilities nearby including a school and community centre.</p> <p>This option, however, would create an allocation of new residential development separate from the main settlement situated to the south, and would therefore not ensure the regeneration and enhancement of existing communities. If this site was to be brought forward, however, then the area between the south of the site and the north of Folly Chase should be designated existing residential development.</p> <p>There are a range of local facilities in proximity to this site, including a school and community centre to the east (although these are not directly accessible from Folly Lane or the site itself), as well as Hockley tennis club, Hockley golf range and Hockley Woods which are located to the south of the site. The centre of Hockley itself, however, with its associated services and facilities is situated further away to the south east of the site. There is a bus route along Main Road/Aldermans Hill which can provide an alternative mode of transportation to Hockley centre. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. It will provide public open space and play space.</p> | + | |

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| SA Objective | Option WH3 – Commentary | Score | |
|---|---|-------|---|
| | <p>A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road/Aldermans Hill. Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside public open space and play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre. The location of this option, however, may not promote a sustainable community and a healthy and safe environment as opposed to SER3, WH2 or WH5 which are well related to the existing residential development.</p> <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which is accessible to the site. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>This site is situated near a proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend. The site is also in close proximity to the proposed Sustrans cycle route.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>All of the options for Hockley are situated away from the centre which will have an impact on sustainable access to key services. Nevertheless there is a primary school and community centre to the east of the site, a large public open space (Hockley Woods) and leisure facilities in proximity to the site. There is also a bus route to the south along High Road/Aldermans Hill which runs east to the centre of Hockley, where other local services are located.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | - |

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| SA Objective | Option WH3 – Commentary | Score | |
|---|---|-------|---|
| <p>4. Economy & Employment</p> | <p>This option is situated to the west of the centre of Hockley.</p> <p>This option would provide public open space and play space to meet the needs of the local community. Other local services which meet the needs of the entire community are situated in the centre of Hockley, although leisure facilities and a large area of public open space are situated in proximity to the site. A primary school and community centre are also located nearby.</p> <p>This option is not situated within the centre of Hockley but is on the urban fringe to the west. This option would not lead to the loss of employment land, and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Aldermans Hill/High Road to the south of the site as well as a proposed Sustrans route and Greenway 16 to the south of the site, which has the potential to connect to Southend.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill which connects to the centre of Hockley to the east has the potential to encourage people to use alternative modes of transportation. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling. The site may be able to link to Folly Chase, although a road outside of the allocated area may be required. There is potential to improve public transport links in the locality. Although the centre of Hockley and train station etc. are less accessible from this general location, as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>The centre of Hockley is situated to the east of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and a large area public open space in proximity to the site, and there are established facilities nearby including a school and a community centre. There is an existing bus route along High Road/Aldermans Hill and opportunities to encourage walking and cycling (through the proposed greenway and Sustrans route, respectively). Although the site is situated away from the centre of Hockley there is an existing bus route as well as potential routes to encourage walking and cycling to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> <p>This option is situated to the west of Hockley where there are limited local services nearby, and there is an existing public transport route providing access to Hockley centre to the east or Rayleigh town centre to the west.</p> | + | - |

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| SA Objective | Option WH3 – Commentary | Score | |
|-----------------------------|--|-------|---|
| | <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill connects to the centre of Hockley to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within the centre of Hockley. The existing bus route also connects to the wide range of services within Rayleigh town centre situated to the west. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling.</p> <p>The west of Hockley has links with the neighbouring economic centres of Basildon and Chelmsford. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes. There is, however, part of a Local Wildlife Site to the north east of the site. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. The Local Wildlife Site also extends across the railway line and is largely encompassed by the Upper Crouch Special Landscape Area.</p> <p>Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south of this option. Although this is a landscape quality designation rather than an indication of ecological value, this Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>There is a pond to the south of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. In addition any development at this location would have to be carefully managed to avoid harm to the Local Wildlife Site to the north east of the site (R8. Hockleyhall/Crabtree Woods). Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option includes the provision of public open space, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | - |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + | |

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| SA Objective | Option WH3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). This option would have a greater negative impact on the open, rural nature of the area, than alternatives such as WH2 and WH5 which encompass previously developed land along Folly Lane. This option would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe, but would unnecessarily encroach into the Green Belt.</p> <p>This option would not reduce the amount of derelict, degraded and underused land, compared to WH2 and WH5 which encompass an area of previously developed land along Folly Chase.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by residential development and employment use to the south and so would be less able to provide a robust and defensible Green Belt boundary compared to the previous options for west Hockley (SER3, WH1 and WH2).</p> <p>The Upper Roach Valley Special Landscape Area is situated to the south of this option, which is a landscape quality designation. This Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location. This option is also in proximity to the Upper Crouch Special Landscape Area which is located to the north of the railway line.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | + | |

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| SA Objective | Option WH3 – Commentary | Score | |
|--|---|-------|---|
| | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>The site is smaller in size than the other four options for this general location. The development would have a greater density than these other options and would therefore ensure the efficient use of land.</p> <p>This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>Whilst there would be a small loss of agricultural land, this option is grade 3 and thus its development would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are a range of local services located within the centre of Hockley to the east of the site, and there is an existing bus route to the south of the site along High Road/Aldermans Hill which provides access to this area for those without private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are several leisure facilities in close proximity to the site and a large area of public open space as well as a primary school and a community centre nearby.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option WH4

| SA Objective | Option WH4 – Commentary | Score |
|---------------------------------------|---|----------|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required public open space and play space facilities to meet ongoing and future needs. The site is situated to the north of existing residential development and there are established facilities nearby including a school and community centre.</p> <p>The site is bounded by a nursery, a Local Wildlife Site (R9. Folly Wood) and a primary school playing field. It is also adjacent to a small amount of residential development to the south west corner (these are garden areas only), but it may not therefore ensure the regeneration and enhancement of existing communities. This site presents accessibility issues. If this site was to be brought forward then access would have to be provided through the Local Wildlife Site (which is undesirable), through the nursery site to the west to connect with Folly Chase, or encroach further into the Green Belt to connect to Folly Chase from the north.</p> <p>There are a range of local facilities in proximity to this site, including a school and community centre, Hockley tennis club, Hockley golf range and Hockley Woods. However, compared to the other options for this general location, these facilities are much less accessible. Furthermore the centre of Hockley itself with its associated services and facilities is situated to the east of the site. There is a bus route along Main Road/Aldermans Hill which can provide an alternative mode of transportation to Hockley centre, although these routes will be less accessible from this site. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. It will provide public open space and play space. Given the accessibility issues presented by this option, it may not therefore ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities although these are likely to be less accessible from this site as opposed to the other options for this general location. Essential services may therefore be less accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside public open space and play space and potential opportunities to improve access to public transport provision and local services, although this option in itself presents greater accessibility issues as opposed to the other options for the west of Hockley.</p> | <p>+</p> |

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| SA Objective | Option WH4 – Commentary | Score | |
|---|---|-------|---|
| <p>2. Healthy & Safe Communities</p> | <p>The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre. The location of this option, however, may not promote a sustainable community and a healthy and safe environment as opposed to WH2 or WH5 which are well related to the existing residential development and have good access to the existing highway network. Nonetheless design of the development will be determined through the development management process.</p> <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which would be less accessible to the site as opposed to the other options. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>The proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend and the proposed Sustrans route would be less accessible from this site as opposed to the other options.</p> <p>The impact on noise pollution is uncertain and will depend on the details of any scheme coming forward.</p> <p>The impact on light pollution is uncertain and will depend on the details of any scheme coming forward.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>All of the options for Hockley are situated away from the centre which will have an impact on sustainable access to key services. This option in particular presents accessibility issues. A primary school and community centre to the east of the site, a large area of public open space (Hockley Woods) and leisure facilities would be less accessible from this site. There is also a bus route to the south along High Road/Aldermans Hill which runs east to the centre of Hockley, where other local services are located, which may be less accessible.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |

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| SA Objective | Option WH4 – Commentary | Score | |
|---|---|-------|--|
| <p>4. Economy & Employment</p> | <p>This option is situated to the west of the centre of Hockley.</p> <p>This option would provide public open space and play space to meet the needs of the local community. Other local services which meet the needs of the entire community are situated in the centre of Hockley, although leisure facilities and a large area of public open space are situated in proximity to the site. A primary school and community centre are also located nearby although these may be less accessible from this option as opposed to other options for this general location.</p> <p>This option is not situated within the centre of Hockley but is on the urban fringe to the west.</p> <p>This option would not lead to the loss of employment land, and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Aldermans Hill/High Road to the south of the site, although as previously noted, this option would present more access issues than the other four options.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill which connects to the centre of Hockley to the east has the potential to encourage people to use alternative modes of transportation. The proposed Sustrans route and Greenway 16 have the potential to encourage walking and cycling, although they may be less accessible from this site. The site, however, presents accessibility issues and if it was to be brought forward then access would have to be provided through the Local Wildlife Site (which is undesirable), through the nursery site to the west to connect with Folly Chase, or encroach further into the Green Belt to connect to Folly Chase from the north. Such options for accessing this site would have a negative impact on the integrity of the Green Belt, result in the severance of a Local Wildlife Site or encroach on an employment use, and may consequently have wider accessibility and traffic implications. There is potential to improve public transport links in the locality. Although the centre of Hockley and train station etc. are less accessible from this general location, as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>The centre of Hockley is situated to the east of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and a large area public open space in proximity to the site, and there are established facilities nearby including a school and a community centre although due to the location of this site, these are likely to be less accessible from this site as opposed to the other options for this general location. There is an existing bus route along High Road/Aldermans Hill and opportunities to encourage walking and cycling (through the proposed greenway and Sustrans route, respectively).</p> | + | |

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| SA Objective | Option WH4 – Commentary | Score | |
|-------------------------------|--|-----------------|--|
| | <p>Although the site is situated away from the centre of Hockley there is an existing bus route as well as potential routes to encourage walking and cycling to these local services, which has the potential to ensure access for those without private transport, although again these may be less accessible from this site as opposed to the other options, and may therefore contribute less to reducing social exclusion.</p> <p>The centre of Hockley is situated to the east of this option, providing a range of local services including jobs, shopping and health facilities, and so the location of this site may not reduce the need to travel. There are several leisure facilities and a large area of public open space in proximity to the site, and there are established facilities nearby including a school and a community centre, although these are likely to be less accessible from this site as opposed to the other options. There is an existing bus route along High Road/Aldermans Hill and opportunities to encourage walking and cycling (through the proposed greenway and Sustrans route, respectively). Although this option may not reduce the need to travel to local services, the use of sustainable modes of transportation may be encouraged if the access issues are overcome.</p> <p>This option is situated to the west of Hockley where there are limited local services nearby, and there is an existing public transport route providing access to Hockley centre to the east or Rayleigh town centre to the west.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill connects to the centre of Hockley to the east. This may enable access for all sections of the community, particularly those without private transport, to the services and facilities located within the centre of Hockley, if the access issues can be overcome. The existing bus route also connects to the wide range of services within Rayleigh town centre situated to the west. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling if appropriate links to the existing highway network could be established.</p> <p>The west of Hockley has links with the neighbouring economic centres of Basildon and Chelmsford. This relationship may therefore not reduce out-commuting.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes. This option is bounded by a Local Wildlife Site to the south (R9. Folly Wood) and is in proximity to other Local Wildlife Sites - R11. Bett's Wood to the east and R8. Hockleyhall/Crabtree Woods further to the north west. Any development at this location would have to be carefully managed to avoid harm to these Local Wildlife Sites. An area of public open space may be provided along the southern boundary of the site to provide a natural buffer between any development and this protected area (R9. Folly Wood). Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> | <p>+</p> | |

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| SA Objective | Option WH4 – Commentary | Score |
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| | <p>Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south of this option. Although this is a landscape quality designation rather than an indication of ecological value, this Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>This site is bounded by a Local Wildlife Site to the south (R9. Folly Wood) and is in proximity to other Local Wildlife Sites - R11. Bett's Wood to the east and R8. Hockleyhall/Crabtree Woods further to the north west. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. This option may increase the recreational pressure on the species present there and thus may have some impact on this designated area. This will need to be carefully considered with any development. Nevertheless public open space will be provided within this general location itself and so this may reduce recreational pressure on the existing Local Wildlife Site. It may also provide opportunities for new habitat creation and could facilitate species movement. There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option includes the provision of public open space, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). This option would have a greater negative impact on the open, rural nature of the area, than alternatives such as WH2 and WH5 which encompass previously developed land along Folly Lane. This option would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe, but would unnecessarily encroach into the Green Belt.</p> <p>This option would not reduce the amount of derelict, degraded and underused land, compared to WH2 and WH5 which encompass an area of previously developed land along Folly Chase.</p> | + |

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| SA Objective | Option WH4 – Commentary | Score |
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| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements. None of the options for the west of Hockley propose potential options above 3ha. Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by a nursery, a Local Wildlife Site (R9. Folly Wood) and a primary school playing field. It is also adjacent to a small amount of residential development to the south west corner (these are garden areas only) and so would be able to provide a robust and defensible Green Belt boundary.</p> <p>The Upper Roach Valley Special Landscape Area is situated to the south of this option, which is a landscape quality designation. This Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>The site is not within an area at risk of flooding.</p> | <p>+</p> |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location.</p> <p>However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | <p>+</p> |

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| SA Objective | Option WH4 – Commentary | Score | |
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| 11. Land and Soil | <p>This site is located on greenfield land.</p> <p>The site is the third smallest of the five options for this general location. The development would therefore be more dense than WH1 and WH5 and would ensure a more efficient use of land.</p> <p>This site is on grade 3 agricultural land.</p> <p>Whilst there would be a small loss of agricultural land, as stated, it is grade 3 and thus its development would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are a range of local services located within the centre of Hockley to the east of the site, and there is an existing bus route to the south of the site along High Road/Aldermans Hill which provides access to this area for those without private transport, although these are likely to be less accessible from this site as opposed to the other options for this general location. There are limited opportunities to reduce the need to travel to these local services in this locality, the provision of public transport may have a positive impact on air quality. There are several leisure facilities in close proximity to the site and a large area of public open space as well as a primary school and a community centre nearby.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option WH5

| SA Objective | Option WH5 – Commentary | Score | |
|--------------------------------|---|-------|--|
| 1. Balanced Communities | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required public open space and play space facilities. The site is largely enclosed by existing residential development to the south and Church Road to the west, and there are established facilities nearby including a school and community centre.</p> <p>This option proposes the redevelopment of an existing employment use which is previously developed land, but it extends further west than WH2 to encompass residential development (including existing dwellings and garden areas). Gardens areas are not considered to be previously developed land according to the NPPF. It would not promote the regeneration and enhancement of existing communities.</p> | + | |

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| SA Objective | Option WH5 – Commentary | Score |
|---|--|------------------|
| | <p>There are a range of local facilities in proximity to this site, including a school and community centre to the east. These are not, however, directly accessible from Folly Lane or the site itself and this option is further to the west away from these facilities than WH1, WH3 and WH4. Local leisure facilities such as Hockley tennis club, Hockley golf range and Hockley Woods are located in close proximity to the site. The centre of Hockley itself, however, with its associated services and facilities is situated further away to the south east of the site. There is a bus route along Main Road/Aldermans Hill which can provide an alternative mode of transportation to Hockley centre. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. It will provide public open space and play space.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road/Aldermans Hill. Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside public open space and play space and opportunities to improve access to public transport provision and local services.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>Development at this previously developed site would adjoin the existing residential development, although this option extends further west than WH2 and encompasses several existing dwellings and garden areas (which are not classified as previously developed land in the NPPF). The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre. This option is well related to the existing residential development and would promote community cohesion and a healthy, safe and sustainable environment as opposed to WH1, WH3 or WH4, which are not so well related. Design of the development will be determined through the development management process.</p> <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which is accessible to the site. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>This site is situated near a proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend. The site is also in close proximity to the proposed Sustrans route.</p> | <p>++</p> |

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| SA Objective | Option WH5 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>All of the options for Hockley are situated away from the centre which will have an impact on sustainable access to key services. Nevertheless there is a primary school and community centre to the east of the site, a large area of public open space (Hockley Woods) and leisure facilities in proximity to the site. There is also a bus route to the south along High Road/Aldermans Hill which runs east to the centre of Hockley, where other local services are located.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | ++ | - |
| 4. Economy & Employment | <p>This option is situated to the west of the centre of Hockley.</p> <p>This option would provide public open space and play space to meet the needs of the local community. Other local services which meet the needs of the entire community are situated in the centre of Hockley, although leisure facilities and a large area of public open space are situated in proximity to the site. A primary school and community centre are also located nearby.</p> <p>This option is not situated within the centre of Hockley but is on the urban fringe to the west.</p> <p>This option proposes the redevelopment of an existing employment use, which would lead to the loss of employment in the locality, but not a loss of employment land in the District, because it is not designated as such. This development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific and an increase in population would also boost the local economy.</p> | + | - |
| 5. Accessibility | <p>This option is similar to SER3 and is situated further to the west than WH1, WH3 and WH4. There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in close proximity to a proposed Sustrans route, an existing bus route along High Road/Aldermans Hill and Greenway 16 to the south, which has the potential to connect to Southend.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill which connects to the centre of Hockley to the east has the potential to encourage people to use alternative modes of transportation. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling. The site can link to Folly Lane and the wider highway network, and there is potential to improve public transport links in the locality. Although the centre of Hockley and train station etc. are less accessible from this general location, as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives.</p> | ++ | - |

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| SA Objective | Option WH5 – Commentary | Score | |
|-------------------------------|--|----------|----------|
| | <p>The centre of Hockley is situated to the east of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and a large area of public open space in proximity to the site, and there are established facilities nearby including a school and a community centre. There is an existing bus route along High Road/Aldermans Hill and opportunities to encourage walking and cycling (through the proposed greenway and Sustrans route, respectively). Although the site is situated away from the centre of Hockley there is an existing bus route as well as potential routes to encourage walking and cycling to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> <p>This option is situated to the west of Hockley where there are limited local services nearby, and there is an existing public transport route providing access to Hockley centre to the east or Rayleigh town centre to the west.</p> <p>There is an existing bus route to the south of the site along High Road/Aldermans Hill connects to the centre of Hockley to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within the centre of Hockley. The existing bus route also connects to the wide range of services within Rayleigh town centre situated to the west. The proximity of the site to the proposed Sustrans route and Greenway 16 may also encourage walking and cycling. The west of Hockley has links with the neighbouring economic centres of Basildon and Chelmsford. This relationship may therefore not reduce out-commuting.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes. It is noted, however, that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south of this option. Although this is a landscape quality designation rather than an indication of ecological value, this Special landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>Much of this site is previously developed land, however, it is currently in use and so is unlikely to have any ecological value. There is a lagoon directly to the north of the site and a pond further to the north west, which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. A public open space buffer may mitigate potential impacts on species diversity. Some of this site also encompasses garden areas which have the potential to have ecological value. This would need to be considered if this option is taken forward.</p> <p>Unlike most of the other options for the west of Hockley, the site is not situated in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on previously developed land.</p> <p>This option includes the provision of public open space, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option WH5 – Commentary | Score |
|-------------------------------------|---|-------|
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development taken forward. There are no Listed Buildings in proximity to the site.</p> | + |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this development, which would provide accessible green space in this area. Play space will also be provided.</p> <p>The existing land use (a nursery) is considered to be an inappropriate use on the urban fringe. Reallocating this site for residential development would therefore contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is previously developed land, and as opposed to WH1, WH3 and WH4, it may reduce the amount of derelict, degraded and underused land. This option also encompasses residential development to the west, which as opposed to WH2 would not ensure the efficient use of land in this location.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements. It is important that a defensible boundary can be maintained. The site is bounded by residential development to the south, Church Road and gardens areas to the west and tree belts to the east. It is likely that this option would be able to provide a defensible Green Belt boundary.</p> <p>The Upper Roach Valley Special Landscape Area is situated to the south of this option, which is a landscape quality designation. This Special Landscape Area encompasses Hockley Woods (which is an important area of Ancient Woodland). The recreational pressure on this area may increase with any development in this location.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | + |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>The site is not within an area at risk of flooding.</p> | + |

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| SA Objective | Option WH5 – Commentary | Score | |
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| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option would utilise previously developed land, but given the dwelling requirements for this location, the inclusion of existing residential development (and residential dwelling in the Green Belt) to the west, this would not ensure the efficient use of previously developed land and would not preserve the openness of Green Belt land in the locality.</p> <p>This is the second largest of the six options for this general location. The development would be less dense than the other options and would therefore not ensure the efficient and effective use of land.</p> <p>This option is previously developed land.</p> <p>Development of this site would ensure that agricultural land in the locality is protected.</p> | + | - |
| 12. Air Quality | <p>There are a range of local services located within the centre of Hockley to the east of the site, and there is an existing bus route to the south of the site along High Road/Aldermans Hill which provides access to this area for those without private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are several leisure facilities in close proximity to the site and a large area of public open space as well as a primary school and a community centre nearby.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>There may be some constraints as the site is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + | |

Option ALT4

| SA Objective | Option ALT4 – Commentary | Score |
|---|--|------------------|
| <p>1. Balanced Communities</p> | <p>There are a range of local facilities in proximity to this site, including a school and community centre, Hockley tennis club, Hockley golf range and Hockley Woods. However, compared to the other options for this general location, these facilities are much less accessible. Furthermore the centre of Hockley itself with its associated services and facilities is situated to the east of the site. There is a bus route along Main Road/Aldermans Hill which can provide an alternative mode of transportation to Hockley centre, although these routes will be less accessible from this site. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. It will provide public open space and play space. Given the accessibility issues presented by this option, it may not therefore ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities although these are likely to be less accessible from this site as opposed to the other options for this general location. Essential services may therefore be less accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside public open space and play space and potential opportunities to improve access to public transport provision and local services, although this option in itself presents greater accessibility issues as opposed to the other options for the west of Hockley.</p> | <p>++</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The site does not have good links to the centre of Hockley, although there is an existing bus route to the south to connect the local community with Hockley centre.</p> <p>Accessible public open space will be provided within the development, and there is a large area of public open space (Hockley Woods) to the south of this general location, which would be less accessible to the site as opposed to the other options. Hockley tennis club and Hockley golf range are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>The proposed Greenway (Greenway 16) in Hockley Woods running through the Upper Roach Valley Special Landscape Area towards Southend and the proposed Sustrans route would be less accessible from this site as opposed to the other options.</p> | <p>++</p> |

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| SA Objective | Option ALT4 – Commentary | Score | |
|------------------------------------|---|----------|----------|
| 3. Housing | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>All of the options for Hockley are situated away from the centre which will have an impact on sustainable access to key services. This option in particular presents accessibility issues. A primary school and community centre to the east of the site, a large area of public open space (Hockley Woods) and leisure facilities would be less accessible from this site.</p> <p>There is also a bus route to the south along High Road/Aldermans Hill which runs east to the centre of Hockley, where other local services are located, which may be less accessible.</p> <p>The Core Strategy Submission Sustainability Appraisal, however, notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |
| 4. Economy & Employment | <p>This option is situated to the west of the centre of Hockley.</p> <p>Most of the employment in the area is located in the centre of Hockley which will require people to travel. There are bus services running to the centre of Hockley and the site is related to public pedestrian and cycle routes as well as a proposed Sustrans cycle route.</p> <p>The development of the site would not result in a loss of employment land.</p> | + | |
| 5. Accessibility | <p>The centre of Hockley is situated to the east of this site providing a range of local services including jobs, shopping and health facilities. Although the centre of Hockley and train station etc. are less accessible from this general location and the location of this site may not reduce the need to travel., as recognised in the Sustainability Appraisal for the Core Strategy, the general locations identified are considered to be the most sustainable given the alternatives. There is also an existing bus route along High Road/Aldermans Hill, which has the potential to ensure access for those without private transport to these local services. These factors would contribute to reducing social exclusion. There is potential to improve public transport links in the locality.</p> <p>There are several leisure facilities and a large area public open space in proximity to the site, and there are established facilities nearby including a school and a community centre which would be accessible from this site.</p> <p>The proposed Sustrans route and Greenway 16 have the potential to encourage walking and cycling, and would be accessible from this site. There may be opportunities to incorporate green infrastructure links into the development.</p> | + | - |

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| SA Objective | Option ALT4 – Commentary | Score | |
|--|--|-------|----|
| <p>6. Biodiversity</p> | <p>This general location to the west of Hockley is not in proximity to the District's estuaries or salt marshes.</p> <p>However, this site is bounded by a Local Wildlife Site to the south (R9. Folly Wood) and is in proximity to other Local Wildlife Sites – R11. Bett's Wood to the east and R8. Hockleyhall/Crabtree Woods further to the north west. Any development at this location would have to be carefully managed to avoid harm to these Local Wildlife Sites. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. Potential disturbance or habitat loss would need to be mitigated against.</p> <p>An area of public open space to the south/south east of this site may help mitigate any potential impact of development coming forward at this site. It also has the potential to facilitate species movement and colonisation, and for new habitat creation in this area.</p> <p>This general location is in proximity to the Upper Roach Valley Special Landscape Area (encompassing Hockley Woods) situated to the south of this site. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland). The recreational pressure on this area may increase with any development coming forward in this location.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This site is situated on greenfield land (including the school playing field).</p> | - | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 33 (Rochford District Historic Environment Characterisation Project). The zone contains low density residential housing, with the original village church and manor of Hockley, within a network of open fields and ancient woodland. There may be some archaeological deposits (there is likely to be evidence of multi-period occupation) within this general area, however, few archaeological deposits have been recorded largely due to the lack of development. This will need to be taken into consideration with any development coming forward at this site. There are no Listed Buildings in proximity to the site.</p> | + | |
| <p>8. Landscape & Townscape</p> | <p>Public open space would be allocated within any development coming forward at this site, which would provide accessible green space in this area. Play space would also be provided. This site, however, encompasses the school playing field which would need to be relocated as part of any development coming forward on this site.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile). This site would have a negative impact on the open, rural nature of the area, and would not make effective use of previously developed land in the locality situated on the urban fringe further to the west of this site (unlike alternatives WH2 and WH5). This area of previously developed land was identified in the Allocations DPD: Discussion and Consultation Document. This site would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe, but would unnecessarily encroach into the open Green Belt in this respect.</p> | + | -- |

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| SA Objective | Option ALT4 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>This site is situated on greenfield land (including the school playing field).</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>The identified site area is not greater than 3ha. Nevertheless it is important that a defensible boundary can be maintained. The site is bounded by a nursery to the west, a Local Wildlife Site (R9. Folly Wood) to the south, a primary school to the east and a road to the south east (Chevening Gardens). It is also adjacent to a small amount of residential development to the south west corner (these are garden areas only) and to the south east, and has the potential to provide a robust and defensible Green Belt boundary. However, there is an area to the west of this site containing large agricultural-type buildings which would remain Green Belt, which would impact on the defensibility of the Green Belt boundary.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of such measures.</p> <p>It is likely that there is capacity at the existing Waste Water Treatment Works to accommodate potential development on this site. However, there may need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact, however, it is uncertain whether the size of the site would have an impact on the viability of such measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water. However, it is uncertain whether the size of the site would have an impact on the viability of such measures.</p> <p>Public open space would be provided within any development coming forward at this site, and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |

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| SA Objective | Option ALT4 – Commentary | Score | |
|--|--|-------|---|
| 11. Land and Soil | <p>This site is situated on greenfield land (including the school playing field).</p> <p>This site is not situated within a town centre.</p> <p>The impact on soil quality is unknown. This site is on grade 3 agricultural land (SEA Baseline Information Profile) and school playing fields.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>Whilst there would be a small loss of agricultural land, as stated, it is grade 3 and thus its development would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are a range of local services located within the centre of Hockley to the east of the site, and there is an existing bus route to the south of the site along High Road/Aldermans Hill which provides access to this area for those without private transport, which would be accessible from this site. There are limited opportunities to reduce the need to travel to these local services in this locality, although the provision of public transport may have a positive impact on air quality. There are several leisure facilities in close proximity to the site and a large area of public open space as well as a primary school and a community centre nearby.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction would be viable and could also be incorporated into any development coming forward on this site.</p> | + | |

South Hawkwell

Policy SER4

| SA Objective | Policy SER4 – Commentary | Score |
|---|---|-----------------|
| <p>1. Balanced Communities</p> | <p>SER4 is similar to SH2 with the addition of an area of land to the west of Thorpe Road.</p> <p>All dwellings should comply with the Lifetime Homes Standard.</p> <p>This option is well related to the existing residential development, and would therefore promote community cohesion, as opposed to some of the other options for this location (such as SH3 and SH4).</p> <p>If the site is to be developed, a number of general improvements will be required. Highways, cycle and pedestrian networks will need to be improved in order to support residents and to ensure integration with other areas.</p> <p>Consideration will have to be given to the mature trees located on the site. Some of these trees are under a Woodland Tree Preservation Order and must be retained and incorporated into the design of any development. Green areas and hedges should be used along with garden areas to create a green buffer around the site.</p> <p>The site will need to include some form of recreation or play spaces if it is to be developed.</p> <p>The site is well related to local facilities including a leisure centre and public open space in the form of Spencer's Park to the north and east of the site. There is also a nearby primary school and village hall in addition to shops along Main Road.</p> <p>Rectory Road benefits from a good bus service, servicing Hockley and Rochford. SER4 should be integrated into this existing transport network.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The north east corner of the site is at risk of flooding and should be left primarily free of development. This area could serve the site as an area of public open space in accordance with national policy.</p> <p>SUDs should be included on the site to provide water attenuation.</p> <p>Research has shown that there is a high pressure gas pipe line on the site. This should be relocated prior to the sites development.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles.</p> <p>The site is close to the existing residential development in Hawkwell and will promote community cohesion. Sites SH3 and SH4 are more dispersed and in addition to creating a less sustainable Green Belt boundary will have less of a positive impact on community cohesion.</p> | <p>+</p> |

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| SA Objective | Policy SER4 – Commentary | Score | |
|------------------------------------|---|-----------|----------|
| 3. Housing | <p>SER4 can accommodate housing which complies with the Lifetime Homes Standard as well as with the Code for Sustainable Homes.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> <p>SER4 can accommodate all of the required housing within the same defined site whereas options such as SH3 and SH4 also require land to be released for development to the south of Rectory Road and to the east of Thorpe Road respectively.</p> <p>The site has the capacity to provide a range of housing types and tenure.</p> <p>The site can support a mixed use development which will ensure that disparities in the local community are reduced. A range of housing tenure and affordability will support the long term balanced growth of the area.</p> | ++ | |
| 4. Economy & Employment | <p>The site is situated close to the shops and services on Main Road.</p> <p>It is supported by a bus link to the centre of Hockley where there are additional employment and retail opportunities. Hockley train station can also be accessed from this location, which provides a sustainable means of transport to other retail and employment sites in and out of the District.</p> <p>The scale of the development will mean that there will be an increased demand for retail services in the area.</p> <p>The current employment use of the site will be lost if the site is developed. However the site is not currently designated as employment land so the supply of employment land in the district would not be lost.</p> | ++ | - |
| 5. Accessibility | <p>SER4 can accommodate all of the required housing within the same defined site whereas options such as SH3 and SH4 also require land to be released for development to the south of Rectory Road and to the east of Thorpe Road respectively. This is likely to have a greater impact on the area in terms of the need to improve transport infrastructure. A greater number of access and egress routes into and out of the sites would also be included if disparate sites were encouraged.</p> <p>SH1 and SH2 can also accommodate all of the required housing within the same site rather than requiring the use of more segregated developments.</p> <p>SER4 benefits from a bus route, serving Rectory Road and Main Road. It is also near to a proposed Sustrans cycle route. Greenway 16 is located to the west of the site.</p> <p>Improvements to access/ egress points along Rectory Road, Thorpe Road and Clements Hall Way should all be considered. It is important that a Transport Impact Assessment be carried out in order to assess the impact that developing the site will generate.</p> | + | |

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| SA Objective | Policy SER4 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>The site benefits from a range of local shops and services which are easily accessible by cycling, walking or public transport. The site should be designed with a focus towards minimising the need for large scale transport in order to reach community facilities and services.</p> | | |
| 6. Biodiversity | <p>The site covers an area of natural and semi natural habitat. This must be taken into account at the planning application stage.</p> <p>The site is situated close to the Potash Wood Local Wildlife Site on Hall Road. SER4 will have less of an impact on the Wildlife Site than SH3 and SH4 which extend further south.</p> <p>Any development in this general location is likely to create additional recreational pressure on Hockley Woods.</p> <p>Following an Ecological Survey it was found that the site provides habitat for a number of protected species. As such any development on the site should ensure that habitat connectivity is retained. Hedgerows and mature trees should be retained provide retention of some habitat.</p> | + + | - |
| 7. Cultural Heritage | <p>This general location is located in Historic Environment Character Zone 30. There may be some surviving historic deposits in the site. Due to extensive activity on the site however, the quality of deposits is likely to be compromised.</p> <p>There are two Listed Buildings in close proximity to the site. The Old Rectory and Potash Cottage. The visual impact on these sites should be considered in conjunction with any development.</p> | - | |
| 8. Landscape & Townscape | <p>The paddocks along Rectory Road should be retained as open space along with hedgerows and mature trees. This will ensure that the character of the site is not adversely affected by the development. In addition these green buffers will ensure that a strong Green Belt boundary is maintained.</p> <p>SER4 can support an integrated extension to the existing community and a defined Green Belt boundary as opposed to a cluster of more poorly related sub settlements, which would be located away from the existing settlement leading to greater urban sprawl and a less sustainable Green Belt Boundary.</p> | + | |
| 9. Climate Change and Energy | <p>Compliance with the code for sustainable homes standard will be required. Where possible a minimum of</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided. 10% of energy should be generated on site by renewable and low carbon means.</p> | + | |

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| SA Objective | Policy SER4 – Commentary | Score | |
|--|---|-------|---|
| | Consideration will need to be given to the north east corner of the site because there is a risk of flooding. Water attenuation measures such as SUDs will need to be incorporated in the development. | | |
| 10. Water | <p>There is a watercourse running along the northern boundary of the site and the site is in an area of zone 2 flood risk in the north east with a smaller area of flood zone 3.</p> <p>There is a strong need to increase the capacity of the site to deal with the risk of flooding. SUDs should be included in the site to attenuate surface water runoff.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this site has the capacity to incorporate SUDs to help mitigate any impact.</p> <p>There is an area at risk of flooding to the north east corner of the site, which is predominantly flood zone 2 with a smaller area of flood zone 3. This area should accommodate public open space or a landscaped area (water-compatible development) as opposed to residential development to reduce the risk. There is also a stream running along the northern boundary of the site which would need to be considered with any development.</p> | + | - |
| 11. Land and Soil | <p>This option encompasses nursery sites (although these are not previously developed land), paddocks and a wooded area, which is enclosed by roads, tracks, and residential development. It is embedded within existing residential development. This option does not make efficient use of non-agricultural land within this general location due to the omission of the nursery site to the west of Thorpe Road.. This option is situated on greenfield Green Belt land.</p> <p>This option is grade 3 agricultural land. Development of this site would ensure that the best and most versatile agricultural land is protected.</p> <p>A contaminated land study will be required for the site to ascertain if the current use of the site has contaminated the land.</p> | + | |
| 12. Air Quality | <p>There are no AQMAs in this area.</p> <p>The site is reasonably well serviced by public transport and there are several opportunities to enhance pedestrian and cycle routes and other green forms of travel. Collectively these will all have a positive impact on air quality.</p> | + | |
| 13. Sustainable Design and Construction | Due to the existing uses on parts of the option, there may be some constraints to development, however, sustainable design and construction should still be viable and could be incorporated into the development. | - | + |

Option SH1

| SA Objective | Option SH1 – Commentary | Score | |
|---|---|-------|---|
| <p>1. Balanced Communities</p> | <p>The site is bounded by roads to the east and south, road/tracks to the west and north (where there is existing public open space), residential development to the south west (although it is not designated as such), and residential dwellings buffered by trees to the north west. As such there is existing residential development surrounding the site, and there is employment land to the west along Main Road, which was allocated in the Replacement Local Plan 2006 for residential development. If this employment site comes forward then the land to the east of Thorpe Road and the site may be allocated for residential development to ensure cohesive development of this site to enable the regeneration and enhancement of existing communities. If, however, it does not come forward then the land to the east of Thorpe Road would provide a buffer between the residential development in this option and the employment land to the west. Further to this, the existing dwellings to the south west of the site may need to be allocated as residential development to ensure equal opportunities for all sections of the community.</p> <p>There are a range of local facilities in proximity to this site, including a leisure centre and public open space (Spencer's Park) to the north east and north of the site, respectively, a primary school, village hall and a parade of shops to the north west along Main Road, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. This option may therefore ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road and Rectory Road, as well as the services in the neighbouring district centre of Hockley. Essential services will therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | + | ? |
| <p>2. Healthy & Safe Communities</p> | <p>This option is well related to the existing residential development, and would therefore promote community cohesion, as opposed to some of the other options for this location (such as SH3 and SH4). Public open space (Spencer's Park) and Clements Hall Leisure Centre are situated to the north/north east of this site. These facilities would be accessible and may improve health and reduce health inequalities.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles. Hockley Woods and Cherry Orchard Jubilee Country Park are also situated nearby to the west/south west. This site has the potential to connect to the proposed Sustrans cycle route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> | + | - |

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| SA Objective | Option SH1 – Commentary | Score | |
|------------------------------------|---|-----------|----------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |
| 4. Economy & Employment | <p>Hawkwell is primarily served by the services in the neighbouring district centre of Hockley, and so does not seek to focus development within this centre.</p> <p>Clements Hall Leisure Centre and an area of public open space are situated in close proximity to the site. A primary school and village hall are also located nearby. Play space is allocated for this general location in addition to residential development and other local services are situated to the north west of the site along Main Road which may meet some of the needs of the local community. A wider range of local services to meet the needs of the entire community are located in the neighbouring district centre of Hockley.</p> <p>This option is not situated within the nearest district centre of Hockley.</p> <p>This option would lead to the loss of employment in the locality through the displacement of existing businesses, but it would not result in a loss of employment land in the District, because it is not designated as such. The scale of this development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | ++ | - |
| 5. Accessibility | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Rectory Road and Main Road as well as a proposed Sustrans route. Greenway 16 to the west of the site, which has the potential to connect to Southend is less accessible from this general location. Nevertheless there is potential to increase the availability of sustainable transport modes.</p> <p>There is an existing bus route along Rectory Road and Main Road and a proposed Sustrans route which are in proximity to the site and can connect this general location to the range of local services along Main Road to the north west of the site, and the centre of Hockley. There is potential to improve public transport links in the locality and encourage residents to use alternative modes of transportation, including enhancing opportunities for walking and cycling, although Greenway 16 to the west of the site is less accessible from this general location. This option can connect to Clements Hall Way, Rectory Road and Thorpe Road, which could provide access both to Hall Road and Main Road. The site therefore has good highways access.</p> | + | - |

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| SA Objective | Option SH1 – Commentary | Score | |
|------------------------|---|-------|---|
| | <p>The site is in close proximity to an area of public open space (Spencer's Park) and Clements Hall Leisure Centre. Other local facilities and services are situated to the north/north west of the site along Main Road, or the centre of Hockley or Rochford town centre can be reached using the existing public transport route. There are employment uses to the west which may ensure access to jobs; however, this is allocated in the Replacement Local Plan (2006) to be redeveloped for residential uses.</p> <p>There are a range of local services in proximity to this site which may be accessed by cycling, walking or using public transport. Local services situated within the centres of Hockley and Rochford can be accessed using the existing bus service along Main Road and Rectory Road. These services may also be accessed through increased opportunities to encourage walking and cycling (e.g. a Sustrans route) in this locality. Although the location of this option may not reduce the need to travel for those wishing to access some services, there is an existing bus route available, and opportunities to encourage walking and cycling, which can provide opportunities for residents to use sustainable modes of transportation to these services. Local leisure and recreational facilities are in close proximity to the site.</p> <p>This option does not propose development where there are large volumes of people and/or transport movements. It is situated in Hawkwell where there are a range of local services nearby, and there is an existing public transport route providing access to the services located within Hockley centre to the west or Rochford town centre to the east. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There is an existing bus route to the south of the site along Rectory Road and Main Road which connects to the centre of Hockley to the west and Rochford town centre to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within the Hawkwell. The existing bus route also connects to the wide range of services within Hockley to the west and Rochford to the east. The proximity of the site to the proposed Sustrans route may also encourage walking and cycling.</p> <p>The south of Hawkwell has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Hawkwell is not in proximity to the District's estuaries or salt marshes. However, this option itself encompasses natural/semi natural habitats and any development at this location would have to be carefully managed to mitigate against the potential impact on habitats in this area. It is also in proximity to a Local Wildlife Site (R22.Potash Wood) situated to the south of Hall Road. Whilst not adjacent to the Local Wildlife Site, this option may have less of an impact on this natural/semi natural habitat as opposed to SH3 and SH4 and SER4 which extend further to the south towards this area. Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of the site. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> | + | - |

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| SA Objective | Option SH1 – Commentary | Score | |
|--------------|--|-------|--|
| | <p>This option contains a number of existing uses which create suitable habitats for many species. The Ecological Survey undertaken as part of a planning application for this site concluded that there were three reptiles within the wider vicinity of the site which are UK protected species – the common lizard, grass snake and adder. Great crested newts (which are both UK and European protected species) were found to be in the wider area (over 1km away) but were not thought to be present on the site. The site provides suitable habitats to support badger, bat, hedgehog, fox, muntjac deer and doormouse populations for example. Some of the areas such as the paddocks along the southern boundary and the nursery sites have low ecological value, but the latter can still provide important habitats for reptiles. The paddock on the north eastern corner of this option is more biodiverse and is enclosed by mature hedgerows and oak trees. The most ecologically diverse part of the site is the rough grassland which is centrally located within this option. There are two red and three amber listed species of birds known to be breeding on the site with other species using the site.</p> <p>There is a stream along the northern boundary of the wooded area and a small ditch within it. Any development of this option would have an impact on biodiversity within this locality. Overall it provides an important habitat for many species, although there are some areas which have lower ecological value. Due to the range of diverse species on this site it is important that habitat connectivity is retained to conserve local wildlife populations. The rough grassland in the centre of this option, mature hedgerows and mature/semi-mature oak and other trees both on the edge and throughout the site should be retained as far as practicable with any development. This will ensure connectivity and species movement, as well as retaining the setting of the area and view from Rectory Road. The impact of any development on local biodiversity needs to be considered and it is imperative to ensure habitat connectivity. This option encompasses more of the wooded area than any of the other options, rather than encompassing the lower ecologically valuable site to the west of Thorpe Road. As such, development would result in a greater loss of biodiversity in the locality, than the other options for this general location.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance, although development in this location has the potential to increase recreational pressure on these, such as Hockley Woods.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>It is likely that this option would have a greater impact on the existing habitat in this location than SH2 as it encompasses the majority of the wooded area, which would have a negative impact on species movement and colonisation, particularly given the pressures of climate change on biodiversity and its distribution. However, this option is adjacent to existing public open space and there is potential to retain existing hedgerows and trees to ensure habitat connectivity and facilitate species movement and colonisation.</p> | | |

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| SA Objective | Option SH1 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 30 (Rochford District Historic Environment Characterisation Project). There may be some surviving historic deposits in the open areas; however, generally the area has been extensively disturbed thus impacting on any deposits. There are two Listed Buildings in close proximity to the site; the Old Rectory, 271 Rectory Road opposite the site and Potash Cottage just beyond the Main Road/Rectory Road/Hall Road roundabout to the east. The setting of these would need to be carefully considered with any development.</p> <p>This site is in close proximity to an area of public open space, which provides accessible green space in this area. Play space will also be provided within the development.</p> | - | |
| 8. Landscape & Townscape | <p>This site would contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe. It would utilise land within Hawkwell, part of which is utilised for employment purposes (although it is not classified as previously developed land according to the NPPF), thus preserving the openness of other Green Belt land in the locality as opposed to SH3 and SH4. It is more likely to promote community cohesion than some of the other options for this location.</p> <p>Although this site is not situated on previously developed land, it does encompass land which is utilised for employment. This option, however, does not utilise other existing land in the locality which is also used for employment as a nursery site at present, extending further to the north than SH2 to encompass more of the wooded area in the locality. This site would create an area of underused land between the site and the existing employment land along Main Road.</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site is embedded between existing residential development with roads to the west, south and east and public open space to the north, therefore it can ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | + | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | + | - |

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| SA Objective | Option SH1 – Commentary | Score | |
|--|---|-------|---|
| | <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this site has the capacity to incorporate.</p> <p>SUDs to help mitigate any impact. There is an area at risk of flooding to the north east corner of the site, which is predominantly flood zone 2 with a smaller area of flood zone 3. This area should accommodate public open space or a landscaped area (water-compatible development) as opposed to residential development to reduce the risk. There is also a stream running along the northern boundary of the site which would need to be considered with any development.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | | |
| 11. Land and Soil | <p>This option encompasses nursery sites (although these are not previously developed land), paddocks and a wooded area, which is enclosed by roads, tracks, and residential development. It is embedded within existing residential development. This option does not make efficient use of non-agricultural land within this general location due to the omission of the nursery site to the west of Thorpe Road (although it is not classified as previously developed land in accordance with the NPPF). This option is situated on greenfield Green Belt land.</p> <p>This option has the second lowest site area for this general location, which would result in higher density development and a more efficient use of land.</p> <p>The potential impact of development on soil quality is unknown. This option is grade 3 agricultural land (SEA Baseline Information Profile). It is uncertain whether some of the land, due to its current use, is contaminated. This would need to be considered with any development in this general location.</p> <p>Development of this site would ensure that the best and most versatile agricultural land is protected.</p> | + | - |
| 12. Air Quality | <p>There are some local services located to the north east of the option along Main Road, and there is an existing bus route nearby which can provide sustainable access to the centre of Hockley to the west and Rochford to the east of the site for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a leisure centre and area of public open space in close proximity to the option.</p> <p>There are no AQMAs in proximity to this option.</p> | + | |
| 13. Sustainable Design and Construction | <p>Due to the existing uses on parts of the option, there may be some constraints to development, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | - | + |

Option SH2

| SA Objective | Option SH2 – Commentary | Score |
|---------------------------------------|--|----------|
| <p>1. Balanced Communities</p> | <p>The scale of this development which would ensure the phasing of infrastructure with the capacity to provide the required play space facility to meet ongoing and future needs. This option identifies two sites within the locality of Rectory Road which are to the east and west of Thorpe Road.</p> <p>This option identifies two sites. The site to the east of Thorpe Road is bounded by roads to the east and south, road/track to the west, residential development to the south west (although it is not designated as such), and a wooded area to the north. The site to the west of Thorpe Road is bounded by existing residential to the north, road/track to the east, an existing employment land to the west and it extends across greenfield land to the south towards residential development along Main Road. As such there is existing residential development in close proximity to the site, and there is employment land to the west along Main Road, which was allocated in the Replacement Local Plan 2006 for residential development. If this employment site comes forward then its relationship with these options would ensure cohesive development to enable the regeneration and enhancement of existing communities. This option is well related to this employment site. If, however, it does not come forward then a buffer between the residential development in this option and the employment land to the west may be needed to mitigate any impact potential impact of the employment site on residential amenity. Further to this, the existing dwellings to the south west of the site may need to be allocated as residential development to ensure equal opportunities for all sections of the community.</p> <p>There are a range of local facilities in proximity to this option, including a leisure centre and public open space (Spencer's Park) to the north east and north of the site, respectively, a primary school, village hall and a parade of shops to the north west along Main Road, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There is also an existing bus route along Rectory Road and Main Road which runs to the centre of Hockley to the west and Rochford town centre to the east, which can provide an alternative mode of transportation to the parade of shops along Main Road in Hawkwell, and Hockley and Rochford. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population.</p> <p>This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road and Rectory Road, as well as the services in the neighbouring district centre of Hockley. Essential services will therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> | <p>+</p> |

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| SA Objective | Option SH2 – Commentary | Score | |
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| | <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>This option is well related to the existing residential development, and would therefore promote community cohesion, as opposed to some of the other options for this location (such as SH3 and SH4). Design of the development will be determined through the development management process.</p> <p>Public open space (Spencer's Park) and Clements Hall Leisure Centre are situated to the north/north east of this option. These facilities would be accessible and may improve health and reduce health inequalities.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles. Hockley Woods and Cherry Orchard Jubilee Country Park are also situated nearby to the west/south west. This site has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> <p>This site has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> | <p>+</p> | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>All of the options for Hawkwell are situated to the south/south east of local services along Main Road, and there is an existing bus route running along Rectory Road to the south of the site which provides sustainable access to key services situated in the neighbouring district centre of Hockley.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>++</p> | |
| <p>4. Economy & Employment</p> | <p>Hawkwell is primarily served by the services in the neighbouring district centre of Hockley, and so does not seek to focus development within this centre.</p> <p>Clements Hall Leisure Centre and an area of public open space are situated in close proximity to this option. A primary school and village hall are also located nearby. Play space is allocated for this general location in addition to residential development, and other local services are situated to the north west of the site along Main Road which may meet some of the needs of the local community. A wider range of local services to meet the needs of the entire community are located in the neighbouring district centre of Hockley.</p> <p>This option is not situated within the nearest district centre of Hockley.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option SH2 – Commentary | Score | |
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| | <p>This option would lead to the loss of employment in the locality through the displacement of existing businesses, but it would not result in a loss of employment land in the District, because it is not designated as such. The scale of this development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Rectory Road and Main Road as well as a proposed Sustrans route. Greenway 16 to the west of the option, which has the potential to connect to Southend is less accessible from this general location. Nevertheless there is potential to increase the availability of sustainable transport modes.</p> <p>There is an existing bus route along Rectory Road and Main Road and a proposed Sustrans route which are in proximity to this option and can connect this general location to the range of local services along Main Road to the north west of the option, and the centre of Hockley. There is potential to improve public transport links in the locality and encourage residents to use alternative modes of transportation, including enhancing opportunities for walking and cycling, although Greenway 16 to the west of this option is less accessible from this general location. This option can connect to Clements Hall Way, Rectory Road and Thorpe Road, which could provide access both to Hall Road and Main Road. The site therefore has good highways access. The Sustainability Appraisal for the Core Strategy also recognises that the general locations identified are considered to be the most sustainable locations given the alternatives.</p> <p>The site is in close proximity to an area of public open space (Spencer's Park) and Clements Hall Leisure Centre. Other local facilities and services are situated to the north/north west of this option along Main Road, or the centre of Hockley or Rochford town centre can be reached using the existing public transport route. There are employment uses to the west which may ensure access to jobs, however, this is allocated in the Replacement Local Plan (2006) to be redeveloped for residential uses and would be well related to this option.</p> <p>London Southend Airport is situated to the south east of the option. This option may therefore positively contribute to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services.</p> <p>There are a range of local services in proximity to this option which may be accessed by cycling, walking or using public transport. Local services situated within the centres of Hockley and Rochford can be accessed using the existing bus service along Main Road and Rectory Road. These services may also be accessed through increased opportunities to encourage walking and cycling (e.g. a Sustrans route) in this locality. Although the location of this option may not reduce the need to travel for those wishing to access some services, there is an existing bus route available, and opportunities to encourage walking and cycling, which can provide opportunities for residents to use sustainable modes of transportation to these services. Local leisure and recreational facilities are in close proximity to the option.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option SH2 – Commentary | Score | |
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| | <p>This option does not propose development where there are large volumes of people and/or transport movements. It is situated in Hawkwell where there are a range of local services nearby, and there is an existing public transport route providing access to the services located within Hockley centre to the west or Rochford town centre to the east.</p> <p>The proximity of the option to the proposed Sustrans route may also encourage walking and cycling.</p> <p>The south of Hawkwell has links with the neighbouring economic centre of Southend. This relationship may therefore not reduce out-commuting.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the south of Hawkwell is not in proximity to the District's estuaries or salt marshes. However, this option itself encompasses natural/semi natural habitats and any development at this location would have to be carefully managed to mitigate against the potential impact on habitats in this area. This option, however, as opposed to SH1 seeks to retain the wooded area to the north, and as such would have less of an impact on the natural/semi natural habitats in the locality. It is also in proximity to a Local Wildlife Site (R22. Potash Wood) situated to the south of Hall Road. Whilst not adjacent to the Local Wildlife Site, this option may have less of an impact on this natural/semi natural habitat as opposed to SH3 and SH4 which extend further to the south towards this area. Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special</p> <p>Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> <p>This option contains a number of existing uses which create suitable habitats for many species. The Ecological Survey undertaken as part of a planning application for this site concluded that there were three reptiles within the wider vicinity of the site which are UK protected species – the common lizard, grass snake and adder. Great crested newts (which are both UK and European protected species) were found to be in the wider area (over 1km away) but were not thought to be present on the site. The site provides suitable habitats to support badger, bat, doormouse, fox, muntjac deer and hedgehog populations for example.</p> | + | - |

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| SA Objective | Option SH2 – Commentary | Score | |
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| | <p>Some of the areas such as the paddocks along the southern boundary and the nursery sites have low ecological value, but the latter can still provide important habitats for reptiles. The paddock on the north eastern corner of this option (half of which is incorporated into this option) is more biodiverse and is enclosed by mature hedgerows and oak trees. The most ecologically diverse part of the site is the rough grassland which is in general centrally located within the site to the east of Thorpe Road. There are two red and three amber listed species of birds known to be breeding on the site with other species using the site. This option does not extend as far north as SH1 and as such it does not encompass much all of the wooded area or stream bounding this area. Any development of this option, however, would still have an impact on biodiversity within this locality. Overall it provides an important habitat for many species, although there are some areas which have lower ecological value.</p> <p>Due to the range of diverse species on this site it is important that habitat connectivity is retained to conserve local wildlife populations. The rough grassland in the centre of this option, mature hedgerows and mature/semi-mature oak and other trees both on the edge and throughout the site should be retained as far as practicable with any development.</p> <p>This will ensure connectivity and species movement, as well as retaining the setting of the area and view from Rectory Road. The impact of any development on local biodiversity needs to be considered and it is imperative to ensure habitat connectivity. This option retains much of the wooded area and instead includes a nursery site to the west of Thorpe Road, which although still providing a local wildlife habitat, it is of lower ecological value than the wooded area. Nevertheless there are still ecologically important hedgerows and trees in this area which should be retained. As such, development would have some impact on biodiversity in the locality, although as this option seeks to retain the wooded area to the north, this is likely to be less than SH1 for example.</p> <p>This option is not located in immediate proximity to any areas designated for their ecological importance, although development in this location has the potential to increase recreational pressure on these, such as Hockley Woods. There is a Local Wildlife Site (R22. Potash Wood) situated to the south of Hall Road, which may be impacted with any development and would need to be considered.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option is situated to the south of existing public open space and there is potential to retain existing hedgerows and trees to ensure habitat connectivity and facilitate species movement and colonisation, particularly in relation to climate change pressures on biodiversity and its distribution. It is likely that this option would less of an impact on the existing habitat in this location than SH1 as it encompasses less of the wooded area.</p> | | |

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| SA Objective | Option SH2 – Commentary | Score | |
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| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 30 (Rochford District Historic Environment Characterisation Project). There may be some surviving historic deposits in the open areas, however, generally the area has been extensively disturbed thus impacting on any deposits. There are two Listed Buildings in close proximity to the site; the Old Rectory, 271 Rectory Road opposite this option and Potash Cottage just beyond the Main Road/Rectory Road/Hall Road roundabout to the east. The setting of these would need to be carefully considered with any development.</p> | + | - |
| 8. Landscape & Townscape | <p>This site is in close proximity to an area of public open space, which provides accessible green space in this area. Play space will also be provided within the development. This site would contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe. It would utilise land within Hawkwell, part of which is utilised for employment purposes (although it is not classified as previously developed land according to the NPPF), thus preserving the openness of other Green Belt land in the locality as opposed to SH3 and SH4. It is more likely to promote community cohesion than some of the other options for this location.</p> <p>Although this site is not situated on previously developed land, it does encompass land which is utilised for employment. This option, as opposed to SH1 utilises existing land to the west of Thorpe Road which is also used for employment as a nursery and does not extend as far north to preserve more of the wooded area in the locality. This site would promote cohesion between the site and the existing employment land along Main Road, if it is brought forward for development.</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is embedded between existing residential development and is enclosed by roads, residential dwellings, a wooded area and employment land, therefore it can ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> <p>This general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | + | |

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| SA Objective | Option SH2 – Commentary | Score | |
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| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding, although an area at risk bounds the north eastern corner of the eastern site.</p> | + | - |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this option will be able to incorporate SUDs to help mitigate any impact.</p> <p>The option is in close proximity to an area at risk of flooding (flood zone 2 and 3) which bounds the north eastern corner of the site, however, the arrangement of this option should avoid this vulnerable area. In any case in may be advisable to retain or create a green buffer in this area to minimise any potential risk.</p> <p>A green buffer may be provided towards the north eastern corner of the eastern site and public open space will be provided within the development. SUDs can also be used to manage excess surface water. This has the potential to retain existing habitats.</p> | + | - |
| 11. Land and Soil | <p>This option encompasses nursery sites (although these are not previously developed land), paddocks and a wooded area, which is enclosed by roads, tracks, residential development and existing employment land. This option as opposed to SH1 does make efficient use of non-agricultural land within this general location due to the inclusion of the nursery site to the west of Thorpe Road (although it is not classified as previously developed land in accordance with the NPPF).</p> <p>This option is situated on greenfield Green Belt land.</p> <p>This option has the second lowest site area for this general location, which would result in higher density development and a more efficient use of land.</p> <p>The potential impact of development on soil quality is unknown. This option is grade 3 agricultural land (SEA Baseline Information Profile).</p> | + + | |

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| SA Objective | Option SH2 – Commentary | Score |
|--|---|----------|
| | <p>It is uncertain whether some of the land, due to its current use, is contaminated. This would need to be considered with any development in this general location.</p> <p>Development of this site would ensure that the best and most versatile agricultural land is protected.</p> | |
| 12. Air Quality | <p>There are some local services located to the north east of this option along Main Road, and there is an existing bus route nearby which can provide sustainable access to the centre of Hockley to the west and Rochford to the east of the site for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a leisure centre and area of public open space in close proximity to the option.</p> <p>There are no AQMAs in proximity to this option.</p> | + |
| 13. Sustainable Design and Construction | <p>Due to the existing uses on parts of the option, there may be some constraints to development, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + |

Option SH3

| SA Objective | Option SH3 – Commentary | Score |
|--------------------------------|---|------------|
| 1. Balanced Communities | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs. The option identifies two sites to the north and south of Rectory Road.</p> <p>This option identifies two sites. The site to the north of Rectory Road is bounded by roads to the east and south, a nursery site to the west, residential development to the south west (although it is not designated as such), and a wooded area to the north. The site to the south of Rectory Road is bounded by existing residential development to the west (although it is not designated as such), a road to the north and hedgerows to the east. As such there is existing residential development in close proximity to this option, however, the severance of the sites may not ensure the regeneration and enhancement of existing communities. If this option were to come forward for development, the residential dwellings in close proximity may need to be designated as existing residential development to promote community cohesion and ensure equal opportunities for all sections of the community.</p> <p>Further to this there is employment land to the west along Main Road, which was allocated in the Replacement Local Plan 2006 for residential development. If this employment site comes forward then this would not ensure cohesive development. If, however, it does not come forward then the land to the east and west of Thorpe Road would provide a buffer between the residential development in this option and the employment land to the west.</p> | + - |

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| SA Objective | Option SH3 – Commentary | Score | |
|---|--|-----------------|------------------------------|
| | <p>There are a range of local facilities in proximity to this option, including a leisure centre and public open space (Spencer's Park) to the north east and north of the site, respectively, a primary school, village hall and a parade of shops to the north west along Main Road, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There is also an existing bus route along Rectory Road and Main Road which runs to the centre of Hockley to the west and Rochford town centre to the east, which can provide an alternative mode of transportation to the parade of shops along Main Road in Hawkwell, and Hockley and Rochford. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road and Rectory Road, as well as the services in the neighbouring district centre of Hockley. Essential services will therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>The severance between the sites may potentially impact on the cohesion of the development with the existing community. This option, as opposed to SER4, SH1 and SH2, does not have such a good relationship with existing residential development, and may not create a healthy and safe environment or promote community cohesion. Design of the development will be determined through the development management process.</p> <p>Public open space (Spencer's Park) and Clements Hall Leisure Centre are situated to the north of this option. These facilities would be accessible to the northern site and may improve health and reduce health inequalities. However, the southern site is severed from these facilities by Rectory Road to the north.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles. Hockley Woods and Cherry Orchard Jubilee Country Park are also situated nearby to the west/south west. This option has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> <p>This option has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> <p>The impact on noise pollution is uncertain and will depend on the details of any scheme coming forward.</p> <p>The impact on light pollution is uncertain and will depend on the details of any scheme coming forward.</p> | <p>+</p> | <p>- -</p> |

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| SA Objective | Option SH3 – Commentary | Score | |
|------------------------------------|---|-----------|----------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Design of the development will be determined through the development management process.</p> <p>All of the options for Hawkwell are situated to the south/south east of local services along Main Road, and there is an existing bus route running along Rectory Road between the two sites identified in this option which provides sustainable access to key services situated in the neighbouring district centre of Hockley. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | ++ | |
| 4. Economy & Employment | <p>Hawkwell is primarily served by the services in the neighbouring district centre of Hockley, and so does not seek to focus development within this centre.</p> <p>Clements Hall Leisure Centre and an area of public open space are situated in close proximity to this option. A primary school and village hall are also located nearby. Play space is allocated for this general location in addition to residential development, and other local services are situated to the north west of the site along Main Road which may meet some of the needs of the local community. A wider range of local services to meet the needs of the entire community are located in the neighbouring district centre of Hockley.</p> <p>This option is not situated within the nearest district centre of Hockley.</p> <p>This option would lead to the loss of employment in the locality through the displacement of existing businesses, but it would not result in a loss of employment land in the District, because it is not designated as such. The scale of this development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | ++ | - |
| 5. Accessibility | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Rectory Road and Main Road as well as a proposed Sustrans route. Greenway 16 to the west of this option, which has the potential to connect to Southend is less accessible from this general location. Nevertheless there is potential to increase the availability of sustainable transport modes.</p> <p>There is an existing bus route along Rectory Road and Main Road and a proposed Sustrans route which are in proximity to this option and can connect this general location to the range of local services along Main Road to the north west of the site, and the centre of Hockley. There is potential to improve public transport links in the locality and encourage residents to use alternative modes of transportation, including enhancing opportunities for walking and cycling, although Greenway 16 to the west of this option is less accessible from this general location. This option can connect to Clements Hall Way, Rectory Road, Hall Road and Thorpe Road, which could provide access both to Hall Road and Main Road and the wider highway network. The site therefore has good highways access.</p> | + | - |

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| SA Objective | Option SH3 – Commentary | Score | |
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| | <p>The site is in close proximity to an area of public open space (Spencer's Park) and Clements Hall Leisure Centre. Other local facilities and services are situated to the north/north west of the site along Main Road, or the centre of Hockley or Rochford town centre can be reached using the existing public transport route. There are employment uses to the west which may ensure access to jobs, however, this is allocated in the Replacement Local Plan (2006) to be redeveloped for residential uses and would be well related to this option. London Southend Airport is situated to the south east of the site. This option may therefore positively contribute to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services.</p> <p>There are a range of local services in proximity to this site which may be accessed by cycling, walking or using public transport. Local services situated within the centres of Hockley and Rochford can be accessed using the existing bus service along Main Road and Rectory Road. These services may also be accessed through increased opportunities to encourage walking and cycling (e.g. a Sustrans route) in this locality. Although the location of this option may not reduce the need to travel for those wishing to access some services, there is an existing bus route available, and opportunities to encourage walking and cycling, which can provide opportunities for residents to use sustainable modes of transportation to these services. Local leisure and recreational facilities are in close proximity to this option.</p> <p>This option does not propose development where there are large volumes of people and/or transport movements. It is situated in Hawkwell where there are a range of local services nearby, and there is an existing public transport route providing access to the services located within Hockley centre to the west or Rochford town centre to the east. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There is an existing bus route running between the two sites along Rectory Road and then onto Main Road which connects to the centre of Hockley to the west, as well as Rochford town centre to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within Hawkwell. The existing bus route also connects to the wide range of services within Hockley to the west and Rochford to the east. The proximity of the site to the proposed Sustrans route may also encourage walking and cycling.</p> <p>The south of Hawkwell has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Hawkwell is not in proximity to the District's estuaries or salt marshes. However, this option itself encompasses some natural/semi natural habitats and any development at this location would have to be carefully managed to mitigate against the potential impact on habitats in this area. This option, however, as opposed to SH1 seeks to retain the wooded area to the north, and as such would have less of an impact on the natural/semi natural habitats in the locality. It is also in proximity to a Local</p> | + | - |

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| SA Objective | Option SH3 – Commentary | Score |
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| | <p>Wildlife Site (R22. Potash Wood) situated to the south of Hall Road. Whilst not adjacent to the Local Wildlife Site, this option may have more of an impact on this natural/semi natural habitat as opposed to some of the other options, particularly SER4. Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> <p>This option contains a number of existing uses which create suitable habitats for many species. The Ecological Survey undertaken as part of a planning application for this site concluded that there were three reptiles within the wider vicinity of the site which are UK protected species – the common lizard, grass snake and adder. Great crested newts (which are both UK and European protected species) were found to be in the wider area (over 1km away) but were not thought to be present on the site. The site provides suitable habitats to support badger, bat, doormouse, fox, muntjac deer and hedgehog populations for example.</p> <p>Some of the areas such as the paddocks along the southern boundary and the nursery sites have low ecological value, but the latter can still provide important habitats for reptiles. The paddock on the north eastern corner of this option (half of which is incorporated into this option) is more biodiverse and is enclosed by mature hedgerows and oak trees. The most ecologically diverse part of the site is the rough grassland which is in general centrally located within the site to the north of Rectory Road. There are two red and three amber listed species of birds known to be breeding on the site with other species using the site.</p> <p>This option does not extend as far north as SH1 and as such it does not encompass much all of the wooded area or stream bounding this area. It does not encompass the nursery sites to the east and west of Thorpe Road, and instead identifies a second site to the south of Rectory Road which is a field bounded by residential dwellings to the west. This site is grade 3 agricultural land (SEA Baseline Information profile) but due to the enclosure of the site, it is considered to be unlikely that it is used as such. Any development of this option, however, would still have an impact on biodiversity within this locality. Overall the site to the north of Rectory Road provides an important habitat for many species, although there are some areas which have lower ecological value. Due to the range of diverse species on the northern section of this option, it is important that habitat connectivity is retained to conserve local wildlife populations. The rough grassland in the centre of this option, mature hedgerows and mature/semi-mature oak and other trees both on the edge and throughout the site should be retained as far as practicable with any development. This will ensure connectivity and species movement, as well as retaining the setting of the area and view from Rectory Road.</p> | |

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| SA Objective | Option SH3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>This option retains much of the wooded area but unlike SH2 it does not encompass the nursery sites to the east and west of Thorpe Road, which whilst still providing a local wildlife habitat, it is of lower ecological value than the wooded area, for example. Nevertheless there are still ecologically important hedgerows and trees in this area which should be retained. As such, development would have some impact on biodiversity in the locality, although as this option seeks to retain the wooded area to the north, this is likely to be less than SH1 for example.</p> <p>This option is not located in immediate proximity to any areas designated for their ecological importance, although development in this location has the potential to increase recreational pressure on these, such as Hockley Woods. There is a Local Wildlife Site (R22. Potash Wood) situated to the south of Hall Road, which may be impacted with any development and would need to be considered.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> | | |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 30 (Rochford District Historic Environment Characterisation Project). There may be some surviving historic deposits in the open areas, however, generally the area has been extensively disturbed thus impacting on any deposits. There are two Listed Buildings in close proximity to the site; the Old Rectory, 271 Rectory Road opposite this option and Potash Cottage just beyond the Main Road/Rectory Road/Hall Road roundabout to the east. The setting of these would need to be carefully considered with any development.</p> | - | |
| 8. Landscape & Townscape | <p>This site is in close proximity to an area of public open space, which provides accessible green space in this area. Play space will also be provided within the development.</p> <p>The site to the north of Rectory Road would contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe. It would utilise land within Hawkwell, part of which is utilised for employment purposes (although it is not classified as previously developed land according to the NPPF), however, unlike SH2 it does not include other nursery sites in the general location which may be more appropriate for residential development than the field to the south of Rectory Road. It would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land or preserve the openness of other Green Belt land in the locality as opposed to SH2. It is may therefore be less likely to promote community cohesion than some of the other options for this location.</p> <p>Although this option is not situated on previously developed land, it does encompass land which is utilised for employment. This option, as opposed to SH1, utilises existing land to the west of Thorpe Road which is also used for employment as a nursery and does not extend as far north to preserve more of the wooded area in the locality. This site would promote cohesion between the site and the existing employment land along Main Road, if it is brought forward for development.</p> | + | - |

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| SA Objective | Option SH3 – Commentary | Score | |
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| | <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is embedded between existing residential development and is enclosed by roads, residential dwellings and a wooded area, therefore it can ensure that a robust and defensible Green Belt boundary could be maintained in this locality. However this option may have a greater impact on the openness of the Green Belt land in the locality given that this option fronts several main roads (Rectory Road and Hall Road).</p> <p>This general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>This option has the capacity to include Sustainable Drainage Systems (SUDs), although the severance of the sites may make the incorporation of SUDs to help mitigate any impact unviable. Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity. The severance of the sites within this option, however, may make the incorporation of SUDs unviable.</p> <p>The site to the north of Rectory Road is in proximity to an area at risk of flooding (predominantly flood zone 2 with some flood zone 3) situated to the north east, however, the arrangement of this option should avoid this vulnerable area. In any case in may be advisable to retain or create a green buffer in this area to minimise any potential risk.</p> <p>A green buffer may be provided towards the north eastern corner of the eastern site and public open space will be provided within the development which has the potential to retain more of the existing habitat. The incorporation of SUDs to manage excess surface water and create new habitats, however, may not be viable due to the severance of the sites.</p> | + | - |

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| SA Objective | Option SH3 – Commentary | Score | |
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| 11. Land and Soil | <p>The site identified to the north of Rectory Road partly consists of a nursery site (although this is not previously developed land), paddocks and a wooded area, which is enclosed by roads to the south and east, residential dwellings to the south west, a nursery to the west and a wooded area to the north. The second area to the south of Rectory Road is a field bounded by residential dwellings to the west, Rectory Road to the north and is generally enclosed except to the south. It is grade 3 agricultural land (SEA Baseline Information Profile) but due to the enclosure of the site, it is unlikely that it is used as such. This option does not make efficient use of non-agricultural land within this general location due to the omission of the nursery sites to the east and west of Thorpe Road (although it is not classified as previously developed land in accordance with the NPPF). This option is situated on greenfield Green Belt land.</p> <p>This option has the smallest site area for this general location, which would result in higher density development and a more efficient use of land.</p> <p>The potential impact of development on soil quality is unknown. The site to the south of Rectory Road is grade 3 agricultural land (SEA Baseline Information Profile).</p> | + | - |
| 12. Air Quality | <p>There are some local services located to the north east of this option along Main Road, and there is an existing bus route nearby which can provide sustainable access to the centre of Hockley to the west and Rochford to the east of the option for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a leisure centre and area of public open space in close proximity to the option.</p> <p>There are no AQMAs in proximity to this option.</p> | + | |
| 13. Sustainable Design and Construction | <p>Due to the existing uses on parts of the option, there may be some constraints to development, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | - | + |

Option SH4

| SA Objective | Option SH4 – Commentary | Score |
|---------------------------------------|---|-------|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs. The option identifies three sites within the locality of Rectory Road/Thorpe Road.</p> <p>The site to the north of Rectory Road is enclosed by roads to the south and east, a road/track to the west, residential development to the south west (although it is not designated as such), and predominantly a wooded area to the north. The second site to the west of Thorpe Road is bounded by residential development to the north and south (although the area to the south is not designated as such) and existing employment land to the west, which is designated in the 2006 Replacement Local Plan as residential development. The third site to the south of Rectory Road is a field bounded by residential development to the west (although it is not designated as such), and is generally enclosed except to the south. As such there is existing residential development in close proximity to this option; however, the severance of the sites may not ensure the regeneration and enhancement of existing communities. This option has a greater area than the other three sites for this general location and would not ensure the efficient use of land in the locality. If this option were to come forward for development, the residential dwellings in close proximity may need to be designated as existing residential development to promote community cohesion and ensure equal opportunities for all sections of the community. Further to this if the employment site comes forward for development then this would ensure cohesive development. This option is well related to the employment site. If, however, it does not come forward then a buffer between the residential development in this option and the employment land to the west may be needed to mitigate any impact potential impact of the employment site on residential amenity.</p> <p>There are a range of local facilities in proximity to this option, including a leisure centre and public open space (Spencer's Park) to the north east and north of this option, respectively, a primary school, village hall and a parade of shops to the north west along Main Road, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There is also an existing bus route along Rectory Road and Main Road which runs to the centre of Hockley to the west and Rochford town centre to the east, which can provide an alternative mode of transportation to the parade of shops along Main Road in Hawkwell, and Hockley and Rochford. This option may therefore ensure equal opportunities and that all sections of the community are catered for. It would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community.</p> | |

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| SA Objective | Option SH4 – Commentary | Score | |
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| | <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or via the bus route along Main Road and Rectory Road, as well as the services in the neighbouring district centre of Hockley. Essential services will therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | + | |
| <p>2. Healthy & Safe Communities</p> | <p>The severance between the sites may potentially impact on the cohesion of the development with the existing community. Although this is an extension of SH1, in comparison, this option does not have such a good relationship with existing residential development and the existing community due to the severance of the sites, and may not create a healthy and safe environment or promote community cohesion. Design of the development will be determined through the development management process.</p> <p>Public open space (Spencer's Park) and Clements Hall Leisure Centre are situated to the north of this option. These facilities would be accessible to the northern sites and may improve health and reduce health inequalities. However, the southern site is severed from these facilities by Rectory Road.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles. Hockley Woods and Cherry Orchard Jubilee Country Park are also situated nearby to the west/south west. This option has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> <p>This option has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this general location.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>All of the options for Hawkwell are situated to the south/south east of local services along Main Road, and there is an existing bus route running along Rectory Road between the three sites identified in this option which provides sustainable access to key services situated in the neighbouring district centre of Hockley.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |

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| SA Objective | Option SH4 – Commentary | Score |
|---|--|-------------------|
| <p>4. Economy & Employment</p> | <p>Hawkwell is primarily served by the services in the neighbouring district centre of Hockley, and so does not seek to focus development within this centre.</p> <p>Clements Hall Leisure Centre and an area of public open space are situated in close proximity to this option. A primary school and village hall are also located nearby. Play space is allocated for this general location in addition to residential development, and other local services are situated to the north west of the site along Main Road which may meet some of the needs of the local community. A wider range of local services to meet the needs of the entire community are located in the neighbouring district centre of Hockley.</p> <p>This option is not situated within the nearest district centre of Hockley.</p> <p>This option would lead to the loss of employment in the locality through the displacement of existing businesses, but it would not result in a loss of employment land in the District, because it is not designated as such. The scale of this development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | <p>++</p> |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Rectory Road and Main Road as well as a proposed Sustrans route. Greenway 16 to the west of this option, which has the potential to connect to Southend is less accessible from this general location. Nevertheless there is potential to increase the availability of sustainable transport modes.</p> <p>There is an existing bus route along Rectory Road and Main Road and a proposed Sustrans route which are in proximity to this option and can connect this general location to the range of local services along Main Road to the north west of the site, and the centre of Hockley. There is potential to improve public transport links in the locality and encourage residents to use alternative modes of transportation, including enhancing opportunities for walking and cycling, although Greenway 16 to the west of this option is less accessible from this general location. This option can connect to Clements Hall Way, Rectory Road, Hall Road and Thorpe Road, which could provide access both to Hall Road and Main Road and the wider highway network. The site therefore has good highways access.</p> <p>The site is in close proximity to an area of public open space (Spencer's Park) and Clements Hall Leisure Centre. Other local facilities and services are situated to the north/north west of the site along Main Road, or the centre of Hockley or Rochford town centre can be reached using the existing public transport route. There are employment uses to the west which may ensure access to jobs, however, this is allocated in the Replacement Local Plan (2006) to be redeveloped for residential uses and would be well related to this option. London Southend Airport is situated to the south east of the site. This option may therefore positively contribute to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services.</p> | <p>+ +</p> |

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| SA Objective | Option SH4 – Commentary | Score | |
|-------------------------------|--|----------|----------|
| | <p>There are a range of local services in proximity to this site which may be accessed by cycling, walking or using public transport. Local services situated within the centres of Hockley and Rochford can be accessed using the existing bus service along Main Road and Rectory Road. These services may also be accessed through increased opportunities to encourage walking and cycling (e.g. a Sustrans route) in this locality. Although the location of this option may not reduce the need to travel for those wishing to access some services, there is an existing bus route available, and opportunities to encourage walking and cycling, which can provide opportunities for residents to use sustainable modes of transportation to these services. Local leisure and recreational facilities are in close proximity to this option.</p> <p>This option does not propose development where there are large volumes of people and/or transport movements. It is situated in Hawkwell where there are a range of local services nearby, and there is an existing public transport route providing access to the services located within Hockley centre to the west or Rochford town centre to the east.</p> <p>There is an existing bus route running between the three sites along Rectory Road and then onto Main Road which connects to the centre of Hockley to the west, as well as Rochford town centre to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within Hawkwell. The existing bus route also connects to the wide range of services within Hockley to the west and Rochford to the east. The proximity of the site to the proposed Sustrans route may also encourage walking and cycling.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the south of Hawkwell is not in proximity to the District's estuaries or salt marshes. However, this option itself encompasses natural/semi natural habitats and any development at this location would have to be carefully managed to mitigate against the potential impact on habitats in this area. This option, however, as opposed to SH1 seeks to retain the wooded area to the north, and as such would have less of an impact on the natural/semi natural habitats in the locality. It is also in proximity to a Local Wildlife Site (R22. Potash Wood) situated to the south of Hall Road. Whilst not adjacent to the Local Wildlife Site, this option may have more of an impact on this natural/semi natural habitat as opposed to some of the other options for this general location which do not extend as far south towards this area. Furthermore it is noted that this general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option SH4 – Commentary | Score |
|--------------|---|-------|
| | <p>This option contains a number of existing uses which create suitable habitats for many species. The Ecological Survey undertaken as part of a planning application for this site concluded that there were three reptiles within the wider vicinity of the site which are UK protected species – the common lizard, grass snake and adder. Great crested newts (which are both UK and European protected species) were found to be in the wider area (over 1km away) but were not thought to be present on the site. The site provides suitable habitats to support badger, bat, doormouse, fox, muntjac deer and hedgehog populations for example. Some of the areas such as the paddocks along the southern boundary and the nursery sites have low ecological value, but the latter can still provide important habitats for reptiles. The paddock on the north eastern corner of this option (a small proportion of which is incorporated into this option) is more biodiverse and is enclosed by mature hedgerows and oak trees. The most ecologically diverse part of the site is the rough grassland which is in general centrally located within the site to the north of Rectory Road. There are two red and three amber listed species of birds known to be breeding on the site with other species using the site. This option does not extend as far north as SH1 and as such it does not encompass much all of the wooded area or stream bounding this area. It encompasses the nursery sites to the east and west of Thorpe Road, which generally have low ecological value, as well as a third site to the south of Rectory Road which is a field bounded by residential dwellings to the west.</p> <p>This site is grade 3 agricultural land (SEA Baseline Information profile) but due to the enclosure of the site, it is considered to be unlikely that it is used as such. Any development of this option, however, would still have an impact on biodiversity within this locality. Overall the site to the north of Rectory Road provides an important habitat for many species, although there are some areas which have lower ecological value. Due to the range of diverse species on the northern section of this option, it is important that habitat connectivity is retained to conserve local wildlife populations. The rough grassland in the centre of this option, mature hedgerows and mature/semi-mature oak and other trees both on the edge and throughout the site should be retained as far as practicable with any development. This will ensure connectivity and species movement, as well as retaining the setting of the area and view from Rectory Road. The impact of any development on local biodiversity needs to be considered and it is imperative to ensure habitat connectivity.</p> <p>This option retains much of the wooded area and like SH2 it encompasses the nursery sites to the east and west of Thorpe Road, which whilst still providing a local wildlife habitat, are of lower ecological value than the wooded area, for example. There are still ecologically important hedgerows and trees in this area which should be retained. This option also encompasses the field to the south of Rectory Road which could ensure that much of the area of the north of Rectory Road with a higher ecological value could be retained. As such, development would have some impact on biodiversity in the locality.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> | |

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| SA Objective | Option SH4 – Commentary | Score | |
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| | <p>This option is situated to the south of existing public open space and there is potential to retain existing hedgerows and trees to ensure habitat connectivity and facilitate species movement and colonisation, particularly in relation to climate change pressures on biodiversity and its distribution. It is likely that this option would have less of an impact on the existing habitat in this location than options such as SH1 as it encompasses less of the wooded area to the north of Rectory Road.</p> | | |
| <p>7. Cultural Heritage</p> | <p>This option is situated within Historic Environment Character Zone 30 (Rochford District Historic Environment Characterisation Project). There may be some surviving historic deposits in the open areas; however, generally the area has been extensively disturbed thus impacting on any deposits. There are two Listed Buildings in close proximity to the site; the Old Rectory, 271 Rectory Road opposite this option and Potash Cottage just beyond the Main Road/Rectory Road/Hall Road roundabout to the east. The setting of these would need to be carefully considered with any development.</p> | - | |
| <p>8. Landscape & Townscape</p> | <p>This site is in close proximity to an area of public open space, which provides accessible green space in this area. Play space will also be provided within the development.</p> <p>The two sites to the north of Rectory Road would contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe. It would utilise land within Hawkwell, part of which is utilised for employment purposes (although it is not classified as previously developed land according to the NPPF), and like SH2 it also encompasses other nursery sites in the general location which may be more suitable for residential development given their proximity to existing residential development as opposed to the area south of Rectory Road. This option, however, as opposed to SH2 also encompasses the field to the south of Rectory Road which would therefore increase the urban development towards Hall Road. Overall this option would not contribute to the delivery of the enhancement, effective management and appropriate use of land or preserve the openness of other Green Belt land in the locality as opposed to SH2. It is may therefore be less likely to promote community cohesion than some of the other options for this location.</p> <p>Although this option is not situated on previously developed land, it does encompass land which is utilised for employment. This option, as opposed to SH1, utilises existing land to the west of Thorpe Road which is also used for employment as a nursery and does not extend as far north to preserve more of the wooded area in the locality. This site would promote cohesion between the site and the existing employment land along Main Road, if it is brought forward for development, although the site to the south of Rectory Road may have a less positive impact on cohesion due to its severance from the other sites within this option.</p> | + | - |

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| SA Objective | Option SH4 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is embedded between existing residential development and is enclosed by roads, residential dwellings and a wooded area, therefore has the potential to ensure that a robust and defensible Green Belt boundary could be maintained in this locality. However this option may have a greater impact on the openness of the Green Belt land in the locality given that this option fronts several main roads (Rectory Road and Hall Road). Further to this the severance of the sites in this option may weaken the Green Belt boundaries in this locality and undermine the openness of the Green Belt on a wider scale.</p> <p>This general location is in proximity to the Upper Roach Valley Special Landscape Area situated to the south west and west of this option. Although this is a landscape quality designation rather than an indication of ecological value, this area encompasses Hockley Woods (which is an important area of ancient woodland) situated further to the north. The recreational pressure on this area may increase with any development in this location.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>This option has the capacity to include Sustainable Drainage Systems (SUDs), although the severance of the sites may make the incorporation of SUDs to help mitigate any impact unviable. Grey water recycling and other water conservation measures may be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity. The severance of the sites within this option, however, may make the incorporation of SUDs unviable.</p> <p>The site to the north of Rectory Road is in proximity to an area at risk of flooding (predominantly flood zone 2 with some flood zone 3) situated to the north east, however, the site's arrangement should avoid this vulnerable area. The other sites are not near to an area at risk of flooding.</p> <p>Public open space will be provided within the development which has the potential to retain some of the existing habitat. The incorporation of SUDs to manage excess surface water and create new habitats, however, may not be viable due to the severance of the sites.</p> | + | - |

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| SA Objective | Option SH4 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | <p>The site to the north of Rectory Road encompasses nurseries (although this is not previously developed land), paddocks, and woodland. It is enclosed by roads to the south, east and west, residential dwellings to the south west and a wooded area to the north. The second site to the west of Thorpe Road is a nursery site (although this is not previously developed land) bounded by residential development and existing employment land, which is designated in the 2006 Replacement Local Plan as residential development. The third site to the south of Rectory Road is a field bounded by residential development to the west, and is generally enclosed except to the south. It is grade 3 agricultural land (SEA Baseline Information Profile) but due to the enclosure of the site, it is unlikely that it is used as such.</p> <p>This option is situated in Green Belt land.</p> <p>This option includes land to the south of Rectory Road in addition to the sites identified in SH2, and subsequently it has the largest area of the four options. Development would therefore be less dense and it would not ensure the efficient use of land contrary to the NPPF.</p> <p>The potential impact of development on soil quality is unknown. The site to the south of Rectory Road is grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>It is uncertain whether some of the land, due to its current use, is contaminated. This would need to be considered with any development in this general location.</p> <p>Development of this site would ensure that the best and most versatile agricultural land is protected.</p> | + | - |
| 12. Air Quality | <p>There are some local services located to the north east of this option along Main Road, and there is an existing bus route nearby which can provide sustainable access to the centre of Hockley to the west and Rochford to the east of the site for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a leisure centre and area of public open space in close proximity to the option.</p> <p>There are no AQMAs in proximity to this option.</p> | + | |
| 13. Sustainable Design and Construction | <p>Due to the existing uses on parts of the option, there may be some constraints to development, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | - | + |

Option ALT7

| SA Objective | Option ALT7 – Commentary | Score | |
|---|--|-------|---|
| <p>1. Balanced Communities</p> | <p>The small size of the site means it would have less potential to ensure the regeneration and enhancement of existing communities.</p> <p>The relatively small site would struggle to meet the ongoing and future needs of the local community in terms of housing and infrastructure provision, and additional land potentially in the Green Belt would be required to meet the shortfall elsewhere within the general location. This has the potential to impact negatively on community cohesion through the creation of fragmented development.</p> <p>There are a range of local facilities in proximity to this site, including a leisure centre and public open space (Spencer's Park) to the north east of the site, a primary school, village hall and a parade of shops to the north/north west along Main Road, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There is also an existing bus route along Main Road which runs to the centre of Hockley to the north west and Rochford town centre to the south east, which can provide an alternative mode of transportation to the parade of shops along Main Road in Hawkwell, and Hockley and Rochford. This option may therefore ensure equal opportunities and that all sections of the community are catered for in terms of access to local services and facilities.</p> | + | - |
| <p>2. Healthy & Safe Communities</p> | <p>Although there are dwellings to the north and east of this site, it is not well related to existing residential development which is designated as such. This has the potential to impact on community cohesion.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to Hockley Woods, Hockley tennis club and Hockley golf range would also encourage informal recreation.</p> <p>The proximity of the site to Spencer's Park and Clements Hall Leisure Centre would also promote informal recreation and encourage healthy, active lifestyles. Hockley Woods and Cherry Orchard Jubilee Country Park are also situated nearby to the north west and south west respectively. This site has the potential to connect to the proposed Sustrans route, although a proposed Greenway (Greenway 16) would be less accessible from this site.</p> | + | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. However, alone, this site would provide fewer dwellings and less of a range of housing than alternative options. In combination with the allocation of other land, the site has the potential to provide similar positives.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | + | |

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| SA Objective | Option ALT7 – Commentary | Score | |
|------------------------------------|---|-----------|----------|
| 4. Economy & Employment | <p>Local services are situated to the north of the site further along Main Road which may meet some of the needs of the local community. A wider range of local services to meet the needs of the entire community are located in the neighbouring district centre of Hockley.</p> <p>The site is supported by a bus link to the centre of Hockley where there are additional employment and retail opportunities. Hockley train station can also be accessed from this centre, which provides a sustainable means of transport to other retail and employment sites in and out of the District.</p> <p>This option would lead to the loss of a small amount of employment in the locality through the displacement of an existing business, but it would not result in a loss of employment land in the District, because it is not designated as such. The scale of this development, however, has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific.</p> | ++ | |
| 5. Accessibility | <p>This site can connect to Main Road and therefore has good highways access. The site is in close proximity to an area of public open space (Spencer's Park) and Clements Hall Leisure Centre. There is an existing bus route running along the northern boundary of the site (along Main Road) which connects the site to the centre of Hockley to the west and Rochford town centre to the east. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within Hawkwell, Hockley and Rochford. The proximity of the site to the proposed Sustrans route may also encourage walking and cycling. Although the location of this site may not reduce the need to travel to some services and facilities, there is potential to improve public transport links in the locality and encourage residents to use alternative modes of transportation, including enhancing opportunities for walking and cycling. However, Greenway 16 to the west of the site is less accessible from this general location.</p> <p>There are employment uses to the north along Main Road (Thorpe Road Industrial Estate) which may ensure access to jobs; however, this is allocated in the Replacement Local Plan (2006) to be redeveloped for residential uses. London Southend Airport is situated to the south east of the site. Development in this location may therefore positively contribute to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | + | - |
| 6. Biodiversity | <p>This general location to the south of Hawkwell is not in proximity to the District's estuaries or salt marshes. However, this site is situated to the north of a Local Wildlife Site (R22. Potash Wood) and another Local Wildlife Site (R17. Gustedhall Wood) is situated further to the south west. As such any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. Development at this location would have to be carefully managed to avoid harm to this site.</p> | - | |

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| SA Objective | Option ALT7 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>Although much of the site is situated within the Upper Roach Valley Special Landscape Area encompassing Hockley Woods and Cherry Orchard Jubilee Country Park, these are landscape quality designations rather than an indication of ecological value. This area encompasses Hockley Woods (which is an important area of ancient woodland) and development in this location has the potential to increase recreational pressure on this site.</p> <p>There is a pond to the south of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land on the urban fringe.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | | |
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 30 (Rochford District Historic Environment Characterisation Project). There may be some surviving historic deposits in the open areas; however, generally the area has been extensively disturbed</p> <p>thus impacting on any deposits. There is one Grade II Listed Building in close proximity to the site; Potash Cottage just beyond the Main Road/Rectory Road/Hall Road roundabout to the east. The setting of this would need to be carefully considered with any development.</p> | + | |
| 8. Landscape & Townscape | <p>This site is in close proximity to an area of public open space, which provides accessible green space in this area. Play space which is allocated for this general location in addition to residential development, however, may not be viable given the size of the site.</p> <p>The existing land use (a garden centre) is considered to be an inappropriate use on the urban fringe. Reallocating this site for residential development would therefore contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land.</p> | + | - |

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| SA Objective | Option ALT7 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements. The identified site area is not greater than 2ha. Nevertheless it is important that a defensible boundary can be maintained. This site is situated to the south of Main Road to the south of designated existing residential development in Hawkwell. It is enclosed by dwellings to the east and west, a road to the north and it has an established boundary to the south, therefore it has the potential to ensure that a robust and defensible Green Belt boundary could be maintained in this locality. However, it could create an island of allocated residential development within the Green Belt which could undermine this.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>It is likely that there is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding.</p> | + | - |
| 11. Land and Soil | <p>This site is situated on greenfield land.</p> <p>This site is not situated within a town centre. However, any development on this site would either have to be at a high density or additional land would be required to meet the requirements set out in the Core Strategy Submission Document.</p> <p>This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>This site is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |

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| SA Objective | Option ALT7 – Commentary | Score | |
|--|---|-------|---|
| 12. Air Quality | <p>There are some local services located to the north of the site along Main Road, and there is an existing bus route nearby which can provide sustainable access to the centre of Hockley to the west and Rochford to the east of the site for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a leisure centre and area of public open space in close proximity to the site.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There may be some constraints given the current uses of the site, however, sustainable design and construction should still be viable and could be incorporated into any development coming forward on this site.</p> | + | - |

East Ashingdon

Policy SER5

| SA Objective | Policy SER5 – Commentary | Score | |
|---|---|-----------|----------|
| <p>1. Balanced Communities</p> | <p>SER5 is very similar to EA1. With the notable difference that it extends further to the east. The primary benefit of this site location is that it has the potential to improve access to the King Edmund School to the south. The site provides for both public transport and pedestrian and cycle access.</p> <p>SER5 can accommodate the expansion of King Edmund School. EA1 is smaller than SER5 and would potentially be less able to accommodate an expansion to the school.</p> <p>SER5 performs better than EA2 in terms of its connectivity to the school. It also provides the opportunity to improve access to the King Edmund School which EA2 does not provide. In addition EA2 and EA3 do not provide a defensible Green Belt boundary compared to SER5.</p> <p>A significant factor ensuring the success of any development on SER5 is the provision of community facilities. The site itself cannot accommodate any significant amount of community facilities and services. Therefore the sustainability of the site is reliant upon the development of the adjacent site in South East Ashingdon (SER8). The phasing of the development will need to be appropriately considered to ensure that the community facilities are made available within a reasonable time frame. This factor represents a challenge to the sustainability of the site as the Core Strategy has identified that 100 dwellings should be developed by 2015 and the remaining 500 dwellings would not be developed until 2021. As a result the accompanying community facilities would also not be forthcoming until 2021. This being said there is flexibility for development to be brought forward if it can be demonstrated that it is necessary.</p> | <p>++</p> | <p>?</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The improved access route to the King Edmund School will provide better access for busses and increase provision for cycling and walking. This may in turn reduce reliance on private car use..</p> <p>Improvements to the local pedestrian/cycling and bridleway network should be provided. This has the potential to encourage a modal shift to reduce private vehicle uses and to encourage walking and cycling.</p> <p>A Transport Impact Assessment and air quality assessment should accompany any planning application to develop the site.</p> | <p>+</p> | |

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| SA Objective | Policy SER5 – Commentary | Score |
|------------------------------------|--|-------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate 35% affordable housing on a tenure blind basis.</p> <p>All dwellings will be required to comply with the Lifetime Homes Standard.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | + |
| 4. Economy & Employment | <p>The site is well related to the rest of the settlement. It provides access to employment opportunities within Ashingdon and Rochford. The site is however dependent upon the development and phasing of the neighbouring site of SER8 because it cannot accommodate a sufficient level of community shops and services on its own.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + |
| 5. Accessibility | <p>SER5 has the potential to deliver an access point to the King Edmund School along Brays Lane. SER5 in conjunction with Option SER8 have the potential to encourage a shift away from private car use.</p> <p>Links and enhancements to the local pedestrian/cycling and bridleway network should be provided. A modal shift to reduce use of private vehicles and to encourage walking and cycling is particularly important in this location.</p> <p>The location of this site to the east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site can link to Brays Lane and the wider highway network, and there is potential to improve public transport links in the locality</p> <p>Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>SER5 will ensure improvements to access and egress routes to the King Edmund School by way of Brays Lane.</p> <p>Provision for a local pedestrian and cycle transport network should be included in any development.</p> <p>A Transport Impact Assessment should be carried out along with any planning application.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | + |

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| SA Objective | Policy SER5 – Commentary | Score | |
|------------------------------------|--|-------|---|
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries, salt marshes, or other important natural/semi-natural habitats.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. This option is grade 2 agricultural land, (SEA Baseline Information Profile), however, the enclosure of the site suggests that this field is not used for agricultural purposes – it is currently used as grazing land for horses – and may therefore have greater biodiversity value. The Ecological Survey undertaken as part of a planning application for this site (which also included land to the north of Brays Lane) concluded that whilst much of the application site was considered to be an unsuitable habitat for reptiles, there are some small areas such as the hedgerows bounding the site which provide a suitable habitat. Similarly the ditch on site may provide a suitable habitat for Great Crested Newts (which are both UK and European protected species). There is also potential for the trees and hedgerows to be used by nesting birds, and some trees also have the potential to provide a suitable habitat for roosting bats. The impact of any development on local biodiversity needs to be carefully considered and it is imperative to ensure habitat connectivity.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile), and includes the provision of public open space and the existing hedgerows along Brays Lane may be retained, as far as practicable, which would facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are no Listed Buildings in close proximity to the site, however, there are some Listed Buildings in the vicinity of Doggetts Farmhouse situated to the south east of the site. The potential impact on any archaeological deposits would need to be considered with any development.</p> <p>SER5 does not have any negative impact on the cultural heritage of Ashingdon.</p> | + | - |

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| SA Objective | Policy SER5 – Commentary | Score |
|-------------------------------------|---|----------|
| 8. Landscape & Townscape | <p>SER5 can ensure that there is a strong Green Belt boundary compared to other sites considered in the general location. Youth facilities and community facilities should be included in any proposal for the SER5. However if these facilities cannot be developed on SER5 then it is advised that they should be incorporated into development on SER8.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>The site performs similarly to EA1 with the exception that it includes an area to the east occupied by disused farm buildings which EA1 does not. These can provide additional public open space and can support a stronger Green Belt Boundary. Overall the inclusion of the disused farm buildings is not highly significant.</p> | <p>+</p> |
| 9. Climate Change and Energy | <p>Development in the site will be required to comply with the Code for Sustainable Homes. 10% of renewable energy should be generated by onsite renewable sources unless it can be demonstrated that this is not viable.</p> <p>The Concept Statement requires that 0.7 hectares of the site should be given over to public open space and play spaces.</p> | <p>+</p> |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is possible that the size of the site would have an impact on the viability of some measures. Attenuation Sustainable Drainage Systems (SUDS) of a size proportionate to the development should be used such as balancing ponds, swales, detention basins and green roofs. These could be incorporated into the greenspace provided on-site. Appropriate SUDS should be determined in consultation with Essex County Council. A drainage strategy should be prepared for the site.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | <p>+</p> |

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| SA Objective | Policy SER5 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | Greenfield land is not thought to be contaminated. This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) although the fields are used as paddocks rather than for growing food, and would therefore not lead to a loss of the best and most versatile agricultural land. | - | + |
| 12. Air Quality | Development of SER5 will require a detailed Health Impact Assessment to be included along with any planning application for the site. There are no AQMAs in proximity to this site. | + | |
| 13. Sustainable Design and Construction | Any development in SER5 should meet the requirements set out in the Code for Sustainable Homes. They should also comply with the Lifetime Homes Standard. 10% of energy should be generated by on site small scale renewable sources. | + | |

Option EA1

| SA Objective | Policy EA1 – Commentary | Score | |
|--------------------------------|--|-------|---|
| 1. Balanced Communities | The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required facilities including play space and public open space, as well as improved access to, and land to be set aside for the expansion of King Edmund School to meet ongoing and future needs. In terms of the required youth and community facilities for this general location, these could be incorporated into the neighbouring school and may take the form of financial contributions. Alternatively, and potentially more appropriately given the site constraints for this general location and the need to avoid the unnecessary loss of Green Belt land, this could take the form of offsite financial contributions for new facilities in the vicinity. This option is enclosed by existing residential development to the west, a secondary school to the south, a road to the north and farm buildings to the east. This option is in close proximity to the existing residential development and would enable the provision of a new access road to King Edmund School as well as land for future expansion, in accordance with the Core Strategy. This option would also provide a range of facilities for the local community, or contribute to the provision elsewhere in the vicinity, and would therefore promote the regeneration and enhancement of existing communities. | + | - |

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| SA Objective | Policy EA1 – Commentary | Score | |
|--|---|-------|---|
| | <p>This option is in proximity to a range of services including schools (it is adjacent to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the west of the site, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Potentially there is no impact, however, this will depend on what community facilities are provided either within this general location or elsewhere in the vicinity. Community facilities may include a financial contribution towards the provision of additional adult education courses at King Edmund School, or for offsite provision in the vicinity which could enhance the qualifications and skills of the local community and on a wider scale</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | | |
| 2. Healthy & Safe Communities | <p>This development would enable the delivery of access improvements, and land set aside for the expansion of, King Edmund School as required in the Core Strategy, which is likely to have a positive impact on the surrounding residential area. This option would have good relationship with the existing residential development. Design of the development will be determined through the development management process.</p> <p>Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory</p> | + | - |

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| SA Objective | Policy EA1 – Commentary | Score |
|---|---|-----------------|
| | <p>Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities. This site is not within 60m of the high voltage powerlines situated to the east.</p> <p>The proposed public open space to be incorporated into this development would promote informal recreation. Clements Hall Leisure Centre and the playing field to the north along Ashingdon Road are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the existing cycle route along Ashingdon Road running south, although it does not have the potential to connect to the proposed Sustrans route or Greenways.</p> <p>The proposed Sustrans route and Greenways are not accessible from this option. There is, however, an existing cycle route along Ashingdon Road running south, which has the potential to benefit from enhancement.</p> | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local Needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>+</p> |
| <p>4. Economy & Employment</p> | <p>Ashingdon is primarily served by the services in the neighbouring town centre of Rochford situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>This option is not situated within Rochford town centre.</p> <p>The provision of youth and community facilities in this general location (albeit in the form of financial contributions) may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy</p> | <p>+</p> |

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| SA Objective | Policy EA1 – Commentary | Score |
|--------------------------------|---|----------|
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this site to the east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site can link to Brays Lane and the wider highway network, and there is potential to improve public transport links in the locality</p> <p>This option is in proximity to a range of services including schools (it is adjacent to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the east of Ashingdon where there are some local services nearby, and there is an existing public transport route providing access to Rochford town centre as well as other local services along Ashingdon Road. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the west of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | <p>+</p> |

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| SA Objective | Policy EA1 – Commentary | Score | |
|------------------------------------|--|-------|---|
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries, salt marshes, or other important natural/semi-natural habitats.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. This option is grade 2 agricultural land, (SEA Baseline Information Profile), however, the enclosure of the site suggests that this field is not used for agricultural purposes – it is currently used as grazing land for horses – and may therefore have greater biodiversity value. The Ecological Survey undertaken as part of a planning application for this site (which also included land to the north of Brays Lane) concluded that whilst much of the application site was considered to be an unsuitable habitat for reptiles, there are some small areas such as the hedgerows bounding the site which provide a suitable habitat. Similarly the ditch on site may provide a suitable habitat for Great Crested Newts (which are both UK and European protected species). There is also potential for the trees and hedgerows to be used by nesting birds, and some trees also have the potential to provide a suitable habitat for roosting bats. The impact of any development on local biodiversity needs to be carefully considered and it is imperative to ensure habitat connectivity. The impact on habitats should be mitigated against, as appropriate.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile), and includes the provision of public open space and the existing hedgerows along Brays Lane may be retained, as far as practicable, which would facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are no Listed Buildings in close proximity to the site, however, there are some Listed Buildings in the vicinity of Doggetts Farmhouse situated to the south east of the site. The potential impact on any archaeological deposits would need to be considered with any development.</p> | + | - |

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| SA Objective | Policy EA1 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile), however, this site is used as paddocks rather than for growing food. The location of this site to the south of Brays Lane would be able to create a defensible Green Belt boundary and thus have less of an impact on the integrity of the Green Belt on a wider scale, as opposed to EA2 and EA3 which extend to the north of Brays Lane.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option, however, as opposed to EA3 is 4ha. Nevertheless a defensible Green Belt boundary is still paramount. This site is bounded by residential development to the west, farm buildings to the east, King Edmund School to the south and Brays Lane to the north. This option would ensure that a robust and defensible Green Belt boundary could be maintained in this locality. Design principles to enhance townscape character will be managed through the development management process.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate</p> <p>Onsite renewable or low carbon energy technologies may be provided on this site.</p> <p>10% of renewable energy should be generated by onsite renewable sources.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |

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| SA Objective | Policy EA1 – Commentary | Score | |
|--|--|-------|---|
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a larger site area than EA2 but a smaller area than EA3, which would result in an efficient use of land in accordance with the NPPF.</p> <p>The potential impact of development on soil quality is unknown. The option is grade 2 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) although the fields are used as paddocks rather than for growing food, and would therefore not lead to a loss of the best and most versatile agricultural land,</p> | - | + |
| 12. Air Quality | <p>There are some local services located to the west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option EA2

| SA Objective | Option EA2 – Commentary | Score | |
|--------------------------------|--|-------|--|
| 1. Balanced Communities | <p>The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required facilities including play space and public open space to meet ongoing and future needs. Improved access to, and land to be set aside for the expansion of King Edmund School, however, would not be possible with this option due to its location to the north of Brays Lane. In terms of the required youth and community facilities for this general location, these could be incorporated into the King Edmund School and may take the form of financial contributions. Alternatively, and potentially more appropriately given the site constraints for this general location and the need to avoid the unnecessary loss of Green Belt land, this could take the form of offsite financial contributions for new facilities in the vicinity.</p> | + | |

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| SA Objective | Option EA2 – Commentary | Score | |
|--|--|-------|---|
| | <p>This option is enclosed by existing residential development to the west, Brays Lane to the south, and a dwelling to the east. This option is in close proximity to the existing residential development, but due to its location to the north of Brays Lane, it would not enable the provision of a new access road to King Edmund School as well as land for future expansion, in accordance with the Core Strategy. This option, however, would provide a range of facilities for the local community, or contribute to the provision elsewhere in the vicinity, and would therefore promote the regeneration and enhancement of existing communities.</p> <p>This option is in proximity to a range of services including schools (it is close to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the south west of the site, which would enable equal opportunities in terms of access, and that all sections of the community are catered for.</p> <p>There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the south west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | | |
| 2. Healthy & Safe Communities | <p>This development would not enable the delivery of access improvements to, or provide land to be set aside for the expansion of, King Edmund School as required in the Core Strategy. This option would have good relationship with the existing residential development. Design of the development will be determined through the development management process.</p> | + | - |

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| SA Objective | Option EA2 – Commentary | Score |
|------------------------------------|--|-------|
| | <p>Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory</p> <p>Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities. This site is not within 60m of the high voltage powerlines situated to the east.</p> <p>The proposed public open space to be incorporated into this development would promote informal recreation. Clements Hall Leisure Centre and the playing field to the north along Ashingdon Road are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the existing cycle route along Ashingdon Road running south, although it does not have the potential to connect to the proposed Sustrans route or Greenways.</p> <p>The proposed Sustrans route and Greenways are not accessible from this option. There is, however, an existing cycle route along Ashingdon Road running south, which has the potential to benefit from enhancement.</p> | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The Golden Cross parade of shops is situated to the south west of this option, which provides sustainable access to a range of services including a supermarket. This option is adjacent to King Edmund School and there are several primary schools located further along the Ashingdon Road. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + |
| 4. Economy & Employment | <p>Ashingdon is primarily served by the services in the neighbouring town centre of Rochford situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the south west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>This option is not situated within Rochford town centre.</p> | + |

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| SA Objective | Option EA2 – Commentary | Score |
|--------------------------------|---|-----------------|
| | <p>The provision of youth and community facilities in this general location (albeit in the form of financial contributions) may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this site to the east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site can link to Brays Lane and the wider highway network, and there is potential to improve public transport links in the locality.</p> <p>This option is in proximity to a range of services including schools (it is adjacent to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>There are local services located to the west of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> <p>The east of Ashingdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | <p>+</p> |

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| SA Objective | Option EA2 – Commentary | Score | |
|------------------------------------|---|-------|---|
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries, salt marshes, or other important natural/semi-natural habitats.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. This option is grade 2 agricultural land (SEA Baseline Information Profile). The Ecological Survey undertaken as part of a planning application for this site (which also included land to the north and south of Brays Lane) concluded that whilst much of the application site was considered to be an unsuitable habitat for reptiles, there are some small areas such as the hedgerows bounding the site which provide a suitable habitat. Similarly the ditch on site may provide a suitable habitat for Great Crested Newts (which are both UK and European protected species). There is also potential for the trees and hedgerows to be used by nesting birds, and some trees also have the potential to provide a suitable habitat for roosting bats. The impact of any development on local biodiversity needs to be carefully considered and it is imperative to ensure habitat connectivity. The impact on habitats should be mitigated against, as appropriate.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile), and includes the provision of public open space and the existing hedgerows along Brays Lane may be retained, as far as practicable, which would facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred.</p> <p>There are no Listed Buildings in close proximity to the site, however, there are some Listed Buildings in the vicinity of Doggetts Farmhouse situated further to the south east of the site. The potential impact on any archaeological deposits would need to be considered with any development.</p> | + | - |

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| SA Objective | Option EA2 – Commentary | Score |
|-------------------------------------|--|-----------------|
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). The location of this site to the north of Brays Lane would be able to create a less defensible Green Belt boundary as opposed to EA1 and would therefore have a greater impact on the integrity of the Green Belt on a wider scale. This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option, however, has a smaller area than the other two options at 3ha. Nevertheless a defensible Green Belt boundary is still paramount. This site is bounded by residential development to the west, a dwelling to the east, and Brays Lane to the south. This option would be less able to ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | <p>+</p> |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>10% of renewable energy should be generated by onsite renewable or low carbon energy technologies.</p> <p>The site is not within an area at risk of flooding.</p> | <p>+</p> |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | <p>+</p> |

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| SA Objective | Option EA2 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a smaller area than EA1 and EA3, which would result in a more efficient use of land and less loss of agricultural land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile), although the fields in the southern part of the site) are used as paddocks rather than for growing food and would therefore lead to a loss of high quality (although not the best) agricultural land.</p> | - | + |
| 12. Air Quality | <p>There are some local services located to the west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> <p>10% of energy should be generated by on site small scale renewable.</p> | + | |

Option EA3

| SA Objective | Option EA3 – Commentary | Score | |
|--------------------------------|--|-------|---|
| 1. Balanced Communities | <p>The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required facilities including play space and public open space, as well as improved access to, and land to be set aside for the expansion of King Edmund School to meet ongoing and future needs. In terms of the required youth and community facilities for this general location, these could be incorporated into the neighbouring school and may take the form of financial contributions.</p> | + | + |

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| SA Objective | Option EA3 – Commentary | Score |
|--------------|--|-------|
| | <p>The site to the south of Brays Lane is enclosed by existing residential development to the west, a secondary school to the south, a road to the north and farm buildings to the east. This option is in close proximity to the existing residential development and would enable the provision of a new access road to King Edmund School as well as land for future expansion, in accordance with the Core Strategy. The site to the north of Brays Lane is enclosed by existing residential development to the west, Brays Lane to the south, and a dwelling to the east. This option is in close proximity to the existing residential development. It would provide a range of facilities for the local community, or contribute to the provision elsewhere in the vicinity, and would therefore promote the regeneration and enhancement of existing communities.</p> <p>This option is in proximity to a range of services including schools (it is close to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the south west of this option, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the south west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Potentially there is no impact, however, this will depend on what community facilities are provided either within this general location or elsewhere in the vicinity. Community facilities may include a financial contribution towards the provision of additional adult education courses at King Edmund School, or for offsite provision in the vicinity which could enhance the qualifications and skills of the local community and on a wider scale.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | |

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| SA Objective | Option EA3 – Commentary | Score |
|---|--|----------|
| <p>2. Healthy & Safe Communities</p> | <p>This development would enable the delivery of access improvements to, and land set aside for the expansion of, King Edmund School as required in the Core Strategy, which is likely to have a positive impact on the surrounding residential area. This option would have good relationship with the existing residential development. Design of the development will be determined through the development management process.</p> <p>Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities. This site is not within 60m of the high voltage powerlines situated to the east.</p> <p>The proposed public open space to be incorporated into this development would promote informal recreation. Clements Hall Leisure Centre and the playing field to the north along Ashingdon Road are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the existing cycle route along Ashingdon Road running south, although it does not have the potential to connect to the proposed Sustrans route or Greenways.</p> <p>The proposed Sustrans route and Greenways are not accessible from this option. There is, however, an existing cycle route along Ashingdon Road running south, which has the potential to benefit from enhancement.</p> | <p>+</p> |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The Golden Cross parade of shops is situated to the west of this option, which provides sustainable access to a range of services including a supermarket. This option is adjacent to King Edmund School and there are several primary schools located further along the Ashingdon Road. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>+</p> |

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| SA Objective | Option EA3 – Commentary | Score |
|---|---|-----------------|
| <p>4. Economy & Employment</p> | <p>Ashingdon is primarily served by the services in the neighbouring town centre of Rochford situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>This option is not situated within Rochford town centre.</p> <p>The provision of youth and community facilities in this general location (albeit in the form of financial contributions) may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | <p>+</p> |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this option to the east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site can link to Brays Lane and the wider highway network, and there is potential to improve public transport links in the locality.</p> <p>This option is in proximity to a range of services including schools (it is adjacent to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> | <p>+</p> |

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| SA Objective | Option EA3 – Commentary | Score |
|-------------------------------|---|-----------------|
| | <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the east of Ashingdon where there are some local services nearby, and there is an existing public transport route providing access to Rochford town centre as well as other local services along Ashingdon Road. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the west of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> <p>The east of Ashingdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | |
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries, salt marshes, or other important natural/semi-natural habitats.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. This option is grade 2 agricultural land (SEA Baseline Information Profile), however, the enclosure of the southern part of the site suggests that this field is not used for agricultural purposes – it is currently used as grazing land for horses – and may therefore have greater biodiversity value. The Ecological Survey undertaken as part of a planning application for this site (which included land to the north and south of Brays Lane) concluded that whilst much of the application site was considered to be an unsuitable habitat for reptiles, there are some small areas such as the hedgerows bounding the site which provide a suitable habitat. Similarly the ditch on site may provide a suitable habitat for Great Crested Newts (which are both UK and European protected species). There is also potential for the trees and hedgerows to be used by nesting birds, and some trees also have the potential to provide a suitable habitat for roosting bats. The impact of any development on local biodiversity needs to be carefully considered and it is imperative to ensure habitat connectivity. The impact on habitats should be mitigated against, as appropriate.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> | <p>+</p> |

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| SA Objective | Option EA3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile), and includes the provision of public open space and the existing hedgerows along Brays Lane may be retained, as far as practicable, which would facilitate species movement and colonisation.</p> <p>There is potential for new habitat creation in this area.</p> | | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred.</p> <p>There are no Listed Buildings in close proximity to this option, however, there are some Listed Buildings in the vicinity of Doggetts Farmhouse situated further to the south east of this option. The potential impact on any archaeological deposits would need to be considered with any development.</p> | + | - |
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). The location of one of the sites to the south of Brays Lane would be able to create a defensible Green Belt boundary and thus have less of an impact on the integrity of the Green Belt on a wider scale. The extension of this option to the north of Brays Lane would create a less defensible Green Belt boundary in the locality, as opposed to EA1 and SER5, and would therefore have a greater impact on the integrity of the Green Belt on a wider scale.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> | + | - |

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| SA Objective | Option EA3 – Commentary | Score | |
|-------------------------------------|---|----------|--|
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site to the south of Bray's Lane is bounded by residential development to the east and west, King Edmund School to the south and a Brays Lane to the north and would thus ensure a robust and defensible Green Belt boundary could be maintained in this locality. The site to the north of Brays Lane is bounded by residential development to the west, a dwelling to the east and Brays Lane to the south and would thus provide a less defensible Green Belt boundary compared to option EA1. The extent of this option to the north of Brays Lane, however, may not make the efficient use of land in the locality and unnecessarily encroach into undeveloped Green Belt land which may undermine the openness of the Green Belt on a wider scale. Further to this, the potential provision of financial contributions towards youth and community facilities at the neighbouring school or offsite in the vicinity, and the relatively small quantum of housing required for this location, would suggest that this option proposes an unnecessarily excessive amount of Green Belt to be reallocated.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | | |
| 9. Climate Change and Energy | <p>This option has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>10% of energy generated should be by on site renewable sources.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>This option has the capacity to include Sustainable Drainage Systems (SUDs), although the severance of the sites may make the incorporation of SUDs to help mitigate any impact unviable. Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works and within the foul sewerage network to accommodate the proposed growth in this location.</p> <p>This option has the capacity to incorporate SUDs to help mitigate any impact of development on surface water, however, the severance of the sites within this option may make the incorporation of SUDs unviable.</p> <p>This option is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs (depending on the viability) can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |

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| SA Objective | Option EA3 – Commentary | Score |
|--|--|-------|
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has the largest area of the three options. Development would therefore be less dense and would not ensure the efficient use of land.</p> <p>The potential impact of development on soil quality is unknown. The option is grade 2 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) and would therefore lead to a loss of high quality (although not the best) agricultural land. The size of the site means that it will result in a greater loss of agricultural land than other options.</p> | - |
| 12. Air Quality | <p>There are some local services located to the west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + |

South West Hullbridge

Policy SER6

| SA Objective | Policy SER6 – Commentary | Score |
|---|--|------------------|
| <p>1. Balanced Communities</p> | <p>The previous SA has identified that the addition of new housing to the village of Great Wakering would provide homes for families to ensure that they are not forced to leave the area. It would also promote the redevelopment of Great Wakering. Development of this site will ensure the necessary funding for key community facilities. It is also likely to increase the use of existing facilities within Hullbridge.</p> <p>SER6 sits close to the south western boundary of Hullbridge. This layout has a favorable impact on sustainability because it ensures that there is good access to the local shops and services in Hullbridge. It also makes provision for additional public open space and play space. SER6 can provide a strong boundary to the west and can ensure that the Green Belt boundary is defensible through following natural field boundaries.</p> <p>Community facilities will be developed during the first phase of the site’s development, which will potentially have a positive impact on community cohesion as these will provide for the needs of new and existing communities.</p> <p>SER6 can be integrated effectively into the existing community of Hullbridge, due to its good access to the centre of the settlement along Windermere Avenue and Malyons Lane. Connections with Ferry Road are also strong.</p> <p>The concept statement proposes that the majority of road links to the east should predominantly provide pedestrian and cycle access to the center of the village. This suggestion has the potential to ensure that the new development is integrated with the existing development and that residents of the new development will have access to not only the services and facilities within the site but also those available in the wider area.</p> | <p>++</p> |
| <p>2. Healthy & Safe Communities</p> | <p>SER6 will incorporate pedestrian and cycle networks into the provision for community infrastructure. This will then have a positive impact on the health and wellbeing of the community.</p> <p>The site has a good relationship with the existing settlement and will provide more opportunities for community cohesion.</p> <p>The option provides improved access to community and leisure facilities including a playing field along Hullbridge Road and another to the north east of Ferry Road along Pooles Lane. There are also yacht clubs along the river.</p> <p>The site should also include well integrated natural/semi-natural greenspace, which is accessible to all members of the community.</p> <p>Overall the long term effect on the health of the community will be a positive one with increased access to sustainable modes of travel available to a greater number of people and more community facilities supporting the area.</p> | <p>++</p> |

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| SA Objective | Policy SER6 – Commentary | Score |
|---|--|------------------|
| | <p>The site has the potential to incorporate new pedestrian and cycle paths within the site. This will potentially have a positive knock on effect to health. In particular the site should facilitate the proposed Sustrans cycle network along the Watery Lane and Lower Road section to the south of the site.</p> | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This policy can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved.</p> <p>Development of the site is planned to occur in two phases. The two phases can accommodate at least the minimum requirement of 500 dwellings, although phase two of the site (SER6b) will be safeguarded from development until 2021.</p> <p>Phase 2 (SER6b) can be released for development prior to 2021 if it can be demonstrated that there is a requirement for the second phase to meet housing need in terms of a 5 year land supply.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | <p>+</p> |
| <p>4. Economy & Employment</p> | <p>Development in a village such as Hullbridge, which has a range of local services, would help to sustain such services. However, being a village it is primarily served by the services in the neighbouring town centre of Rayleigh situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>The proximity of SER6 to local shops and services will serve to enhance the local economy of Hullbridge. The links with Watery Lane and Lower Road also provide access to the rest of the District and to the larger retail centres in the District.</p> <p>SER6 will positively impact the local economy by increasing the use of local shops and services along Ferry Road. It also provides for good transport and public transport links to lower road which will allow residents to make use of facilities in other areas of the district through the local highways network.</p> <p>Generally the purpose of the development in Hullbridge is not to increase the aggregate retail capacity of the village because it is primarily served by the larger retail centre of Rayleigh.</p> | <p>++</p> |

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| SA Objective | Policy SER6 – Commentary | Score | |
|-----------------------------|--|-------|---|
| 5. Accessibility | <p>SER6 is located within walking distance to the centre of Hullbridge. This will serve to reduce the amount of private vehicle use generated by the site as well as ensuring that the local shops and services are readily accessible to residents.</p> <p>The site should facilitate links and enhancements to the local pedestrian/cycling and bridleway network; these links should accompany both phases of development. In particular the site should facilitate the development of the proposed Sustrans cycle network along the Watery Lane and Lower Road section to the south of the site through financial contributions. The proximity to Watery Lane and Hullbridge Road provide good road links to Rayleigh, Rochford and to other locations outside of the district.</p> <p>SER6 has good links with existing roads (Lower Road and Ferry Road). This reduces the risk of development pressure in this area and ensures that the settlement will retain its character and won't coalesce with other settlements.</p> <p>A Sustrans cycle route has been proposed which has a beneficial relationship with SER6.</p> <p>This site is not well related to any of the proposed Greenways proposed within the district.</p> | + | - |
| 6. Biodiversity | <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance. Although part of this site is situated within the Coastal Protection Belt, this is a landscape quality designation rather than an indication of ecological value. There is, however, a local nature reserve (Kendal Park) further to the north, which could be subject to increased recreational pressure with any development in this location.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>There is potential for new habitat creation in this area, which would facilitate species movement and colonisation.</p> <p>The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> | + | - |
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> <p>The other options proposed for South West Hullbridge all perform similarly in terms of their impact on cultural heritage.</p> | - | |

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| SA Objective | Policy SER6 – Commentary | Score | |
|--|---|-----------|----------|
| <p>8. Landscape & Townscape</p> | <p>SER6 will have a negative impact on the Green Belt, some of which will have to be released for the site. This is the case with all of the other options proposed for this general location. SER6 is similar to SWH1 in that it is orientated in such a way that it does not extend too deeply into the Green Belt.</p> <p>SER6 impinges slightly on the Coastal Protection Belt. Although the Coastal Protection Belt is a designation of landscape character rather than of biodiversity the impact upon it must still be taken into consideration.</p> <p>Public open space will be allocated giving access to green space. Play space can also be provided with any development.</p> <p>This option is situated on Grade 3 agricultural land. All other options are similarly situated so there are no realistic alternatives.</p> <p>The site extends into Green Belt land, however it does ensure that a defensible Green Belt boundary continues to exist, being bordered as it is to the north and east by the existing residential area and by Lower Road to the south. The site will form a coherent westwards boundary the Hullbridge as it follows natural field boundaries.</p> <p>SWH1, 2, 3 are located in the Coastal Protection Belt, which is a landscape quality designation. However part of the site is also within the Coastal Protection Belt. The portion of the site which is in the Belt can be used as public open space to mitigate the impact of development but there may also be a need to integrate public open space into the rest of the development, so this might not be the approach taken.</p> <p>Under any circumstances the site is bordered by the north by an area of existing development so the impact of the site on the Coastal Protection Belt will be minimal if any. The boundary of the Coastal Protection Belt in this area will need to be redrawn.</p> <p>The footprint of SER6 is greater than SWH4 and smaller than SWH3. The first phase of development is the same size as SWH2, covering 13.6ha and the second phase enlarges the site by 9.7ha. As such it ensures that the land is used efficiently for mixed use development and provides a range of housing types and tenure.</p> <p>Trees and hedges should be developed along the northern, eastern and southern boundaries of the site. This will ensure that a strong green buffer is created between the new and existing development. The buffer should be designed in a way that allows for integration of the existing settlement with SER6.</p> <p>Play space on a minimum of is required by the concept statement although the amount provided will vary to some degree depending on the type of play space provided.</p> | <p>++</p> | <p>-</p> |
| <p>9. Climate Change and Energy</p> | <p>The site can accommodate dwellings which comply with the Code for Sustainable Homes.</p> <p>On site renewables and low carbon technology can be included on the site. With 10% of the energy requirements for the site being met by low carbon and renewable sources.</p> | <p>+</p> | |

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| SA Objective | Policy SER6 – Commentary | Score |
|--|--|-------|
| 10. Water | <p>No significant side effects have been identified. SER6 is not within an area at risk of flooding however there is an area of flood risk 2 and 3 situated further to the west of the site around Watery Lane.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to accommodate Sustainable Drainage Systems (SUDs) as well as grey water recycling. The size of the site makes these measures more viable.</p> | + |
| 11. Land and Soil | <p>The site is situated on greenfield land.</p> <p>Greenfield land is not contaminated.</p> <p>The site is located in Greenfield land and is Grade 3 agricultural land which is the same as SWH1, SWH2, SWH3 and SWH4. All of the sites within this general location perform similarly in terms of their impact on agricultural land.</p> | - |
| 12. Air Quality | <p>The site is well related to the centre of Hullbridge and residents will have access to local shops and services that will reduce the need to use cars. There is also good access to sustainable transport which will have a positive impact on air quality by reducing private travel.</p> <p>SER6 can accommodate provision for pedestrian and cycle transport which could reduce the overall impact on air quality generated by the site.</p> <p>There will still be a need for private car use so that residents can access the retail and services in other areas of the district including Rayleigh.</p> <p>There are no Air Quality Management Areas near to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>No significant effects have been identified in this category. Any development will be required to meet the same standards for sustainable design.</p> <p>The scale and topography of the site ensure that there are no physical restrictions to the sustainable design and construction.</p> | + |

Option SWH1

| SA Objective | Option SWH1 – Commentary | Score | |
|---|--|-----------|----------|
| <p>1. Balanced Communities</p> | <p>This option is adjacent to the existing residential development to the south west of Hullbridge. It would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school.</p> <p>The provision of a range of local facilities such as youth, leisure and community facilities, as well as open space, are proposed for this general location. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), and local convenience stores and other local shops, which would enable equal opportunities in terms of access to services and facilities, and that all sections of the community are catered for. There are also accessible community facilities and health facilities situated further along Ferry Road. The facilities along Ferry Road may also be accessible through use of the existing bus service.</p> <p>There are a range of outdoor sports facilities and public open space in proximity to the site. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot or public transport, or there are a wider range of services situated in Rayleigh town centre to the south, which can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | <p>+</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>This option has a good relationship with the existing settlement, which would promote community cohesion. Design of the development will be determined through the development management process.</p> <p>Accessible public open space and leisure facilities will be provided within this option.</p> | <p>++</p> | <p>-</p> |

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| SA Objective | Option SWH1 – Commentary | Score |
|------------------------------------|--|-------|
| | <p>It would relate well with the proposed Sustrans route, although the proposed Greenways are less accessible from this site. There is also a playing field to south east along Lower Road, a golf course to the south along Hullbridge Road, and a playing field and other facilities to the north east at the top of Ferry Road along Pooles Lane. There are also yacht clubs along the river and Kendal Park. The existing and proposed facilities would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space and leisure facilities to be incorporated into this development would promote informal recreation. In addition, the playing field and associated facilities along Pooles Lane and Lower Road, the golf course, yacht clubs and Kendal Park are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the proposed Sustrans route, although it does not have the potential to connect to any proposed Greenways.</p> <p>This site has the potential to connect to the proposed Sustrans route, although the proposed Greenways would be less accessible from this general location.</p> | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>This public transport link also provides access to Rayleigh town centre to the south of the site. A range of youth, leisure and community facilities would be allocated within this development, which would ensure that there is sustainable access to key services. This may include additional health facilities.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | + |
| 4. Economy & Employment | <p>Development in a village such as Hullbridge, which has a range of local services, would help to sustain such services. However, being a village it is primarily served by the services in the neighbouring town centre of Rayleigh situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth, leisure and community facilities to meet the needs of the entire community. A range of local services including education, health and outdoor sports are accessible from this site. A range of other local services are located in Rayleigh to the south and are accessible via the existing public transport network, providing access and enhancing consumer choice for those without access to private transport.</p> <p>This option is not situated within Rayleigh town centre.</p> | + |

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| SA Objective | Option SWH1 – Commentary | Score | |
|--------------------------------|---|----------|----------|
| | <p>The provision of youth, leisure and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. There is good access to local services along Ferry Road and other local facilities within Hullbridge. The site can link to Lower Road and existing minor roads to the east, however, pedestrian links to the east would be recommended to prevent a possible negative impact on the village's existing highway network, and to encourage more sustainable transport to the village's services. Thus there are opportunities to encourage walking and cycling to local village services and to connect to a proposed Sustrans route, although this general location does not have a good relationship with any proposed Greenways. There is also potential to improve public transport links in the locality. The layout of the option is such that there are numerous opportunities to create pedestrian accesses onto Ferry Road, and to the services and facilities available there.</p> <p>This option is in proximity to a range of services including schools, a supermarket and other local shops along Ferry Road to the east of the site. Other local services situated in Hullbridge and Rayleigh town centre can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>Other local services are located within Hullbridge which are in proximity to the site and in Rayleigh town centre to the south. Therefore the location of this option may not reduce the need to travel for some services. However, there is an existing bus route along Ferry Road and Lower Road, to the east and south of the site, respectively, which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the south west of Hullbridge where there are some local services nearby, and there is an existing public transport route providing access to Rayleigh town centre. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the east of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located in Hullbridge or those in the centre of Rayleigh to the south. The south west of Hullbridge has links with the neighbouring economic centres of Chelmsford and Basildon which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option SWH1 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 6. Biodiversity | <p>This option is situated to the south of the River Crouch and the northern section is within the designated Coastal Protection Belt, although this is a landscape quality designation rather than an indication of ecological value.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance. Although part of this site is situated within the Coastal Protection Belt, this is a landscape quality designation rather than an indication of ecological value. There is, however, a local nature reserve (Kendal Park) further to the north, which could be subject to increased recreational pressure with any development in this location. The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>There is potential for new habitat creation in this area, which would facilitate species movement and colonisation.</p> | + | - |
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> | - | |
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development. This option is similar to SH6 in that it follows the natural pattern and growth of the existing residential area (north to south) and would ensure the least projection to the west as opposed to SWH3 and SWH4. This option has a good relationship with the existing settlement and would be able to provide a robust and defensible Green Belt boundary. This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> | + | - |

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| SA Objective | Option SWH1 – Commentary | Score |
|-------------------------------------|--|----------|
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is enclosed by residential development to the north and east and Lower Road to the south. If the land to the south of the designated Coastal Protection Belt was developed (between Lower Road and Malyons Farmhouse) and the section to the north currently in the Coastal Protection Belt was left undeveloped then this would potentially undermine the robustness of the Green Belt boundary in the locality and its openness on a wider scale. Nevertheless, this area could be designated as public open space within this option to maintain this landscape and designation. Although the northern extent of the site between Malyons Farmhouse and Windermere Avenue is situated within the Coastal Protection Belt (but this is to a lesser extent than SWH3) this does not mean that this area is necessarily of ecological value. The purpose of the Coastal Protection Belt is to protect the rural and undeveloped coastline.</p> <p>Whilst this option extends north into the Coastal Protection Belt, this area may be allocated as public open space within the site which could maintain this landscape and designation. Part of this option is within the Coastal Protection Belt (which is a landscape quality designation rather than an indication of ecological value) and whilst, as stated above, the portion of the site within this landscape designation could potentially be used for public open space there may be other sustainability concerns with such an approach (such as the desire to integrate public open space and housing), and there would still be pressure on the landscape designation. Notwithstanding this, it is pertinent to note that, although development in this location may have an impact on the rural, undeveloped coastline, this option is bounded to the north – between the site and the River Crouch – by existing residential development.</p> | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not within an area at risk of flooding.</p> | + |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> | + |

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| SA Objective | Option SWH1 – Commentary | Score | |
|--|--|-------|---|
| | The site is not within an area at risk of flooding, although it is acknowledged that there is an area of flood zone 2 and 3 situated further to the west of the site around Watery Lane. A range of SUDs are available which can be used to manage excess surface water. Public open space will be provided and SUDs can be used to manage excess surface water. This also has the potential to create new habitats. | | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option would promote mixed use development. It has the same area as SWH2, a greater area than SWH4 and a smaller area compared to SWH3. It's area is not as great as SE6. However this option will still ensure the efficient use of land.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is on grade 3 agricultural land and would ensure that agricultural land of a greater value is protected.</p> | + | - |
| 12. Air Quality | <p>There are a range of local services located in Hullbridge, and there is an existing bus route nearby which can provide sustainable access to the centre of Rayleigh to the south, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a proposed Sustrans route in close proximity to the site.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option SWH2

| SA Objective | Option SWH2 – Commentary | Score |
|--------------------------------|--|-------|
| 1. Balanced Communities | This option is adjacent to the existing residential development to the south west of Hullbridge. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. The provision of a range of local facilities such as youth, leisure and community facilities, as well as open space, are proposed for this general location. There are opportunities to enhance the provision of sustainable transport modes. | ++ |

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| SA Objective | Option SWH2 – Commentary | Score |
|---|--|------------------|
| | <p>This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), and local convenience stores and other local shops, which would enable equal opportunities in terms of access to services and facilities, and that all sections of the community are catered for. There are also accessible community facilities and health facilities situated further along Ferry Road. The facilities along Ferry Road may also be accessible through use of the existing bus service. This public transport link also provides access to Rayleigh town centre to the south of the site. There are a range of outdoor sports facilities and public open space in proximity to the site. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site. A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population.</p> <p>Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>This option has a good relationship with the existing settlement, which would promote community cohesion.</p> <p>Accessible public open space and leisure facilities will be provided within this option. It would relate well with the proposed Sustrans route, although the proposed Greenways are less accessible from this site. There is also a playing field to south east along Lower Road, a golf course to the south along Hullbridge Road, and a playing field and other facilities to the north east at the top of Ferry Road along Pooles Lane. There are also yacht clubs along the river and Kendal Park. The existing and proposed facilities would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space and leisure facilities to be incorporated into this development would promote informal recreation. In addition, the playing field and associated facilities along Pooles Lane and Lower Road, the golf course, yacht clubs and Kendal Park are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the proposed Sustrans route, although it does not have the potential to connect to any proposed Greenways.</p> | <p>++</p> |

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| SA Objective | Option SWH2 – Commentary | Score |
|------------------------------------|---|-------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + |
| 4. Economy & Employment | <p>Development in a village such as Hullbridge, which has a range of local services, would help to sustain such services. However, being a village it is primarily served by the services in the neighbouring town centre of Rayleigh situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>Residential development in this location has the potential to support local shops and services. This option would enhance consumer choice through the provision of public open space, play space, and youth, leisure and community facilities to meet the needs of the entire community. A range of local services including education, health and outdoor sports are accessible from this site. A range of other local services are located in Rayleigh to the south and are accessible via the existing public transport network, providing access and enhancing consumer choice for those without access to private transport.</p> <p>This option is not situated within Rayleigh town centre.</p> <p>The provision of youth, leisure and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + |
| 5. Accessibility | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ferry Road to the east and Lower Road to the south of the site. There is a proposed Sustrans route which would have a good relationship with this option, although none of the proposed Greenways would be accessible from this option.</p> <p>There is good access to local services along Ferry Road and other local facilities within Hullbridge. The site can link to Lower Road and existing minor roads to the east, however, pedestrian links to the east would be recommended to prevent a possible negative impact on the villages existing highway network, and to encourage more sustainable transport to the village's services. Thus there are opportunities to encourage walking and cycling to local village services and to connect to a proposed Sustrans route, although this general location does not have a good relationship with any proposed Greenways. There is also potential to improve public transport links in the locality. The layout of the option is such that there are numerous opportunities to create pedestrian accesses onto Ferry Road, and to the services and facilities available there.</p> | + |

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| SA Objective | Option SWH2 – Commentary | Score | |
|-------------------------------|---|-----------------|----------|
| | <p>This option is in proximity to a range of services including schools, a supermarket and other local shops along Ferry Road to the east of the site. Other local services situated in Hullbridge and Rayleigh town centre can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>Other local services are located within Hullbridge which are in proximity to the site and in Rayleigh town centre to the south. Therefore the location of this option may not reduce the need to travel for some services. However, there is an existing bus route along Ferry Road and Lower Road, to the east and south of the site, respectively, which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the south west of Hullbridge where there are some local services nearby, and there is an existing public transport route providing access to Rayleigh town centre. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the east of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located in Hullbridge or those in the centre of Rayleigh to the south.</p> <p>The south west of Hullbridge has links with the neighbouring economic centres of Chelmsford and Basildon which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| <p>6. Biodiversity</p> | <p>This option is situated to the south of the River Crouch. The northern section is within the designated Coastal Protection Belt, however, this is to a lesser extent than SWH1 as it does not encompass the field to the north west. The Coastal Protection Belt is, however, a landscape quality designation rather than an indication of ecological value. This site is situated on grade 3 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance. Although part of this site is situated within the Coastal Protection Belt, this is a landscape quality designation rather than an indication of ecological value. There is, however, a local nature reserve (Kendal Park) further to the north, which could be subject to increased recreational pressure with any development in this location. The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> <p>This site is not situated within any nature conservation designations.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> | <p>0</p> | <p>-</p> |

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| SA Objective | Option SWH2 – Commentary | Score | |
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| <p>7. Cultural Heritage</p> | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> | - | |
| <p>8. Landscape & Townscape</p> | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 3 agricultural land. It would ensure the least projection to the west when compared to alternatives in this general location, although it extends further along the southern boundary than SWH1 and SER6. This option has a good relationship with the existing settlement and would be able to provide a robust and defensible Green Belt boundary.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is enclosed by residential development to the east and north, and Lower Road and Watery Lane to the south. It extends further to the west than SWH1 and SER6 past the junction of Lower Road, Watery Lane and Hullbridge Road but the northern section does not extend as far to the west. The projection of this option further to the west would potentially have a greater visual impact in the locality from the roads to the south compared to SWH1. However, it would still be better placed to provide a defensible Green Belt boundary than SWH3 and SWH4. If the land to the south of this designated area was developed (between Lower Road and Malyons Farmhouse) and the section to the north currently in the Coastal Protection Belt was left undeveloped then this would potentially undermine the robustness of the Green Belt boundary in the locality and its openness on a wider scale. Nevertheless, this area could be designated as public open space within this option to maintain this landscape and designation.</p> | + | - |

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| SA Objective | Option SWH2 – Commentary | Score |
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| | <p>Although the northern extent of the site between Malyons Farmhouse and Windermere Avenue is situated within the Coastal Protection Belt (but this is to a lesser extent than SWH1 and SWH3) this does not mean that this area is necessarily of ecological value. The purpose of the Coastal Protection Belt is to protect the rural and undeveloped coastline. Whilst this option extends north into the Coastal Protection Belt, this area may be allocated as public open space within the site which could maintain this landscape and designation. Development in this location would have an impact on the rural, undeveloped coastline, although the area directly north of this option is existing residential development. Whilst the northern most portion of this site is within the Coastal Protection Belt, due to the aforementioned projection to the west within this option and the fact that the site is bounded to the north by existing residential development, this option would have less impact on the integrity of the landscape designation than alternatives such as SWH3.</p> | |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | <p>+</p> |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding, although it is acknowledged that there is an area of flood zone 2 and 3 situated further to the west of the site around Watery Lane. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | <p>+</p> |

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| SA Objective | Option SWH2 – Commentary | Score |
|--|--|-------|
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option would promote mixed use development. It has the same area as SWH1, a greater area than SWH4 and a smaller area compared to SWH3. This option would therefore ensure the efficient use of land. The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile). This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | - |
| 12. Air Quality | <p>There are a range of local services located in Hullbridge, and there is an existing bus route nearby which can provide sustainable access to the centre of Rayleigh to the south, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a proposed Sustrans route in close proximity to the site.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can be incorporated into the development. | + |

Option SWH3

| SA Objective | Option SWH3 – Commentary | Score |
|--------------------------------|--|-------|
| 1. Balanced Communities | This option is adjacent to the existing residential development to the south west of Hullbridge. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. The provision of a range of local facilities such as youth, leisure and community facilities, as well as open space, are proposed for this general location. There are opportunities to enhance the provision of sustainable transport modes. | + |

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| SA Objective | Option SWH3 – Commentary | Score | |
|---|---|-------|---|
| | <p>This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), and local convenience stores and other local shops, which has the potential enable equal opportunities in terms of access to services and facilities, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ferry Road. However, the services in Hullbridge may be less accessible for those in the community without access to private transport as this option extend further away from the centre (Ferry Road to the east). The existing public transport link also provides access to Rayleigh town centre to the south of the site, but again this may be less accessible for some as the option extends further to the north west than SER6, SWH1 and SWH2. It also does not connect to Lower Road which may further limit the equal opportunities for the population. There are a range of outdoor sports facilities and public open space in proximity to the site. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>This option does not have a good relationship with the existing settlement, compared to SWH1, SER6 and SWH2. This option extends away from the village centre (along Ferry Road where many local services are located) which may negatively impact on community cohesion and accessibility. Design of the development will be determined through the development management process.</p> <p>Accessible public open space and leisure facilities will be provided within this option. It would not relate well with the proposed Sustrans cycle route, as opposed to the other options such as SER6, SWH1 and SWH2, and the proposed Greenways are less accessible from this site. There is a playing field to south east along Lower Road, and a golf course to the south along Hullbridge Road, which would be less accessible from this option as opposed to SER6, SWH1, SWH2 and SWH4. There is, however, a playing field and other facilities to the north east at the top of Ferry Road along Pooles Lane, which would still be accessible. There are also yacht clubs along the river and Kendal Park. The existing and proposed facilities would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities.</p> | + | - |

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| SA Objective | Option SWH3 – Commentary | Score |
|---|---|----------|
| | <p>The proposed public open space and leisure facilities to be incorporated into this development would promote informal recreation. Furthermore, this option does not relate as well to the proposed Sustrans cycle route, as opposed to the other options for this general location, and it does not have the potential to connect to any proposed Greenways.</p> | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs. This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), and a local convenience store with another one situated further along Ferry Road and other local shops, which has the potential to ensure sustainable access to key services, although this option extends further away from these service which may impinge on accessibility for some. There are also accessible community facilities and health facilities situated further along Ferry Road, as well as a range of outdoor sports facilities and public open space in proximity to the site. The facilities along Ferry Road may also be accessible through use of the existing bus service. This public transport link also provides access to Rayleigh town centre to the south of the site. A range of youth, leisure and community facilities would be allocated within this development, which would ensure that there is sustainable access to key services. This may include additional health facilities.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>+</p> |
| <p>4. Economy & Employment</p> | <p>Development in a village such as Hullbridge, which has a range of local services, would help to sustain such services. However, being a village it is primarily served by the services in the neighbouring town centre of Rayleigh situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth, leisure and community facilities to meet the needs of the entire community. A range of local services including education, health and outdoor sports are accessible from this site. A range of other local services are located in Rayleigh to the south and are accessible via the existing public transport network, providing access and enhancing consumer choice for those without access to private transport. Some local services, due to the extension of this option away from Ferry Road to the east, may be less accessible as opposed to other options for this general location.</p> <p>This option is not situated within Rayleigh town centre.</p> <p>The provision of youth, leisure and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | <p>+</p> |

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| SA Objective | Option SWH3 – Commentary | Score | |
|--------------------------------|---|-------|---|
| <p>5. Accessibility</p> | <p>There would be good access to local services along Ferry Road and other local facilities within Hullbridge for most of this option, however, as the site extends further to the west these services and facilities may be less accessible for some. As the site is detached from the main roads to the south (Lower Road and Watery Lane), this makes the access onto these routes less viable. The site may only be accessible via the minor roads to the east, which all connect to Ferry Road. Such an arrangement would have a negative impact in terms of traffic and accessibility, particularly at the junction of Ferry Road and Lower Road.</p> <p>This option would therefore potentially require a new road link outside of the site which would further encroach into the Green Belt. In this case, pedestrian links to the existing minor roads to the east would be recommended to prevent a possible negative impact on the villages existing highway network, and to encourage more sustainable transport to the village's services. Thus there are potential opportunities to encourage walking and cycling to local village services from this option. This general location does not have a good relationship with any proposed Greenways, and this site is not well related to the proposed Sustrans route when compared to the alternatives. However, there is potential to improve public transport links in the locality.</p> <p>This option is in proximity to a range of services including schools, a supermarket and other local shops along Ferry Road to the east of the site, however, the extension of this site away from these services and facilities may make them less accessible for some. Other local services situated in Hullbridge and Rayleigh town centre may contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>The location of this option may not reduce the need to travel for some services. However, there is an existing bus route along Ferry Road and Lower Road, to the east and south of the site, respectively, which may provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>The site may only be accessible via the minor roads to the east, which all connect to Ferry Road. Such an arrangement would have a negative impact in terms of traffic and accessibility, particularly at the junction of Ferry Road and Lower Road. This option would therefore potentially require a new road link outside of the site.</p> <p>There are local services located to the east of the site, which may be within walking distance for some of this option, however, the extension of the site away from these local services may make them less accessible for some. This therefore may impact on accessibility for all sections of the community, although there is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located in Hullbridge or those in the centre of Rayleigh to the south.</p> | + | - |

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| SA Objective | Option SWH3 – Commentary | Score | |
|-----------------------------|--|----------|----------|
| | <p>The south west of Hullbridge has links with the neighbouring economic centres of Chelmsford and Basildon. This relationship may therefore not reduce out-commuting.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | | |
| 6. Biodiversity | <p>This option is situated to the south of the River Crouch. The majority of the northern section of this option is within the designated Coastal Protection Belt, however, this is to a greater extent than SER6, SWH1 and SWH2 as it does not encompass the fields to the south along Watery Lane/Lower Road. The Coastal Protection Belt is, however, a landscape designation rather than an indication of ecological value.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance. Although part of this site is situated within the Coastal Protection Belt, this is a landscape quality designation rather than an indication of ecological value. There is, however, a local nature reserve (Kendal Park) further to the north, which could be subject to increased recreational pressure with any development in this location. The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> <p>This site is not situated within any nature conservation designations. There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option is on grade 3 agricultural land. This will prevent the loss (SEA Baseline Information Profile) and includes the provision of public open space. There is potential for new habitat creation in this area, which would facilitate species movement and colonisation.</p> | 0 | - |
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> | - | |

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| SA Objective | Option SWH3 – Commentary | Score | |
|--|---|-------|---|
| <p>8. Landscape & Townscape</p> | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 3 agricultural land. It projects further to the west than the other options for this general location. This option has a good relationship with the existing settlement but would be less able to provide a robust and defensible Green Belt boundary.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site is enclosed by residential development to the east and to the north and agricultural land to the south and west. This option extends further to the west than the other three options for the general location past the junction of Lower Road, Watery Lane and Hullbridge Road, however, it does not extend as far to the south to enable a direct link to either Lower Road, Watery Lane or Hullbridge Road. The arrangement of this option would be less able to provide a defensible Green Belt boundary through leaving the area to the south undeveloped, which may weaken the boundaries in the locality and undermine the openness of the Green Belt on a wider scale, compared to some of the other options for this locality (SER6,SWH1 and SWH2).</p> <p>Although much of the site is situated within the Coastal Protection Belt (SWH1 and SWH2 encroach to a lesser extent, and SWH4 does not encroach at all into this designation) this does not mean that this area is necessarily of ecological value. The purpose of the Coastal Protection Belt is to protect the rural and undeveloped coastline. Whilst this option extends into the Coastal Protection Belt, some of this area may be allocated as public open space to maintain this landscape and designation. However, with this option it would be very challenging to accommodate the dwelling numbers within the portion of the site which is not designated as Coastal Protection Belt.</p> <p>Development in this location would therefore have an impact on the rural, undeveloped coastline, although the area directly north of this option is existing residential development. This option extends further into the Coastal Protection Belt than the alternatives and, as such, is likely to have the greatest impact on this landscape designation.</p> | + | - |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |

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| SA Objective | Option SWH3 – Commentary | Score | |
|--|--|----------|----------|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding, although it is acknowledged that there is an area of flood zone 2 and 3 in proximity to the site, to the west (which is particularly close to the boundary), south west and further to the north.</p> <p>Public open space will be provided and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a greater area than the other three options. Development would therefore be less dense and this option would ensure a less efficient use of land than the other options.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile). Greenfield land is not thought to be contaminated.</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>Although the extension of this site away from the range of local services located in Hullbridge may make them less accessible for some, there is an existing bus route nearby which may provide sustainable access to the centre of Rayleigh to the south, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling, and there is a proposed Sustrans route in close proximity to the site.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option SWH4

| SA Objective | Option SWH4 – Commentary | Score | |
|---------------------------------------|--|-----------|----------|
| <p>1. Balanced Communities</p> | <p>The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required facilities including play space, public open space, youth, leisure and community facilities and leisure facilities allocated for this general location to meet ongoing and future needs. This option identifies two sites; one to the north and one to the south of Lower Road.</p> <p>This option is situated in proximity to existing residential development, although the severance of the sites may have an impact on the regeneration and enhancement of existing communities. Nevertheless this allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. The provision of a range of local facilities such as youth, leisure and community facilities, as well as open space, are proposed for this general location. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), local convenience stores and other local shops, which has the potential enable equal opportunities in terms of access to services and facilities, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ferry Road. However, the services in Hullbridge may be less accessible for those in the community without access to private transport as this option extend further away from the centre to the south of Lower Road. The existing public transport link, however, also provides access to Rayleigh town centre to the south of the site. There are a range of outdoor sports facilities and public open space in proximity to this option. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It may not ensure equal opportunities and that all sections of the community are catered for compared to SER6, SWH1 and SWH2 as it extends further to the south away from many local services.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which may be less accessible on foot than SER6, SWH1 and SWH2. A wider range of services situated in Rayleigh town centre to the south can be accessed using the existing bus service. Essential services may therefore be less accessible to those without access to private transport and may not ensure that the needs of an ageing population are met in this location.</p> | <p>++</p> | <p>-</p> |

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| SA Objective | Option SWH4 – Commentary | Score | |
|---|--|------------------|----------|
| | <p>Potentially there is no impact, however, this will depend on what community facilities are provided within this general location. Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside youth and community facilities, play space and public open space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>The site to the north is enclosed by residential development to the east, Lower Road to the south and agricultural land to the north and west. It has good links with the existing settlement. The site to the south is enclosed by residential development to the east, Lower Road and Hullbridge Road to the north and west respectively and a golf course to the south.</p> <p>The severance of the sites by Lower Road may potentially have an impact on community cohesion, although there is residential development adjacent to both sites. Design of the development will be determined through the development management process.</p> <p>Accessible public open space and leisure facilities will be provided within this option. It would relate well with the proposed Sustrans route, although the proposed Greenways are less accessible from this option. There is also a playing field to east along Lower Road, a golf course in close proximity along Hullbridge Road, and a playing field and other facilities to the north east at the top of Ferry Road along Pooles Lane. There are also yacht clubs along the river and Kendal Park. The existing and proposed facilities may provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities.</p> <p>The proposed public open space and leisure facilities to be incorporated into this development would promote informal recreation. In addition, the playing field and associated facilities along Pooles Lane and Lower Road, the golf course, yacht clubs and Kendal Park are also accessible from this site and would also promote informal recreation and encourage healthy, active lifestyles. This option relates well to the proposed Sustrans route, although it does not have the potential to connect to any proposed Greenways.</p> <p>This site has the potential to connect to the proposed Sustrans route, although the proposed Greenways would be less accessible from this general location.</p> | <p>++</p> | <p>-</p> |

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| SA Objective | Option SWH4 – Commentary | Score |
|------------------------------------|---|-----------------|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>A range of local services would be allocated within this development. This option is in proximity to a range of services including schools (Riverside Infants School and Junior School are situated to the north along Ferry Road), and a local convenience store with another one situated further along Ferry Road and other local shops, would ensure sustainable access to key services. There are also accessible community facilities and health facilities situated further along Ferry Road, as well as a range of outdoor sports facilities and public open space in proximity to the site. Although the facilities along Ferry Road may be less accessible on foot than SWH1 and SWH2, as this option extends further to the south, they may be accessible through use of the existing bus service. This public transport link also provides access to Rayleigh town centre to the south of the site. A range of youth, leisure and community facilities would be allocated within this development, which would ensure that there is sustainable access to key services. This may include additional health facilities.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>+</p> |
| 4. Economy & Employment | <p>Development in a village such as Hullbridge, which has a range of local services, would help to sustain such services. However, being a village it is primarily served by the services in the neighbouring town centre of Rayleigh situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth, leisure and community facilities to meet the needs of the entire community. A range of local services including education, health and outdoor sports are accessible from this site. A range of other local services are located in Rayleigh to the south and are accessible via the existing public transport network, providing access and enhancing consumer choice for those without access to private transport.</p> <p>This option is not situated within Rayleigh town centre.</p> | <p>+</p> |
| 5. Accessibility | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ferry Road to the east and Lower Road to the south of the site, although these may be less accessible for some due to the sites extension away from these routes. There is a proposed Sustrans route which would not have such a good relationship with this option as opposed to the other options for this general location, and none of the proposed Greenways would be accessible from this option.</p> | <p>+</p> |

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| SA Objective | Option SWH4 – Commentary | Score |
|--------------|---|-------|
| | <p>There would be good access to local services along Ferry Road and other local facilities within Hullbridge for most of this option, however, as the site extends further to the west these services and facilities may be less accessible for some. As the site is detached from the main roads to the south (Lower Road and Watery Lane), this makes the access onto these routes less viable. The site may only be accessible via the minor roads to the east, which all connect to Ferry Road. Such an arrangement would have a negative impact in terms of traffic and accessibility, particularly at the junction of Ferry Road and Lower Road. This option would therefore potentially require a new road link outside of the site which would further encroach into the Green Belt. In this case, pedestrian links to the existing minor roads to the east would be recommended to prevent a possible negative impact on the villages existing highway network, and to encourage more sustainable transport to the village's services. Thus there are potential opportunities to encourage walking and cycling to local village services from this option. This general location does not have a good relationship with any proposed Greenways, and this site is not well related to the proposed Sustrans route when compared to the alternatives. However, there is potential to improve public transport links in the locality.</p> <p>This option is in proximity to a range of services including schools, a supermarket and other local shops along Ferry Road to the east of the site, however, the extension of this site away from these services and facilities may make them less accessible for some. Other local services situated in Hullbridge and Rayleigh town centre may contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>There are a range of local services in proximity to this option, although the extension of this site away from these may make them less accessible for some. Other local services are located within Hullbridge which are in proximity to the site and in Rayleigh town centre to the south. Therefore the location of this option may not reduce the need to travel for some services. However, there is an existing bus route along Ferry Road and Lower Road, to the east and south of the site, respectively, which may provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the south west of Hullbridge where there are some local services nearby, and there is an existing public transport route providing access to Rayleigh town centre. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives. As the site is detached from the main roads to the south (Lower Road and Watery Lane), this makes the access onto these routes less viable. The site may only be accessible via the minor roads to the east, which all connect to Ferry Road. Such an arrangement would have a negative impact in terms of traffic and accessibility, particularly at the junction of Ferry Road and Lower Road. This option would therefore potentially require a new road link outside of the site.</p> | |

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| SA Objective | Option SWH4 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>There are local services located to the east of the site, which may be within walking distance for some of this option, however, the extension of the site away from these local services may make them less accessible for some. This therefore may impact on accessibility for all sections of the community, although there is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located in Hullbridge or those in the centre of Rayleigh to the south.</p> <p>The south west of Hullbridge has links with the neighbouring economic centres of Chelmsford and Basildon which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This option is situated to the south of the River Crouch. The majority of the northern section of this option is within the designated Coastal Protection Belt, however, this is to a greater extent than SER6, SWH1 and SWH2 as it does not encompass the fields to the south along Watery Lane/Lower Road. The Coastal Protection Belt is, however, a landscape designation rather than an indication of ecological value.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance. Although part of this site is situated within the Coastal Protection Belt, this is a landscape quality designation rather than an indication of ecological value. There is, however, a local nature reserve (Kendal Park) further to the north, which could be subject to increased recreational pressure with any development in this location. The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> <p>This site is not situated within any nature conservation designations. There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option is on grade 3 agricultural land (SEA Baseline Information Profile) and includes the provision of public open space. There is potential for new habitat creation in this area, which would facilitate species movement and colonisation.</p> | - | |
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> | - | |
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 3 agricultural land. It projects further to the west than the other options for this general location. This option has a good relationship with the existing settlement but would be less able to provide a robust and defensible Green Belt boundary.</p> | + | - |

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| SA Objective | Option SWH4 – Commentary | Score |
|--|--|-----------------|
| | <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. The site is enclosed by residential development to the east and to the north and agricultural land to the south and west. This option extends further to the west than the other three options for the general location past the junction of Lower Road, Watery Lane and Hullbridge Road, however, it does not extend as far to the south to enable a direct link to either Lower Road, Watery Lane or Hullbridge Road. The arrangement of this option would be less able to provide a defensible Green Belt boundary through leaving the area to the south undeveloped, which may weaken the boundaries in the locality and undermine the openness of the Green Belt on a wider scale, compared to some of the other options for this locality (SWH1 and SWH2).</p> <p>Although much of the site is situated within the Coastal Protection Belt (SER6, SWH1 and SWH2 encroach to a lesser extent, and SWH4 does not encroach at all into this designation) this does not mean that this area is necessarily of ecological value. The purpose of the Coastal Protection Belt is to protect the rural and undeveloped coastline. Whilst this option extends into the Coastal Protection Belt, some of this area may be allocated as public open space to maintain this landscape and designation. However, with this option it would be very challenging to accommodate the dwelling numbers within the portion of the site which is not designated as Coastal Protection Belt.</p> <p>Development in this location would therefore have an impact on the rural, undeveloped coastline, although the area directly north of this option is existing residential development.</p> <p>This option extends further into the Coastal Protection Belt than the alternatives and, as such, is likely to have the greatest impact on this landscape designation.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not within an area at risk of flooding.</p> | <p>+</p> |

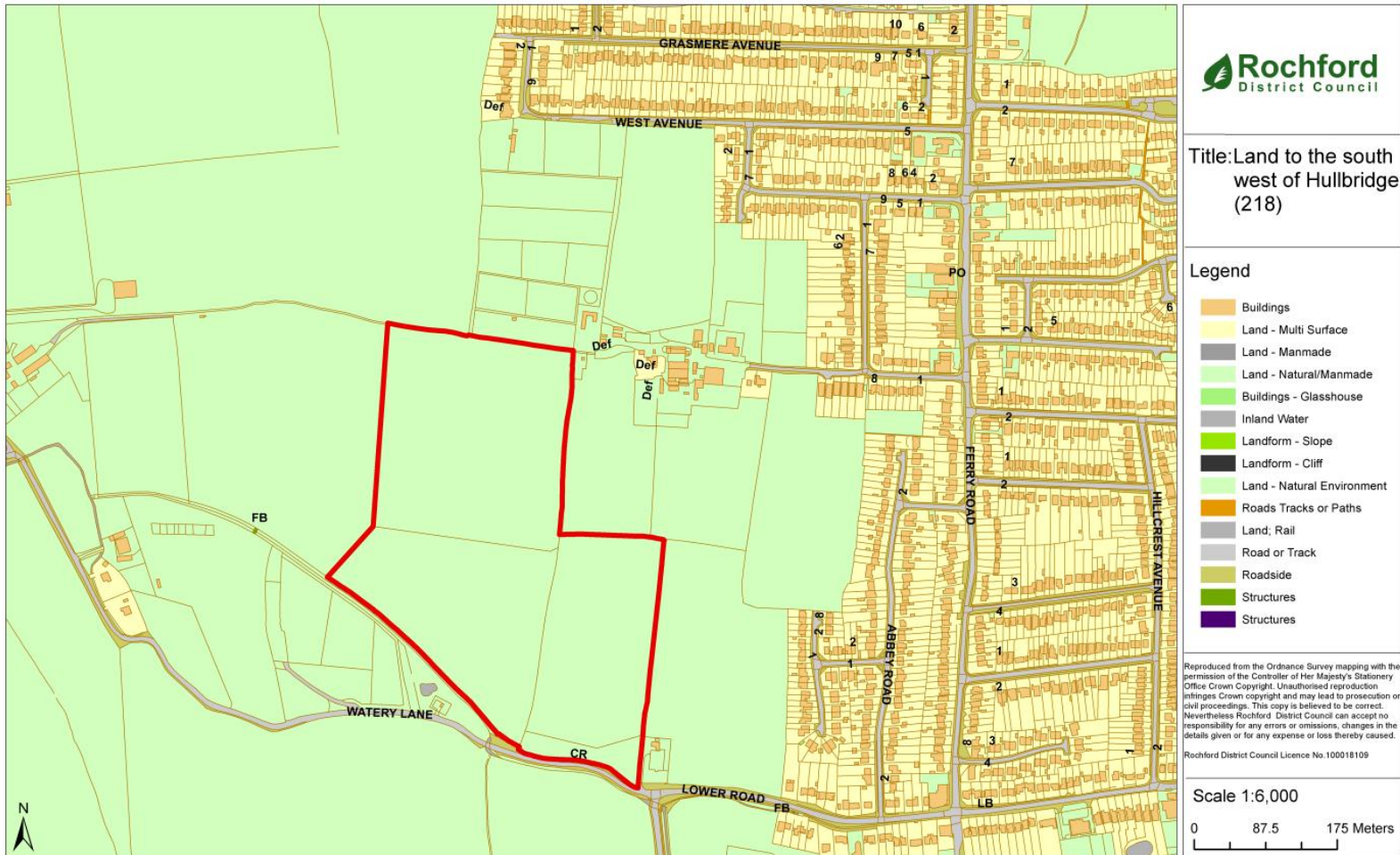
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| SA Objective | Option SWH4 – Commentary | Score |
|--|--|----------|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding, although it is acknowledged that there is an area of flood zone 2 and 3 in proximity to the site, to the west (which is particularly close to the boundary), south west and further to the north.</p> <p>Public open space will be provided and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option has a greater area than the other three options. Development would therefore be less dense and this option would ensure a less efficient use of land than the other options.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile). Greenfield land is not thought to be contaminated.</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | - |
| 12. Air Quality | <p>Although the extension of this site away from the range of local services located in Hullbridge may make them less accessible for some, there is an existing bus route nearby which may provide sustainable access to the centre of Rayleigh to the south, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also opportunities to encourage walking and cycling, and there is a proposed Sustrans route in close proximity to the site.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + |

Option ALT10

Land to the north of Watery Lane, Hullbridge (reference: 218)

Area: 13.4 hectares



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| SA Objective | Option ALT10 – Commentary | Score | |
|--|--|-------|-----|
| 1. Balanced Communities | <p>The scale of this development would ensure the phasing of infrastructure with the capacity to provide the required community facilities and other identified infrastructure requirements to meet ongoing and future needs.</p> <p>The site could provide the range of local community facilities required for this general location, however, unlike the other three options for this general location it is not adjoined to the existing residential development to the east. It is isolated from the main residential area and would therefore not ensure the regeneration and enhancement of existing communities or deliver sustainable communities. This option would, in effect, create a new settlement to the west of Hullbridge, adding to urban sprawl and having a greater impact on the character of the area.</p> <p>Whilst the size of the site would mean that the provision of facilities to help ensure equal opportunities and that all sections of the community are catered for could be viable, this option is isolated from the main settlement and existing services and facilities there; and would not therefore ensure equal opportunities in terms of access to such facilities, particularly for those without use of private cars.</p> | + | - - |
| 2. Healthy & Safe Communities | <p>The site is detached from the main settlement of Hullbridge, making the promotion of community cohesion and access to facilities and services challenging.</p> <p>The entire site is situated further away from town centre amenities and local public transport routes are less accessible from this site as opposed to the other options for this general location.</p> <p>The infrastructure requirements include an area of green space within the development which could improve the biodiversity of the area and provide a community benefit.</p> | + | - - |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> | ++ | |
| 4. Economy & Employment | <p>This option is situated to the west of Hullbridge, detached from the village and the services and facilities there. As such, the potential positive economic impacts for Hullbridge are reduced and development here is less likely to support local business growth in Hullbridge, although there may still be some positive impact.</p> <p>Generally the purpose of the development in Hullbridge is not to increase the aggregate retail capacity of the village because it is primarily served by the larger retail centre of Rayleigh.</p> | + | |

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| SA Objective | Option ALT10 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 5. Accessibility | <p>Whilst this option is located to the south west of Hullbridge, it is less well related to the existing residential area than the other options for this general location (SWH1-5 and SER6). Local services along Ferry Road to the east of the site and other local facilities within Hullbridge would also be less accessible from this site when compared to the alternatives, which would have a negative impact on accessibility particularly for those that rely on public transport. It could also have a negative impact on social inclusion.</p> <p>This option has the potential to connect to Watery Lane and the wider highway network, and it would relate well to the proposed Sustrans route. However, pedestrian links to the village would be more challenging to deliver with this site than other options given its lack of connectivity to Hullbridge. The location of this site may not reduce the need to travel.</p> <p>There is potential to improve public transport links in the locality, and although this option is in proximity to an existing public transport route along Lower Road/Hullbridge Road, when compared to the alternatives it is less well related to this facility.</p> <p>Similarly to the other options, this site would not be well related to any proposed Greenways. However, there may be opportunities to incorporate green infrastructure links into the development.</p> | - | |
| 6. Biodiversity | <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile) to the south of the river Crouch and is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>There is, however, a local nature reserve (Kendal Park) located further to the north of the site, which could be subject to increased recreational pressure with any development in this location (including SWH1-4, and SER6). The inclusion of public open space within this option has the potential to reduce the recreational pressure on existing public open space including Kendal Park.</p> <p>There will be no impact on known sites of geological significance.</p> <p>There is potential for new habitat creation in this area through the inclusion of public open space as part of any development in this location, which would facilitate species movement and colonisation.</p> | + | - |
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 36 (Rochford District Historic Environment Characterisation Project). This zone extends to the north west of Hullbridge to meet the River Crouch. There is potential for extensive surviving deposits, due to relatively little modern disturbance. The open area is sensitive to development. There are no Listed Buildings in proximity to the site.</p> | + | - |
| 8. Landscape & Townscape | <p>This option is situated on grade 3 agricultural land and extends further into the Green Belt than other options for this general location. This will undermine Green Belt defensibility.</p> <p>The site is segregated from the rest of the settlement and does not provide good access to local shops and services in Hullbridge.</p> <p>The site projects heavily into the Green Belt and is likely to lead to future infilling of the agricultural to the east and north east of the site and the main settlement of Hullbridge.</p> | - | |

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| SA Objective | Option ALT10 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site is not located in an area at risk of flooding.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not within an area at risk of flooding, although it is acknowledged that there is an area of flood zone 2 and 3 situated further to the west of this option around Watery Lane. A range of SUDs are available which can be used to manage excess surface water.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area which has a high sensitivity to major urban extensions (>5 hectares) and new settlements.</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | - | |
| 12. Air Quality | <p>This option is not well related to the services and facilities located within Hullbridge when compared to the alternative options for this general location. There is relatively poor pedestrian access to the village's services and facilities from this site.</p> <p>Although it is in proximity to a bus route, providing access to Hullbridge and Rayleigh particularly for those without access to private transport, it would not reduce the need to travel. This option may have a negative impact on air quality.</p> <p>There are no AQMAs in proximity to this site.</p> | - | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

South Canewdon

Policy SER7

| SA Objective | Policy SER7 – Commentary | Score |
|---|---|----------|
| <p>1. Balanced Communities</p> | <p>The addition of new housing to Great Wakering would provide homes for families to ensure that they are not forced to leave the area. It would also promote the redevelopment of Great Wakering. SER7 is a combination of SC2 and SC3. However it extends further into the Green Belt to the west, along Lark Hill Road than SC3. By extending the site in this direction it would enable the infrastructure requirements of the Core Strategy whilst keeping development to the north and not promoting development to the south of Anchor Lane like as is the case in SC1.</p> <p>The majority of SER7 is very well located relative to the rest of Canewdon. This ensures that community cohesion is maintained and segregated developments do not occur.</p> <p>The whole site has good access to public shops and services in Canewdon which can be accessed along Lark Hill Road, Anchor Lane and Sycamore Way.</p> <p>The site can include public open space and play/ recreation space to the north of the site however amenity space could potentially be included within the development.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>Public areas and play spaces should be incorporated into the development to ensure that there are adequate facilities for residents to be able to engage in recreational and outdoor activities.</p> <p>Public open space will be promoted to the north of the site which will have a beneficial impact on the development by ensuring additional space for recreation and outdoor activities.</p> <p>A Health Impact Assessment should be applied to the site prior to development.</p> <p>Trees, hedges and landscaping features should be incorporated into any development on the site along the northern, western and southern boundaries of the site to create a green buffer in perpetuity between new and existing development, whilst promoting integration. The greater size of the site compared to options SC1, SC2, SC3 and SC4 ensures that it will be easier to incorporate greening measures into a development on SER7 whereas the other site options do not cover a large enough area to incorporate sufficient open space and green features.</p> | <p>+</p> |

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| SA Objective | Policy SER7 – Commentary | Score | |
|------------------------------------|--|-------|---|
| 3. Housing | <p>The site is of a sufficient size as to enable the inclusion of mixed development with a range of housing types, tenure and affordability. Other Canewdon sites, particularly SC4, have potentially too little space to accommodate a suitable range of housing types and tenures.</p> <p>Dwellings built to the Lifetime Homes Standard would likely be viable for SER7.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | + | |
| 4. Economy & Employment | <p>This option is situated to the south of Canewdon</p> <p>The residential development in the south of Canewdon has the potential to support local shops and services. Local shopping facilities are limited to two shops in the village. However there is easy access to the District's road network and the shops and services in Rochford and Ashingdon. Access to Ashingdon is largely dependent on private transport however.</p> | + | |
| 5. Accessibility | <p>The access to St Nicholas Church must be retained in any development as it is a Grade II* Listed Building.</p> <p>Pedestrian and cycle improvements will be needed along Lark Hill Road and Anchor Lane so that there is sufficient provision for pedestrian and cycle access and egress.</p> <p>There is potential to expand the existing bus service which runs to Canewdon, which would potentially benefit the whole settlement.</p> <p>The site has no strong connection to any Greenways or Sustrans cycle routes.</p> <p>Because SER7 is located in the general location of South Canewdon, it is likely that traffic would not be directed through the settlement.</p> | + | - |
| 6. Biodiversity | <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this option is in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located to the north and north east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | - |

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| SA Objective | Policy SER7 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 (Rochford District Historic Environment Characterisation Project). This zone is characterised by a gently undulating landform and arable fields north of the Roach and west of Rochford and Ashingdon. The geology is mixed, with London Clay overlain with patches of brickearth, loam and sand and gravels, there has been a small amount of mineral extraction, however it is likely that extensive archaeological deposits survive. The historic settlement pattern was originally dispersed and polyfocal with church/hall complexes, farmsteads and moats. This largely survives, although in the northern part of the zone, roads have become a focus for ribbon development. The zone possesses a strong grid structure, which is ancient and planned, with north to south and east to west roads and tracks many of which dog-leg around existing fields. In many places recent boundary loss has created large prairie fields, although the strong historic grid structure has been maintained. The coherence of dispersed settlement and structure of the historic landscape together with potential buried deposits would suffer if significantly change occurred. This will need to be taken into consideration with any development taken forward. There are two Conservation Areas to the north of this option and numerous Listed Buildings including the Grade II* Church of St. Nicholas. Any potential impact on the setting of these would need to be carefully considered.</p> <p>It is suggested that any development in the area should consider the visual impact on St Nicolas Church and the Conservation Area from the south and the west.</p> <p>There are a number of other listed buildings in Canewdon which are in close proximity to the site. Due consideration must be given to any development in the general location to ensure that there will be no detrimental impact on the character of these sites.</p> | + | - |
| 8. Landscape & Townscape | <p>The general location is south of the River Crouch and the western section of the site is situated in the Coastal Protection Belt, which is a landscape quality designation. The boundary of the Coastal Protection Belt in this area will need to be redrawn.</p> <p>The site is close to the Upper Crouch Special Landscape Area to the north west of the site.</p> <p>The extension to the west of the site will integrate the existing segregated development slightly further along Lark Hill Road. This will also enhance the integrity of the Green Belt boundary and make it more resistant to piecemeal development in the long term.</p> | ++ | - |

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| SA Objective | Policy SER7 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>The other options for South Canewdon also involve some projection into the Green Belt. SC4 for example includes two separate projections into the Green Belt along Lark Hill Road and south of the junction between Anchor Lane and Sycamore Way. SC1 and SC2 project into the Green Belt in a more intrusive manner than SER7, where the projection is in line with the rear boundary of the satellite development on the north side of Lark Hill Road and has the effect of integrating this segregated location into the wider settlement. This also has the effect of creating a more clearly defined Green Belt boundary.</p> <p>The greater size of the site relative to the other options ensures that lower density development is an option. This in turn provides opportunities for landscaping improvements to mitigate the rising elevation north of Anchor Lane/Lark Hill Road. SER7 performs better than the other South Canewdon sites terms of providing a defensible Green Belt boundary.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site is not within an area at risk of flooding. The site is capable of accommodating SUDs.</p> <p>Improvements to the sewerage network will be required.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> | 0 | |
| 11. Land and Soil | <p>This option is situated on Greenfield land.</p> <p>The option is situated on greenfield land. The site is located on Grade 3 agricultural land. As such this will ensure that the highest quality agricultural land is not lost.</p> <p>Greenfield land is not thought to be contaminated.</p> | + | - |

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| SA Objective | Policy SER7 – Commentary | Score | |
|--|--|-------|---|
| 12. Air Quality | <p>The site is well related by bus links to Rochford town centre. The availability of public transport will have a positive impact on air quality.</p> <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>Access to Ashingdon is primarily through private means. This will not help to reduce air pollution.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There are no constraints to sustainable development on the site.</p> <p>The site can accommodate housing which meets the requirement of the lifetime homes standard.</p> | + | |

Option SC1

| SA Objective | Option SC1 – Commentary | Score | |
|--------------------------------|--|-------|--|
| 1. Balanced Communities | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs.</p> <p>This option is situated to the south of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> | + | |

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| SA Objective | Option SC1 – Commentary | Score | |
|---|--|-------|---|
| | <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops would be accessible from this option. A wider range of services situated in Rochford town centre to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location. Services in Ashingdon are only accessible by private transportation.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>The severance between this option and the existing residential development to the north by Anchor Lane could have an impact on community cohesion, however, design of the development will be determined through the development management process.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the north east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |

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| SA Objective | Option SC1 – Commentary | Score | |
|---|---|-------|---|
| <p>4. Economy & Employment</p> | <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon. Access to Ashingdon is largely dependent on private transport however.</p> <p>This option is not situated within Rochford town centre.</p> | + | |
| <p>5. Accessibility</p> | <p>There is an existing service (number 60) which runs to Canewdon. There may be opportunities to increase the availability of public transport in this location. This option does not have good relationship with the proposed Sustrans route or any Greenway.</p> <p>There is good access to existing local services in the village including shops, and a primary school. The site has good links to Lark Hill Road, Anchor Lane and Scotts Hall Road and the wider highway network, and in a manner that would be unlikely to direct traffic through the village itself. There is also potential to improve public transport links in this locality.</p> <p>The centre of Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and an area of public open space in proximity to the site and there is a primary school and a village hall nearby. There is an existing bus route and opportunities to encourage walking and cycling. Although the site is situated away from Rochford town centre there is an existing bus route providing access to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> <p>Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities, and so the location of this site may not reduce the need to travel. There are, however, several outdoor leisure facilities including an area of public open space in proximity to the site, and there are established facilities nearby including a primary school and village hall. There is an existing bus route and opportunities to encourage walking and cycling. Although this option may not reduce the need to travel to local services, the use of sustainable modes of transportation may be encouraged.</p> <p>The option is situated within a village.</p> <p>There is an existing bus route which connects Canewdon to Rochford town centre and Ashingdon to the south west. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within these centres.</p> <p>The south of Canewdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |

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| SA Objective | Option SC1 – Commentary | Score | |
|-----------------------------|---|-------|---|
| 6. Biodiversity | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. The Coastal Protection Belt and the Upper Crouch Special Landscape Area are designated to the north west of the site, although these are landscape quality designations rather than rather than an indication of ecological value.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this option is in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located to the north and north east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | - |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 (Rochford District Historic Environment Characterisation Project). This zone is characterised by a gently undulating landform and arable fields north of the Roach and west of Rochford and Ashingdon. The geology is mixed, with London Clay overlain with patches of brickearth, loam and sand and gravels, there has been a small amount of mineral extraction, however it is likely that extensive archaeological deposits survive. The historic settlement pattern was originally dispersed and polyfocal with church/hall complexes, farmsteads and moats. This largely survives, although in the northern part of the zone, roads have become a focus for ribbon development. The zone possesses a strong grid structure, which is ancient and planned, with north to south and east to west roads and tracks many of which dog-leg around existing fields. In many places recent boundary loss has created large prairie fields, although the strong historic grid structure has been maintained. The coherence of dispersed settlement and structure of the historic landscape together with potential buried deposits would suffer if significantly change occurred. This will need to be taken into consideration with any development taken forward. There are two Conservation Areas to the north of this option and numerous Listed Buildings including the Grade II* Church of St. Nicholas. Any potential impact on the setting of these would need to be carefully considered at the development stage.</p> | + | - |

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| SA Objective | Option SC1 – Commentary | Score | |
|-------------------------------------|--|-----------|----------|
| 8. Landscape & Townscape | <p>Play space will be allocated within this development.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). Although there is an existing dwelling to the east of this site, the location of this option to the south of Anchor Lane would extend the designated residential area of Canewdon further to the south. It would have a greater visual impact on the rural character of the area as opposed to some of the other options.</p> <p>This option is situated on greenfield Green Belt land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>It is important that a defensible boundary can be maintained. Whilst this option does not follow a natural field boundary, it is enclosed by Anchor Lane to the north, Scotts Hall Road to the west and hedgerows to the east, and so would be able to ensure that a defensible Green Belt boundary can be maintained.</p> <p>The Coastal Protection Belt and the Upper Crouch Special Landscape Area are designated to the north west of the site, although these are landscape quality designations rather than rather than an indication of ecological value. Development would not have such an impact on the Coastal Protection Belt designation in this area, as opposed to the other options for this general location which encompass designated areas to varying degrees. In this regard it could potentially have less of an impact on the rural, undeveloped coastline.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | ++ | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |

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| SA Objective | Option SC1 – Commentary | Score | |
|--|--|-------|---|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield Green Belt land.</p> <p>The site is situated on greenfield Green Belt land or Agricultural green belt land.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre, particularly for those without access to private transport. Ashingdon is only accessible by private transport and will not have a positive impact on improving air quality.</p> <p>Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> <p>This will be managed through Concept Statements and the development management process.</p> | + | |

Option SC2

| SA Objective | Option SC2 – Commentary | Score | |
|---------------------------------------|---|-------|---|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs.</p> <p>This option is situated to the south/south west of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes. Development in this location would, however, extend the existing residential development further to the west than at present. It would also create an isolated area of designated residential development which would be segregated from the existing residential area to the east. It is adjacent to existing dwellings to the east (which encompasses Option SC3) and west and so these dwellings may need to be designated as existing residential development to ensure equal opportunities. This could encourage further development in this general location beyond that stipulated in the Core Strategy.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops which would generally be accessible from this option. A wider range of services situated in Rochford town centre to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location. Ashingdon is not as accessible as Rochford however as it is largely only accessible by private transport.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | + | - |

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| SA Objective | Option SC2 – Commentary | Score | |
|---|--|-------|---|
| <p>2. Healthy & Safe Communities</p> | <p>This site is separated from existing residential development to the east via the lane leading to St Nicholas Church. This may have an impact on community cohesion. Design of the development will be determined through the development management process.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> <p>This general location does not relate well to the proposed Sustrans route or any proposed Greenways.</p> | + | |
| <p>3. Housing</p> | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services. The existing public transport link provides access to Rochford town centre to the south west of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>This option is not situated within Rochford town centre.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | - |

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| SA Objective | Option SC2 – Commentary | Score | |
|------------------------------------|---|-------|---|
| 4. Economy & Employment | <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon. Access to Ashingdon is largely dependent on private transport however.</p> <p>This option is not situated within Rochford town centre.</p> | + | |
| 5. Accessibility | <p>There is an existing service (number 60) which runs to Canewdon. There may be opportunities to increase the availability of public transport in this location. This option does not have good relationship with the proposed Sustrans route or any Greenway.</p> <p>There is good access to existing local services in the village including shops and a primary school, although these may be less accessible for some. The site has good links to Lark Hill Road, Anchor Lane and Scotts Hall Road and the wider highway network, and in a manner that would be unlikely to direct traffic through the village itself. There is also potential to improve public transport links in this locality.</p> <p>Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities, and so the location of this site may not reduce the need to travel. There are, however, several outdoor leisure facilities including an area of public open space in proximity to the site, and there are established facilities nearby including a primary school and village hall. There is an existing bus route and opportunities to encourage walking and cycling. Although this option may not reduce the need to travel to local services, the use of sustainable modes of transportation may be encouraged.</p> <p>The option is situated within a village.</p> <p>The south of Canewdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | + | - |
| 6. Biodiversity | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. This option is situated within the Coastal Protection Belt and is in close proximity to the Upper Crouch Special Landscape Area designated to the north west of the site, although these are landscape quality designations rather than an indication of ecological value.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> | - | |

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| SA Objective | Option SC2 – Commentary | Score | |
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| | <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this option is in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located further to the north east and east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 (Rochford District Historic Environment Characterisation Project). This zone is characterised by a gently undulating landform and arable fields north of the Roach and west of Rochford and Ashingdon. The geology is mixed, with London Clay overlain with patches of brickearth, loam and sand and gravels, there has been a small amount of mineral extraction, however it is likely that extensive archaeological deposits survive. The historic settlement pattern was originally dispersed and polyfocal with church/hall complexes, farmsteads and moats. This largely survives, although in the northern part of the zone, roads have become a focus for ribbon development. The zone possesses a strong grid structure, which is ancient and planned, with north to south and east to west roads and tracks many of which dog-leg around existing fields. In many places recent boundary loss has created large prairie fields, although the strong historic grid structure has been maintained. The coherence of dispersed settlement and structure of the historic landscape together with potential buried deposits would suffer if significantly change occurred. This will need to be taken into consideration with any development taken forward. There are two Conservation Areas to the north east of this option - Canewdon Church Conservation Area is adjacent to the north east corner of the site. There are also numerous Listed Buildings including the Grade II* Church of St. Nicholas in proximity to the site. Any potential impact on the setting of these would need to be carefully considered.</p> | + | - |
| 8. Landscape & Townscape | <p>Play space will be allocated within this development.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The location of this option to the west of the road leading north towards St Nicholas Church would extend Canewdon further to the west. It may have a greater visual impact on the rural character of the area as opposed to some of the other options.</p> <p>This option is situated on greenfield land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> | + | - |

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| SA Objective | Option SC2 – Commentary | Score |
|-------------------------------------|---|-------|
| | <p>Nevertheless it is important that a defensible boundary can be maintained. This option does not follow a natural field boundary, but it is largely enclosed on three sides by Lark Hill Road to the south, the road leading north to the church to the east and a dwelling to the west. This option would be less able to ensure that a defensible Green Belt boundary can be maintained as opposed to SC1.</p> <p>This option is situated within the Coastal Protection Belt and is in close proximity to the Upper Crouch Special Landscape Area designated to the north west of the site, although these are landscape quality designations rather than an indication of ecological value.</p> <p>Development would, however, have an impact on the Coastal Protection Belt designation in this area and thus have an impact on the rural, undeveloped coastline.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile). Greenfield land is not thought to be contaminated.</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | - |

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| SA Objective | Option SC2 – Commentary | Score | |
|--|--|-------|---|
| 12. Air Quality | <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre, particularly for those without access to private transport. Access to Ashingdon is primarily by private transportation and will not have a positive impact on air quality.</p> <p>Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option SC3

| SA Objective | Option SC3 – Commentary | Score | |
|--------------------------------|--|-------|--|
| 1. Balanced Communities | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs. This option identifies two sites; one to the east and one to the west of the road leading north to St Nicholas Church.</p> <p>This option is situated to the south/south west of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. Although this option encompasses two existing dwellings and any development would displace these which may have a negative impact on the existing community, it would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes. Development in this location would, as opposed to SC1, SC2 and SC4, be to the north of Anchor Lane primarily adjacent to existing residential development. The main site is enclosed by Anchor Lane to the south and the road leading to St Nicholas Church to the west, residential development to the east and greenfield land to the north. The other smaller site is situated to the west of the main site and is severed from the existing settlement by the road running north to St Nicholas Church, which could have an impact on community cohesion.</p> | + | |

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| SA Objective | Option SC3 – Commentary | Score |
|---|--|-----------------|
| | <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops which would generally be accessible from this option. A wider range of services situated in Rochford town centre to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | |
| <p>2. Healthy & Safe Communities</p> | <p>This main site is adjacent to existing residential development to the east and is separated from the smaller site by the lane leading to St Nicholas Church. This may have an impact on community cohesion. Design of the development will be determined through the development management process.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> <p>This general location does not relate well to the proposed Sustrans route or any proposed Greenways.</p> | <p>+</p> |
| <p>3. Housing</p> | <p>Mixed communities may be ensured through the provision of a range and affordability of housing, although this may be constrained by the size of the site.</p> <p>This option may be able to provide an appropriate range of housing types and tenure to meet local needs, although this may be constrained by the size of the site.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services. The existing public transport link provides access to Rochford town centre to the south west of the site. Ashingdon is accessible by private transport.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | <p>+</p> |

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| SA Objective | Option SC3 – Commentary | Score | |
|---|--|-------|---|
| <p>4. Economy & Employment</p> | <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon. Access to Ashingdon is largely dependent on private transport however.</p> <p>This option is not situated within Rochford town centre.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| <p>5. Accessibility</p> | <p>There is an existing service (number 60) which runs to Canewdon. There may be opportunities to increase the availability of public transport in this location. This option does not have good relationship with the proposed Sustrans route or any Greenway.</p> <p>There is good access to existing local services in the village including shops and a primary school, although these may be less accessible for some.</p> <p>This option has good links to Lark Hill Road, Anchor Lane and Scotts Hall Road and the wider highway network, and in a manner that would be unlikely to direct traffic through the village itself. There is also potential to improve public transport links in this locality.</p> <p>The centre of Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and an area of public open space in proximity to the site and there is a primary school and a village hall nearby. There is an existing bus route and opportunities to encourage walking and cycling. Although the site is situated away from Rochford town centre there is an existing bus route providing access to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> | + | - |

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| SA Objective | Option SC3 – Commentary | Score |
|-------------------------------|---|----------|
| | <p>Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities, and so the location of this site may not reduce the need to travel. There are, however, several outdoor leisure facilities including an area of public open space in proximity to the site, and there are established facilities nearby including a primary school and village hall. There is an existing bus route and opportunities to encourage walking and cycling. Although this option may not reduce the need to travel to local services, the use of sustainable modes of transportation may be encouraged.</p> <p>The option is situated within a village.</p> <p>There is an existing bus route which connects Canewdon to Rochford town centre. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within these centres.</p> <p>The south of Canewdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | |
| <p>6. Biodiversity</p> | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. The main site for this option bounds the Coastal Protection Belt to the west, and the smaller site is situated within the Coastal Protection Belt. This option is in close proximity to the Upper Crouch Special Landscape Area designated to the north west. These are, however, landscape quality designations rather than an indication of ecological value.</p> <p>Whilst this option is designated grade 3 agricultural land (SEA Baseline Information Profile), the main site encompasses dwellings, and garden areas which are designated greenfield land according to the NPPF. This option is therefore likely to be more biodiverse than the other three options for this general location.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this option is also in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located further to the north east and east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land with some previously developed land.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | <p>-</p> |

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| SA Objective | Option SC3 – Commentary | Score |
|-------------------------------------|---|-------|
| 7. Cultural Heritage | <p>Canewdon is an example of a late Saxon/early medieval settlement with a primary focus on the church/hall complex surrounded by a wider dispersed pattern based on the manorial halls of Canewdon, Pudsey, Apton, Scotts and Lambourne, a settlement pattern which was developed to exploit the economic potential of upland marsh land and creek (Rochford District Historic Environment Characterisation Project). The village has expanded in the modern period to the north and south. There has been no archaeological excavation within the village of Canewdon. The Historic Environment Characterisation Project states that it is reasonable to suppose on the basis of comparison with other settlements of a similar nature that below ground archaeology survives within the historic settlement. The area surrounding Canewdon is characterised by a line of Iron Age or Roman Red Hills to the north of the present settlement marking the edge of the coastal marsh at that date. There is a high potential of surviving archaeological deposits. Any archaeological deposits, assets associated with the historic settlement pattern, marshland and coastal exploitation are particularly sensitive. This will need to be taken into consideration with any development taken forward. Canewdon Church Conservation Area bounds the main site to the north.</p> <p>There is also another Conservation Area along the High Street and there are numerous Listed Buildings including the Grade II* Church of St. Nicholas in proximity to this option. Any potential impact on the setting of these would need to be carefully considered.</p> <p>Consideration would need to be given to the design of any development in this location given its proximity to the Canewdon Church Conservation Area which also encompasses a Grade II* Listed Building (particularly if the option is extended northwards).</p> | - |
| 8. Landscape & Townscape | <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The location of this option to the south of Canewdon Church Conservation Area would not extend Canewdon further to the west as opposed to SC2. It may have a less of a visual impact on the rural character of the area as opposed to some of the other options.</p> <p>This option is situated on greenfield land with some previously developed land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements. The enclosed nature of the main site would ensure that a defensible Green Belt boundary could be maintained, but the exposure of the smaller site which does not follow any natural boundary would provide a much less defensible Green Belt boundary. However, if this option were taken forward the boundary should be amended to exclude the small site to the west of the road leading to St Nicholas Church and if possible extended northwards towards St Nicholas Church to ensure that a defensible Green Belt boundary could be maintained.</p> | + |
| | <p>The main site for this option bounds the Coastal Protection Belt to the west, and the smaller site is situated within the Coastal Protection Belt. This option is in close proximity to the Upper Crouch Special Landscape Area designated to the north west. These are, however, landscape quality designations rather than an indication of ecological value. As such, with this option, there may be some impact on the rural, undeveloped coastline.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | |

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| SA Objective | Option SC3 – Commentary | Score | |
|--|---|----------|----------|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land with some previously developed land.</p> <p>This option is smaller than SC1 and SC4. Development would therefore be denser and this option would ensure a more efficient use of land.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. Ashingdon is accessible via private transport. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option SC4

| SA Objective | Option SC4 – Commentary | Score | |
|---------------------------------------|---|-------|---|
| <p>1. Balanced Communities</p> | <p>This option identifies three small detached sites, which may have an impact on the potential of any development to ensure the phasing of infrastructure. This option, however, would have the capacity to provide the required play space facility to meet ongoing and future needs. Two of the sites are to the east and west of the road leading north to St Nicholas Church and one is to the south of Anchor lane opposite the junction with Sycamore Way.</p> <p>This option is situated to the south / south west of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes. Any development within this option would, however, be segregated, rather than proposing development in one location on the edge of the village, which would have a negative impact on community cohesion and thus the regeneration and enhancement of existing community within Canewdon. The site to the west of the road leading north to St Nicholas Church is not directly adjacent to existing residential development and the site to the south of Anchor Lane is adjacent to an existing dwelling rather than existing residential development within the village designated to the north of Anchor Lane. This would have a negative impact on the sustainability of any development through encouraging piecemeal development on the edge of the village and presenting a much less defensible Green Belt boundary as opposed to SER7, SC1 and SC2. Further to this, whilst the site to the east of the road leading to St Nicholas Church is in close proximity to existing residential development to the east, its doe not promote cohesion with the existing community through displacing an existing dwelling. It is recommended that the dwelling adjacent to this site should also be designated existing residential development with any development in this option to ensure that there are equal opportunities. Any development would therefore have a negative impact on the existing community.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops which would generally be accessible from this option. A wider range of services situated in Rochford town centre to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location. Ashingdon is only accessible via private transport.</p> | + | - |

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| SA Objective | Option SC4 – Commentary | Score | |
|---|---|-------|---|
| | <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>Although the design of the development will be determined through the development management process, the severance of the sites in this option would have a detrimental impact on community cohesion and accessibility to local services in the village.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments further to the east, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of this option to the allotments and the golf course may also encourage informal recreation.</p> <p>This general location does not relate well to the proposed Sustrans route or any proposed Greenways.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Design of the development will be determined through the development management process.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services.</p> <p>The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives. The existing public transport link provides access to Rochford town centre to the south west of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |
| <p>4. Economy & Employment</p> | <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon. Access to Ashingdon is largely dependent on private transport however.</p> | + | |

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| SA Objective | Option SC4 – Commentary | Score | |
|--------------------------------|---|-------|---|
| | <p>This option is not situated within Rochford town centre.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | | |
| <p>5. Accessibility</p> | <p>There is an existing service (number 60) which runs to Canewdon. There may be opportunities to increase the availability of public transport in this location. This option does not have good relationship with the proposed Sustrans route or any Greenway.</p> <p>There is good access to existing local services in the village including shops and a primary school, although these may be less accessible for some. This option has good links to Lark Hill Road, Anchor Lane and Scotts Hall Road and the wider highway network, and in a manner that would be unlikely to direct traffic through the village itself. There is also potential to improve public transport links in this locality.</p> <p>The centre of Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities. There are, however, several leisure facilities and an area of public open space in proximity to the site and there is a primary school and a village hall nearby. There is an existing bus route and opportunities to encourage walking and cycling. Although the site is situated away from Rochford town centre there is an existing bus route providing access to these local services, which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion.</p> <p>Rochford is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities, and so the location of this site may not reduce the need to travel. There are, however, several outdoor leisure facilities including an area of public open space in proximity to the site, and there are established facilities nearby including a primary school and village hall. There is an existing bus route and opportunities to encourage walking and cycling. Although this option may not reduce the need to travel to local services, the use of sustainable modes of transportation may be encouraged.</p> <p>The option is situated within a village.</p> <p>There is an existing bus route which connects Canewdon to Rochford town centre to the south west. This would enable access for all sections of the community, particularly those without private transport, to the services and facilities located within these centres.</p> <p>The south of Canewdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option SC4 – Commentary | Score | |
|------------------------------------|--|-------|---|
| <p>6. Biodiversity</p> | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. The site to the west of the road leading north to St Nicholas Church for this option is situated within the Coastal Protection Belt, and the site to the east of this bounds this designated area. This option is in close proximity to the Upper Crouch Special Landscape Area designated to the north west. These are, however, landscape quality designations rather than an indication of ecological value.</p> <p>Whilst this option is designated grade 3 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance, however, the site to the east of the road leading north to St Nicholas Church encompasses a dwelling, and garden area which is designated greenfield land according to the NPPF. This site is therefore likely to be more biodiverse than the other two sites in this option.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this option is in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located further to the north east and east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land with some previously developed land.</p> <p>There may be less potential to include green infrastructure links, which would facilitate species movement and colonisation. There is less potential for new habitat creation in this area as opposed to the other options for this general location.</p> | - | |
| <p>7. Cultural Heritage</p> | <p>Canewdon is an example of a late Saxon/early medieval settlement with a primary focus on the church/hall complex surrounded by a wider dispersed pattern based on the manorial halls of Canewdon, Pudsey, Apton, Scotts and Lambourne, a settlement pattern which was developed to exploit the economic potential of upland marsh land and creek (Rochford District Historic Environment Characterisation Project). The village has expanded in the modern period to the north and south. There has been no archaeological excavation within</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option SC4 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>the village of Canewdon. The Historic Environment Characterisation Project states that it is reasonable to suppose on the basis of comparison with other settlements of a similar nature that below ground archaeology survives within the historic settlement. The area surrounding Canewdon is characterised by a line of Iron Age or Roman Red Hills to the north of the present settlement marking the edge of the coastal marsh at that date. There is a high potential of surviving archaeological deposits. Any archaeological deposits, assets associated with the historic settlement pattern, marshland and coastal exploitation are particularly sensitive. This will need to be taken into consideration with any development taken forward. Canewdon Church Conservation Area is in close proximity to two of the sites to the north of Anchor Lane and Lark Hill Road. There is also another Conservation Area along the High Street and there are numerous Listed Buildings including the Grade II* Church of St. Nicholas in proximity to this option. Any potential impact on the setting of these would need to be carefully considered.</p> | | |
| 8. Landscape & Townscape | <p>Play space will be allocated within this development.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile). The severance of the sites within this option to the south of Canewdon would have a negative impact on the urban fringe through providing a less defensible Green Belt boundary.</p> <p>Potential piecemeal development would have more of a visual impact on the rural character of the area as opposed to some of the other options.</p> <p>This option is situated on greenfield land with some previously developed land.</p> | + | - |
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements. It is important that a defensible boundary can be maintained. The severance of these sites would not ensure that a defensible Green Belt boundary could be maintained in the locality.</p> <p>The site to the west of the road leading north to St Nicholas Church for this option is situated within the Coastal Protection Belt, and the site to the east of this bounds this designated area. This option is in close proximity to the Upper Crouch Special Landscape Area designated to the north west. These are, however, landscape quality designations rather than an indication of ecological value. Nevertheless the proximity of these sites to the Coastal Protection Belt may have an impact on the rural, undeveloped coastline.</p> <p>Design principles to enhance townscape character will be managed through the development management process.</p> | | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option SC4 – Commentary | Score | |
|--|---|----------|----------|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | + | |
| 10. Water | <p>Whilst this option has the capacity to include Sustainable Drainage Systems (SUDs) the severance of the sites may make the incorporation of SUDs to help mitigate any impact unviable. Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land with some previously developed land.</p> <p>The impact on soil quality is unknown. This option is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling. Access to Ashingdon is by private transport and will not have a positive impact on air quality.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option ALT5

| SA Objective | Option ALT5 – Commentary | Score |
|---|--|----------|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs.</p> <p>This option is situated to the south of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops would be accessible from this option. A wider range of services situated in Rochford town centre and Ashingdon to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The severance between this option and the existing residential development to the north by Anchor Lane could have an impact on community cohesion.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the north east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> | <p>+</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT5 – Commentary | Score | |
|------------------------------------|--|-------|----|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Design of the development will be determined through the development management process.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives. The existing public transport link provides access to Rochford town centre and Ashingdon to the south west of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010).</p> | + | |
| 4. Economy & Employment | <p>The residential development in the south of Canewdon has the potential to support local shops and services. Local shopping facilities are limited to two shops in the village. However there is easy access to the District's road network and the shops and services in Rochford and Ashingdon.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| 5. Accessibility | <p>The site has good links to Anchor Lane and the wider highway network, although the impact of providing access near to the junction of Anchor Lane and Gardeners Lane where this site is situated would need to be carefully considered with any development coming forward on this site.</p> <p>There is good access to existing local services in the village including shops, pubs, a doctor's surgery and a primary school. There are several leisure facilities and an area of public open space in proximity to the site.</p> <p>Although the site is situated away from the services and facilities located in Rochford town centre, there is an existing bus route providing access to these local services which would ensure access for those without private transport and may therefore positively contribute to reducing social exclusion. There may be opportunities to increase the availability of public transport in this location. However, this site does not have good relationship with the proposed Sustrans route or any Greenway.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | + | -- |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT5 – Commentary | Score | |
|------------------------------------|--|-------|---|
| <p>6. Biodiversity</p> | <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, this site is in proximity to two local wildlife sites R30. Butts Hill Pond located to the north of the village and R31. The Finches situated further to the east along Gardeners Lane. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>This site is situated to the south of the River Crouch. The Coastal Protection Belt and the Upper Crouch Special Landscape Area are designated to the north west of the site, although these are landscape quality designations rather than an indication of ecological value.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile). The site</p> <p>There will be no impact on known sites of geological significance.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | ? | |
| <p>7. Cultural Heritage</p> | <p>This site is situated within Historic Environment Character Zone 12 (Rochford District Historic Environment Characterisation Project). Canewdon is an example of a late Saxon/early medieval settlement with a primary focus on the church/hall complex surrounded by a wider dispersed pattern based on the manorial halls of Canewdon, Pudsey, Apton, Scotts and Lambourne, a settlement pattern which was developed to exploit the economic potential of upland marsh land and creek. The village has expanded in the modern period to the north and south. There has been no archaeological excavation within the village of Canewdon. The Historic Environment Characterisation Project states that it is reasonable to suppose on the basis of comparison with other settlements of a similar nature that below ground archaeology survives within the historic settlement. The area surrounding Canewdon is characterised by a line of Iron Age or Roman Red Hills to the north of the present settlement marking the edge of the coastal marsh at that date. There is a high potential of surviving archaeological deposits. Any archaeological deposits, assets associated with the historic settlement pattern, marshland and coastal exploitation are particularly sensitive. This will need to be taken into consideration with any development taken forward on this site. Canewdon High Street Conservation Area is in proximity to this site to the north. There is also another Conservation Area to the east of the High Street (Canewdon Church Conservation Area) and there are numerous Listed Buildings including the Grade II* Church of St. Nicholas to the north west of this site. Any potential impact on the setting of these would need to be carefully considered.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT5 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>Play space would be allocated within any development coming forward on this site.</p> <p>This site is situated on grade 3 agricultural land (SEA Baseline Information Profile). Although there is an existing dwelling to the west of this site, its location to the south of Anchor Lane would extend the designated residential area of Canewdon further to the south.</p> <p>This site is on greenfield land.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements.</p> <p>The identified site area is not greater than 3ha. Nevertheless it is important that a defensible boundary can be maintained. The site is enclosed by Anchor Lane to the north, and a dwelling to the west. Whilst there is a natural field boundary to the east, there is no current boundary to the south. This site may not be able to ensure that a defensible Green Belt boundary can be maintained in the locality.</p> <p>The Coastal Protection Belt and the Upper Crouch Special Landscape Area, which are landscape quality designations, are located to the north west of the site. However, any development on this site would not have an intrinsic impact on the Coastal Protection Belt or Special Landscape Area designations in this area.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>It is likely that there is capacity at the existing Waste Water Treatment Works to accommodate potential development on this site. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> | + | - |

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| SA Objective | Option ALT5 – Commentary | Score | |
|--|---|-------|---|
| | <p>The site is not within an area at risk of flooding.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | | |
| 11. Land and Soil | <p>This site is situated on greenfield land.</p> <p>This site is not situated within a town centre.</p> <p>This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>This site is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>The village provides some local services, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre and Ashingdon, particularly for those without access to private transport. Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction would be viable and could also be incorporated into any development coming forward on this site.</p> | + | |

Option ALT11

Land at Rosemount, Anchor Lane, Canewdon (reference: 140)

Area: 1.5 hectares



Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT11 – Commentary | Score |
|---|--|----------|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs.</p> <p>This option is situated to the south of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops would be accessible from this option. A wider range of services situated in Rochford town centre and Ashingdon to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The severance between this option and the existing residential development to the north by Anchor Lane could have an impact on community cohesion.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the north east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> | <p>+</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT11 – Commentary | Score | |
|------------------------------------|---|-------|---|
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Design of the development will be determined through the development management process.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives. The existing public transport link provides access to Rochford town centre and Ashingdon to the south west of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010)</p> | + | |
| 4. Economy & Employment | <p>This option is situated to the south of Canewdon. Residential development in this location has the potential to support local shops and services. Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon which are accessible via the existing bus route and would meet the needs of the entire community.</p> <p>This option is not situated within Rochford town centre.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| 5. Accessibility | <p>This option has good access to existing local services in the village. It can connect to Anchor Lane and the wider highway network, and in a manner that would be unlikely to direct traffic through the village itself. There are also opportunities to encourage walking and cycling.</p> <p>Rochford town centre is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities. Whilst this option may not reduce the need to travel for some, as with the alternative options (SC1-4, ALT5-6, ALT12 and SER7), there are several leisure facilities, an area of public open space, a primary school and a village hall in proximity to the site.</p> <p>There is an existing bus route which is accessible from this option along Anchor Lane, which could provide sustainable access to the services and facilities in Rochford for those without access to private transport. Although there is an existing route, there may be opportunities to increase the availability of public transport in this location. This could have a positive impact on social inclusion.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT11 – Commentary | Score | |
|--|--|-------|---|
| | <p>This option, as with the alternative options for this general location, does not have good relationship with the proposed Sustrans route or any Greenway. However, there may be opportunities to incorporate green infrastructure links into the development.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. The Coastal Protection Belt and the Upper Crouch Special Landscape Area are designated to the north west of the site, although these are landscape quality designations rather than an indication of ecological value.</p> <p>This option is situated on grade 3 agricultural land (SEA Baseline Information Profile), and is not located in immediate proximity to any areas designated for their ecological importance. However, it is in proximity to two local wildlife sites (R30. Butts Hill Pond and R31. The Finches) located to the north and north east of the site respectively.</p> <p>There will be no impact on known sites of geological significance.</p> <p>There is potential to include green infrastructure links, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | + | - |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 (Rochford District Historic Environment Characterisation Project). This zone is characterised by a gently undulating landform and arable fields north of the Roach and west of Rochford and Ashingdon. The geology is mixed, with London Clay overlain with patches of brickearth, loam and sand and gravels, there has been a small amount of mineral extraction, however it is likely that extensive archaeological deposits survive. The historic settlement pattern was originally dispersed and polyfocal with church/hall complexes, farmsteads and moats. This largely survives, although in the northern part of the zone, roads have become a focus for ribbon development. The zone possesses a strong grid structure, which is ancient and planned, with north to south and east to west roads and tracks many of which dog-leg around existing fields. In many places recent boundary loss has created large prairie fields, although the strong historic grid structure has been maintained. The coherence of dispersed settlement and structure of the historic landscape together with potential buried deposits would suffer if significantly change occurred. This will need to be taken into consideration with any development taken forward. There are two Conservation Areas to the north of this option and numerous Listed Buildings including the Grade II* Church of St. Nicholas. Any potential impact on the setting of these would need to be carefully considered.</p> | - | |
| <p>8. Landscape & Townscape</p> | <p>The site is situated to the south of the existing residential area of Canewdon. It is bounded by a road to the north, and hedgerows to the east, west and south. This provides a degree of enclosure for the site, but it nevertheless projects into the open Green Belt.</p> <p>The site itself is predominantly grassland and does not impact agricultural land directly however the site extends the residential area of Canewdon into the Green Belt/ open countryside.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT11 – Commentary | Score | |
|--|--|-------|---|
| | <p>There are trees and hedgerows along the northern, eastern, southern and western boundaries which enclose the site. These ensure that generally there are no open views across the site. The trees and hedgerows along the northern, eastern and western boundaries screen the site from the eastern and western approach along Anchor Lane. The vegetation is less dense in places along the northern boundary of the site and is enclosed by transparent metal fencing.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs), however, it is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>The site is predominantly greenfield land, and as such this site would not encroach onto agricultural land.</p> <p>Greenfield land is not thought to be contaminated and although the site is situated on grade 3 agricultural land, it is not used as such.</p> | - | |
| 12. Air Quality | <p>The village provides some local services and facilities, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre and Ashingdon, particularly for those without access to private transport.</p> <p>Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |
| 13. Sustainable Design and Construction | <p>There are no specific constraints to sustainable design and construction being incorporated into the site.</p> <p>Dwellings which meet the requirements set out in the Code for Sustainable Homes can be incorporated into the site.</p> <p>10% of the energy usage of the site should be provided by on site renewable and low carbon energy sources.</p> | + | |

Option ALT12

Land to the west of Ash Green, Canewdon (reference: WAG1)

Area: 0.4 hectares



Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT12 – Commentary | Score |
|---|--|-----------------|
| <p>1. Balanced Communities</p> | <p>This development would ensure the phasing of infrastructure and the site has the capacity to provide the required play space facility to meet ongoing and future needs.</p> <p>This option is situated to the south of existing residential development to the south of Canewdon. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school. There are opportunities to enhance the provision of sustainable transport modes.</p> <p>This option would provide a range of housing types and tenure, and affordable housing to meet the needs of the local community. In this respect it would ensure equal opportunities and that all sections of the communities housing needs are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to two local shops would be accessible from this option. A wider range of services situated in Rochford town centre and Ashingdon to the south west can be accessed using the existing bus service. Essential services may therefore be accessible to those without access to private transport and may ensure that the needs of an ageing population are met in this location.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | <p>+</p> |
| <p>2. Healthy & Safe Communities</p> | <p>This site is adjacent to existing residential development to the east, allowing integration of the site into the existing community.</p> <p>There is accessible public open space to the north of Canewdon, which includes youth facilities, play space and a playing field. There are allotments to the east of the site, and a golf course to the south of this option. These have the potential to improve health and reduce health inequalities.</p> <p>The accessible public open space to the north of Canewdon would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of the site to the allotments and the golf course may also encourage informal recreation.</p> <p>This general location does not relate well to the proposed Sustrans route or any proposed Greenways.</p> | <p>+</p> |

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| SA Objective | Option ALT12 – Commentary | Score | |
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| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Design of the development will be determined through the development management process.</p> <p>All of the options for Canewdon are situated to the south west of local services situated in the centre of the village such as the primary school and village shops, which may ensure sustainable access to key services. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives. The existing public transport link provides access to Rochford town centre and Ashingdon to the south west of the site.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010)</p> | + | |
| 4. Economy & Employment | <p>This option is situated to the south of Canewdon.</p> <p>Residential development in this location has the potential to support local shops and services.</p> <p>Play space is allocated for this general location in addition to residential development, which would meet the needs of the local community. There are two local shops in the village and a range of outdoor leisure facilities nearby. There are a range of other local services in Rochford and Ashingdon which are accessible via the existing bus route and would meet the needs of the entire community.</p> <p>This option is not situated within Rochford town centre.</p> <p>This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | + | |
| 5. Accessibility | <p>This option has good access to existing local services in the village, and there are opportunities to encourage walking and cycling.</p> <p>The location of this site is unlikely to direct traffic through the village itself. It is located adjacent to the road leading northwards to St Nicholas Church, however, unlike other options for this general location (SC1-4, ALT5-6, ALT11 and SER7) it cannot connect directly to Anchor Lane or Lark Hill Road and the wider highway network.</p> <p>Rochford town centre is situated to the south west of this option, providing a range of local services including jobs, shopping and health facilities. Whilst this option may not reduce the need to travel for some, as with the alternative options, there are several leisure facilities, an area of public open space, a primary school and a village hall in proximity to the site.</p> | + | - |

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| SA Objective | Option ALT12 – Commentary | Score | |
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| | <p>There is an existing bus route which is accessible from this option along Anchor Lane, which could provide sustainable access to the services and facilities in Rochford for those without access to private transport. Although there is an existing route, there may be opportunities to increase the availability of public transport in this location. This could have a positive impact on social inclusion.</p> <p>This option, as with the alternative options for this general location, does not have good relationship with the proposed Sustrans route or any Greenway. However, there may be opportunities to incorporate green infrastructure links into the development.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Canewdon is situated to the south of the River Crouch. Although this option bounds the Coastal Protection Belt along its western boundary, this is a landscape quality designation rather than an indication of ecological value.</p> <p>The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>Whilst this option is designated grade 3 agricultural land (SEA Baseline Information Profile), it not in agricultural use and is therefore likely to be greater ecological value than some of the other options for this general location (particularly SC1, SC2, ALT5-6).</p> <p>There will be no impact on known sites of geological significance.</p> <p>There may be potential to include green infrastructure links into any development, which may facilitate species movement and colonisation, and facilitate habitat creation.</p> | +/- | |
| 7. Cultural Heritage | <p>This site is entirely within the Canewdon Church Conservation Area. This area contains three Listed Buildings, including the Grade II* Church of St. Nicholas and The Vicarage which is Grade II listed. The Canewdon High Street Conservation Area is situated further to the north east of the site along the High Street and contains numerous Listed Buildings.</p> <p>There is likely to be good survival of historic environment assets within the Historic Environment Character Zone 12 due to the wide range of chance discoveries supplemented by some field work. There is high potential for surviving deposits.</p> | + | - - |
| 8. Landscape & Townscape | <p>The site is allocated on grade 3 agricultural land. It is situated on greenfield land with some previously developed land.</p> <p>Although the site is situated on grade 3 agricultural land, it is not used as such. Although the site is not situated within a Special Landscape Area or the Coastal Protection Belt, the Coastal Protection Belt abuts the site along its western boundary. The Upper Crouch Special Landscape Area is also designed to the north west of the site.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area which has a medium sensitivity to small urban extensions (<5 hectares) and incremental small-scale developments.</p> | + | - |

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| SA Objective | Option ALT12 – Commentary | Score | |
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| | <p>There are trees and hedgerows along the eastern and southern boundaries and a hedgerow along the western boundary which provide enclosure for the site. The eastern boundary is also enclosed by residential development. There are sporadic trees along the eastern boundary. There is transparent wooden fencing along the northern, eastern, western and southern boundaries of the site. There are some trees along the northern boundary but no naturally occurring features, The site is well enclosed by trees and hedgerows.</p> | | |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided, although the size of the site may impact on the delivery of these.</p> <p>This option is not within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is uncertain whether the size of the site would have an impact on the viability of some measures.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). The small size of the site may negatively impact the viability of some measures.</p> <p>The site is not within an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land with some previously developed land.</p> <p>This option is situated on grade 3 agricultural land and will not result in the loss of the highest quality agricultural land.</p> <p>The site is not thought to be contaminated.</p> | - | |
| 12. Air Quality | <p>The village provides some local services and facilities, and there is an existing bus route which can provide sustainable access to the centre of Rochford town centre and Ashingdon, particularly for those without access to private transport.</p> <p>Although there may be limited opportunities to reduce the need to travel to some local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | |

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| SA Objective | Option ALT12 – Commentary | Score |
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| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> <p>Dwellings which meet the requirements set out in the Code for Sustainable Homes can be incorporated into the site. 10% of the energy usage of the site should be provided by on site renewable and low carbon energy sources.</p> | + |

South East Ashingdon

Policy SER8

| SA Objective | Option SER8 – Commentary | Score |
|--------------------------------|--|-----------|
| 1. Balanced Communities | <p>SER8 is very similar to SEA1 in terms of how it relates to the community. The primary difference being that SER8 extends slightly further to the east/south east than SEA1 and has the potential to provide improved access to and from the site via The Drive.</p> <p>The scale of the development can accommodate the required amount of public open space and infrastructure.</p> <p>SER8 is surrounded by residential development to the north, south and west meaning that the site has a strong relationship with the existing residential area. It has the potential to provide a strongly defensible Green Belt boundary.</p> <p>SER8 is in proximity to a number of services including schools (both secondary and primary), shops and services.</p> <p>The area is well serviced by a public transport network including access to Rochford train station at the south of Ashingdon Road.</p> <p>The site has the capacity to accommodate community facilities and services which would be required as part of the development of SER5 but which cannot be accommodated within that site. As such development of SER5 and SER8 should be carefully planned so that the required community services can be provided.</p> | ++ |

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| SA Objective | Option SER8 – Commentary | Score |
|--|---|-----------|
| 2. Healthy & Safe Communities | <p>The site has the capacity to accommodate a large number of dwellings. As such it is essential that the transport infrastructure within the site as well as the routes into and out of the site is well planned out. It is also advisable that measures be taken in the design of any development on the site to encourage the use of public transport. There is a potential for the existing bus route along Ashingdon Road to be diverted onto the site to serve the development, particularly the community facilities and local shops.</p> <p>The site can accommodate a significant amount of public open space. Although it is not in close proximity to any of the proposed Greenways the site does provide the opportunity for a green link between The Drive and Oxford Road enhance non-vehicular linkages and access to the King Edmund School in the north.</p> <p>The proposed public open space can promote informal recreation. A playing field and Clements Hall Leisure Centre are accessible from the site.</p> <p>The site has access to the cycle path along Ashingdon Road. This will help to reduce reliance on private vehicles.</p> <p>SEA2 and SEA3 perform more poorly than SER8 in terms of accessibility because they both extend further into the Green Belt and provide a significantly less defensible Green Belt boundary. They are also more poorly related to the rest of Ashingdon than SER8 which, if accepted, has the potential to provide additional pedestrian and vehicular access points to the south of the site and particularly along The Drive.</p> | ++ |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>Housing in the development should comply with the Code for Sustainable Homes.</p> <p>Dwellings should comply with the Lifetime Homes Standard.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | + |
| 4. Economy & Employment | <p>This option is not within the town centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the north west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>The close proximity to Rochford train station ensures that residents will have access to employment opportunities within the district but also in other key employment locations including Southend, Basildon and London.</p> <p>The site's capacity to include recreational and retail facilities will have a positive impact on local employment.</p> | ++ |

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| SA Objective | Option SER8 – Commentary | Score |
|--------------------------------|--|-------------------|
| | <p>The provision of youth and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this site to the south east of Ashingdon is close to local services (forexample Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site has the potential to link to Ashingdon Road at several points, or minor roads to the south. This option may also link to Oxford Road although this would require an additional link outside of the proposed area and would encroach further into the Green Belt. There is, however, potential to improve public transport links in the locality and enhance opportunities for walking and cycling.</p> <p>SEA2 and SEA3 perform more poorly than SER8 in terms of accessibility because they both extend further into the Green Belt and provide a significantly less defensible Green Belt boundary. They are also more poorly related to the rest of Ashingdon than SER8 which, if accepted, has the potential to provide additional pedestrian and vehicular access points to the south of the site and particularly along The Drive.</p> <p>A dedicated public transport route through the site should be integrated into any development to ensure that travel within the site is sustainable. This also has the potential to encourage a modal shift in Ashingdon, away from private car use. It would be beneficial if local bus routes were redirected to serve the site as part of their routes.</p> | <p>+ +</p> |
| <p>6. Biodiversity</p> | <p>The site is not in proximity to any of the District’s estuaries or salt marshes.</p> <p>The site can be linked to the nearby Local Wildlife site to the east. This will have beneficial impacts in terms of outdoor activities however careful consideration would need to be given to the impact that this course of action may have on biodiversity within the site. It is possible that SER8 will increase recreational pressure on the Wildlife Site, appropriate measures should be considered to mitigate against this eventuality. A management plan for the Local Wildlife Site should be prepared in consultation with relevant bodies such as the Council, Natural England and the Essex Wildlife Trust.</p> <p>The site is situated on Grade 2 agricultural land.</p> | <p>+</p> |

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| SA Objective | Option SER8 – Commentary | Score | |
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| | | + | - |
| 7. Cultural Heritage | <p>The development is well related to the existing settlement and is unlikely to have an adverse impact on the heritage of the area.</p> <p>The site is located in Historic Environment Character Zone 13. There is likely to be some archaeological deposits in the general area of the site. These should be considered before any major development is carried out.</p> <p>There are listed buildings close to Doggetts Farmhouse to the east of the site. They are not so close to the site as to be significantly threatened however care should be taken at the design stages of any development to ensure that the character of these buildings is not adversely affected.</p> | + | - |
| 8. Landscape & Townscape | <p>SER8 is capable of accommodating a significant amount of public open space and green space which will be of great benefit to the public.</p> <p>Its further eastward projection means that it is better connected to The Drive than SEA1 this means that a green link can be created between Oxford Road and The Drive. This area can also be developed into a green buffer to ensure that the Green Belt boundary is defensible.</p> <p>The site is situated on Grade 2 agricultural land as are the other sites for this general location (SEA1, SEA2 and SEA3,). SER8 is bounded on the north, west and south by development and as such it creates a stronger Green Belt Boundary than other sites in this general location.</p> | + | |
| 9. Climate Change and Energy | <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>10% of energy form any development on this site should be generated by on site renewable sources unless it can be demonstrated that that this is not feasible.</p> <p>The site can accommodate Code for Sustainable homes compliant dwellings.</p> | + | |
| 10. Water | <p>this site is not within an area at risk of flooding. The site has the capacity to include Sustainable Drainage Systems (SUDs) as well as grey water recycling and other water conservation measures.</p> <p>The size of the site is likely to make such measures more viable.</p> <p>Some improvements to the sewerage network will need to be included.</p> <p>The size of the site is likely to make such measures more viable.</p> | + | |

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| SA Objective | Option SER8 – Commentary | Score | |
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| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) and would therefore lead to a loss of high quality (although not the best) agricultural land.</p> <p>Other sites in this general location also result in the loss of grade 2 agricultural land.</p> <p>SEA3 is smaller than the other sites in this option and will result in the loss of less high quality agricultural land than other options.</p> | - | |
| 12. Air Quality | <p>There are some local services located to the north west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>Improvements to public transport and the enhancement of the bus service to the site and along Ashingdon road will help to reduce air pollution.</p> <p>SEA1, SEA2 provide similar opportunities for reducing air pollution in the general location. While SEA3 is less able to incorporate improvements to public transport and thus reduce air pollution due to the extension of the site away from Ashingdon Road.</p> <p>The area is not subject to any AQMAs.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option SEA1

| SA Objective | Option SEA1 – Commentary | Score |
|---------------------------------------|---|------------------|
| <p>1. Balanced Communities</p> | <p>The scale of this development would ensure the phasing of infrastructure and the site has the capacity to provide the required public open space, play space and youth and community facilities to meet ongoing and future needs. This option also has the potential to provide facilities for the general location to the east of Ashingdon (to the north of the site), and addition funding to provide quality facilities may be provided through offsite financial contributions.</p> <p>This option is enclosed by residential development to the north, south and west, and so has a good relationship with the existing residential area. There is potential to enhance the provision of a range of facilities for the local community both in the immediate vicinity and potentially on a wider scale. This option would therefore promote the regeneration and enhancement of existing communities.</p> <p>This option is in proximity to a range of services including schools (it is close to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the north west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Essential services may therefore be accessible to those without access to private transport and ensure that the needs of an ageing population are met in this location.</p> <p>Potentially there is no impact; however, this will depend on what community facilities are provided within this general location. Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | <p>++</p> |

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| SA Objective | Option SEA1 – Commentary | Score |
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| 2. Healthy & Safe Communities | <p>This option has a good relationship with the existing settlement, which would promote community cohesion. Design of the development will be determined through the development management process. Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. These have the potential to improve health and reduce health inequalities. There is a mast and high voltage overhead power lines in close proximity to the site (located to the east) which should be viable to relocate before any development takes place.</p> | ++ |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The Golden Cross parade of shops is situated to the north west of this option, which provides sustainable access to a range of services including a supermarket. This option is in close proximity to King Edmund School and there are several primary schools located further along the Ashingdon Road. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road.</p> <p>The site can accommodate dwellings built to the lifetime homes standard.</p> | + |
| 4. Economy & Employment | <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the north west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>This option is not within Rochford town centre.</p> <p>The provision of youth and community and retail facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | ++ |

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| SA Objective | Option SEA1 – Commentary | Score |
|--------------------------------|---|-----------------|
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway. The location of this site to the south east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site has the potential to link to Ashingdon Road at several points, or minor roads to the south. This option may also link to Oxford Road although this would require an additional link outside of the proposed area and would encroach further into the Green Belt. There is, however, potential to improve public transport links in the locality and enhance opportunities for walking and cycling.</p> <p>This option is in proximity to a range of services including schools (it is in close proximity to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>There are local services located to the north west of the site, which are within walking distance. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> | <p>+</p> |
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There is a Local Wildlife Site (R26. Doggetts Pond) to the south east of the site. There is potential to provide a green link to this area of public open space, however, this may increase the recreational pressure on the species present there and thus may have some impact on diversity. This will need to be carefully considered with any development.</p> <p>Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> | <p>+</p> |

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| SA Objective | Option SEA1 – Commentary | Score | |
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| | <p>The site is not located in immediate proximity to any areas designated for their ecological importance. However, there is a Local Wildlife Site (R26. Doggetts Pond) to the south east of the site and there is potential to provide a green link to this area of public open space. This may, however, increase the recreational pressure on the species present there and thus may have some impact on this designated area. This will need to be carefully considered with any development. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>Public open space will be provided within this general location itself and so this may reduce recreational pressure on the existing Local Wildlife Site.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile) and includes the provision of public open space. This has the potential to link to the Local Wildlife Site to the east. A green link between these areas of public open space has the potential to create new habitat in the areas and could facilitate species movement and colonisation.</p> | | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are Listed Buildings in the vicinity of Doggetts Farmhouse to the east of the site. The potential impact on any archaeological deposits and the setting of the Listed Buildings would need to be considered with any development.</p> | + | - |
| <p>8. Landscape & Townscape</p> | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). Although this site does not follow a natural field boundary, it is enclosed on three sides (north, south and west) and would create a more defensible Green Belt boundary, when compared to the other options for this general location.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> | + | |

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| SA Objective | Option SEA1 – Commentary | Score |
|--|---|-----------------|
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site is bounded by residential development to the north, west and south. This option would ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> | |
| <p>9. Climate Change and Energy</p> | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable</p> <p>The site is not within an area of flooding.</p> | <p>+</p> |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage. It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this site has the capacity to incorporate SUDs to help mitigate any impact.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | <p>+</p> |
| <p>11. Land and Soil</p> | <p>This option is situated on greenfield land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) and would therefore lead to a loss of high quality (although not the best) agricultural land.</p> <p>Other sites in this general location also result in the loss of grade 2 agricultural land.</p> <p>SEA3 is smaller than the other sites in this option and will result in the loss of less high quality agricultural land than other options.</p> | <p>-</p> |

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| SA Objective | Option SEA1 – Commentary | Score | |
|--|---|-------|---|
| 12. Air Quality | <p>There are some local services located to the north west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option SEA2

| SA Objective | Option SEA2 – Commentary | Score |
|--------------------------------|--|-------|
| 1. Balanced Communities | <p>The scale of this development would ensure the phasing of infrastructure and the site has the capacity to provide the required public open space, play space and youth and community facilities to meet ongoing and future needs. This option also has the potential to provide facilities for the general location to the east of Ashingdon (to the north of the site), and addition funding to provide quality facilities may be provided through offsite financial contributions</p> <p>This option is partly enclosed by residential development to the north and west and it follows a field boundary to the north east and east. It may relate well with the existing residential area, although not as well as SEA1 due to its extension further to the east and north. This may, however, constrain any future expansion of King Edmund School and this option has the potential to be of detriment to the regeneration and enhancement of existing communities. Nevertheless there is potential enhance the provision of a range of facilities for the local community both in the immediate vicinity and potentially on a wider scale which would have a positive impact on existing communities.</p> <p>This option is in proximity to a range of services including schools (it is close to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> | + |

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| SA Objective | Option SEA2 – Commentary | Score | |
|--|--|-------|---|
| | <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the north west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Although there are a range of local services in proximity to the site, this option extends further away from Ashingdon Road which may make these local services and the existing bus route less accessible for some. Essential services may therefore be less accessible to those without access to private transport as opposed to SEA1. This option may be less able to ensure that the needs of an ageing population are met in this location.</p> <p>Potentially there is no impact; however, this will depend on what community facilities are provided within this general location. Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| 2. Healthy & Safe Communities | <p>Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. The extension of this option further to the east than SEA1 and SER8 may, however, make these less accessible for some. These have the potential to improve health and reduce health inequalities. There is a mast and high voltage overhead power lines in close proximity to the site (located to the south) which should be viable to move before any development takes place.</p> | + | - |

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| SA Objective | Option SEA2 – Commentary | Score | |
|-------------------|---|----------|--|
| | <p>The proposed public open space to be incorporated into this development would promote informal recreation. Clements Hall Leisure Centre and the playing field to the north along Ashingdon Road are also accessible from this site and would promote informal recreation and encourage healthy, active lifestyles, although they may be less accessible for those without access to private transport. This option relates less well to the existing cycle route along Ashingdon Road running south as opposed to SEA1, and it does not have the potential to connect to the proposed Sustrans route or Greenways.</p> <p>The proposed Sustrans route and Greenways are not accessible from this option. There is an existing cycle route along Ashingdon Road running south, which has the potential to benefit from enhancement. This route, however, would be less accessible for some due to the extension of this option further to the east away from Ashingdon Road as opposed to SEA1.</p> | | |
| 3. Housing | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The Golden Cross parade of shops is situated to the north west of this option, which provides sustainable access to a range of services including a supermarket. This option is in close proximity to King Edmund School and there are several primary schools located further along the Ashingdon Road. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road.</p> <p>The site can accommodate dwellings built to the lifetime homes standard.</p> | + | |

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| SA Objective | Option SEA2 – Commentary | Score |
|---|--|-----------------|
| <p>4. Economy & Employment</p> | <p>This option is not within Rochford town centre.</p> <p>Ashingdon is primarily served by the services in the neighbouring town centre of Rochford situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the north west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>The Golden Cross parade of shops is situated to the north west of this option, which provides sustainable access to a range of services including a supermarket. This option is in close proximity to King Edmund School and there are several primary schools located further along the Ashingdon Road. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road, although the extension of this site to the east may make them less accessible for some. There are existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road.</p> <p>The provision of youth and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this site to the south east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways. The site has the potential to link to Ashingdon Road at several points, or minor roads to the south. This option may also link to Oxford Road although this would require an additional link outside of the proposed area and would encroach further into the Green Belt. There is, however, potential to improve public transport links in the locality and enhance opportunities for walking and cycling.</p> | <p>+</p> |

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| SA Objective | Option SEA2 – Commentary | Score | |
|--------------------------------|---|-------|---|
| <p>5. Accessibility</p> | <p>This option is in proximity to a range of services including schools (it is in close proximity to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network, although this facility may be less accessible for some as opposed to SEA1 and SER8.</p> <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the south east of Ashingdon where there are some local services nearby, and there is an existing public transport route providing access to Rochford town centre as well as other local services along Ashingdon Road. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the north west of the site, which may be within walking distance, although they may be less accessible for some due to the sites extension to the east away from Ashingdon Road. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> <p>The south east of Ashingdon has links with the neighboring economic centre of Southend, which is recognized in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | + | - |
| <p>6. Biodiversity</p> | <p>This general location is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There is a Local Wildlife Site (R26. Doggetts Pond) to the south east of the site. There is potential to provide a green link to this area of public open space, however, this may increase the recreational pressure on the species present there and thus may have some impact on diversity. This will need to be carefully considered with any development. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. Public open space will be provided within this general location and so this may reduce recreational pressure on the existing Local Wildlife site.</p> <p>There will be no impact on known sites of geological significance.</p> | + | - |

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| SA Objective | Option SEA2 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>This option is situated on greenfield land.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile) and includes the provision of public open space. This has the potential to link to the Local Wildlife Site to the south east. A green link between these areas of public open space has the potential to create new habitat in the areas and could facilitate species movement and colonization.</p> | | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are Listed Buildings in the vicinity of Doggetts Farmhouse to the east of the site. The potential impact on any archaeological deposits and the setting of the Listed Buildings would need to be considered with any development.</p> | + | - |
| 8. Landscape & Townscape | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). Although this site follows a natural field boundary to the east, it does not extend as far south as SEA 1 and so would be less able to create a defensible Green Belt boundary.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site is bounded by residential development to the north and west.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area of flooding.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> | + | |

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| SA Objective | Option SEA2 – Commentary | Score | |
|--|---|----------|----------|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this site has the capacity to incorporate SUDs to help mitigate any impact.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) and would therefore lead to a loss of high quality (although not the best) agricultural land.</p> <p>Other sites in this general location also result in the loss of grade 2 agricultural land.</p> <p>SEA3 is smaller than the other sites in this option and will result in the loss of less high quality agricultural land than other options.</p> | - | |
| 12. Air Quality | <p>There are some local services located to the north west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option SEA3

| SA Objective | Option SEA3 – Commentary | Score |
|---------------------------------------|---|----------|
| <p>1. Balanced Communities</p> | <p>The scale of this development would ensure the phasing of infrastructure and the site has the capacity to provide the required public open space, play space and youth and community facilities to meet ongoing and future needs. This option also has the potential to provide facilities for the general location to the east of Ashingdon (to the north of the site), and addition funding to provide quality facilities may be provided through offsite financial contributions.</p> <p>This option is partly enclosed by residential development to the north and west and it follows a field boundary to the east. It extends further to the east than Option SEA1 and would not relate as well with the existing residential area as opposed to SEA1 and SEA2. However, there is potential to enhance the provision of a range of facilities for the local community both in the immediate vicinity and potentially on a wider scale. Therefore although the provision of additional facilities in this general location to serve the local community would have a positive impact, the arrangement of this option as opposed to SEA1 would not promote the regeneration and enhancement of existing communities.</p> <p>This option is in proximity to a range of services including schools (it is close to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site, which would enable equal opportunities in terms of access, and that all sections of the community are catered for. There are also community facilities and health facilities situated further along Ashingdon Road and in Rochford town centre to the south, which are accessible via the existing bus service along Ashingdon Road. There are also existing public transport links to the west of this site along Ashingdon Road and Rochford train station is situated at the southern end of Ashingdon Road. This option would provide a range of housing types and tenure, affordable housing, public open space, play space and a range of other facilities to meet the needs of the local community. It would ensure equal opportunities and that all sections of the community are catered for.</p> <p>Dwellings built to the lifetime homes standard should be viable for this site given the inherent small costs involved (Affordable Housing Viability Study 2010). A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population. This option is in proximity to a range of local services and facilities which can be accessed on foot to the north west or a wider range of services situated in Rochford town centre to the south (accessible through walking, cycling or via the bus route along Ashingdon Road). Although there are a range of local services in proximity to the site, this option extends further away from Ashingdon Road which may make these local services and the existing bus route less accessible for some. Essential services may therefore be less accessible to those without access to private transport as opposed to SEA1. This option may be less able to ensure that the needs of an ageing population are met in this location.</p> | <p>+</p> |

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| SA Objective | Option SEA3 – Commentary | Score | |
|---|--|-------|---|
| | <p>Potentially there is no impact; however, this will depend on what community facilities are provided within this general location. Community facilities may include the provision of an adult education centre which could enhance the qualifications and skills of the local community.</p> <p>Mixed communities would reduce such disparities within the local community, although this is not spatially specific. A range of housing tenure, type and affordability would be provided, alongside play space and opportunities to improve access to public transport provision and local services.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>This option would not be as well related to the existing settlement as SER8 or SEA1. This may have a negative impact on community cohesion.</p> <p>Accessible public open space will be provided within this option, however, it does not relate well to the proposed Sustrans route or Greenways. Nevertheless there is an existing cycle route along Ashingdon Road running south towards Rochford town centre. There is also a playing field to the north along Ashingdon Road, and Clements Hall Leisure Centre in Hawkwell which is accessible via the existing bus service along Ashingdon Road/Rectory Road and would provide equal opportunities for the local community, in terms of access, particularly for those without access to private transport. The extension of this option further to the east than SEA1 may, however, make these less accessible for some. These have the potential to improve health and reduce health inequalities. There is a mast and high voltage overhead power lines in close proximity to the site (located to the south) which should be viable to move before any development takes place.</p> <p>The proposed public open space to be incorporated into this development would promote informal recreation. Clements Hall Leisure Centre and the playing field to the north along Ashingdon Road are also accessible from this site and would promote informal recreation and encourage healthy, active lifestyles, although they may be less accessible for those without access to private transport. This option relates less well to the existing cycle route along Ashingdon Road running south as opposed to SEA1, and it does not have the potential to connect to the proposed Sustrans route or Greenways.</p> <p>The proposed Sustrans route and Greenways are not accessible from this option. There is an existing cycle route along Ashingdon Road running south, which has the potential to benefit from enhancement. This route, however, would be less accessible for some due to the extension of this option further to the east away from Ashingdon Road as opposed to SEA1.</p> | + | - |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The site can accommodate dwellings built to the lifetime homes standard.</p> | + | |

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| SA Objective | Option SEA3 – Commentary | Score | |
|---|--|------------------|-----------------|
| <p>4. Economy & Employment</p> | <p>Ashingdon is primarily served by the services in the neighbouring town centre of Rochford situated to the south of this general location, and so does not seek to focus development within this centre.</p> <p>This option would enhance consumer choice through the provision of public open space, play space, and youth and community facilities to meet the needs of the entire community. Local services are situated to the north west and are accessible from this site. A range of other local services including community and health facilities are located in Rochford town centre and are accessible via the existing public transport network.</p> <p>This option is not within Rochford town centre.</p> <p>The provision of youth and community facilities in this general location may provide more opportunities for residents to work in the District. This option would not lead to the loss of employment land and the scale of this development has the potential to provide economic benefits through directly generating employment from the design to the construction stage although such benefits are not site specific. In addition an increase in population would also boost the local economy.</p> | <p>++</p> | |
| <p>5. Accessibility</p> | <p>There may be opportunities to increase the availability of sustainable transport modes in this location. This option is in proximity to an existing bus route along Ashingdon Road. It does not, however, have potential to connect to the proposed Sustrans route or Greenway.</p> <p>The location of this site to the south east of Ashingdon is close to local services (for example Golden Cross Parade) although other services in Rochford town centre and the train station is situated further away to the south. There is an existing cycle route nearby and opportunities to encourage walking and cycling, although this general location does not have a good relationship with the proposed Sustrans route or any Greenways.</p> <p>The extension of this site further away from Ashingdon Road may, however, make local services and facilities such as the parade of shops and the existing bus route less accessible for some. The site has the potential to link to Ashingdon Road and there is potential to improve public transport links in the locality and enhance opportunities for walking and cycling.</p> <p>This option is in proximity to a range of services including schools (it is in close proximity to a secondary school and there are numerous primary schools along Ashingdon Road), a supermarket and other local shops at Golden Cross Parade to the north west of the site. Other local services situated in Rochford town centre and Clements Hall Leisure Centre in Hawkwell can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network, although this facility may be less accessible for some as opposed to SEA1 and SER8.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option SEA3 – Commentary | Score | |
|------------------------|---|-------|---|
| | <p>There are a range of local services in proximity to this option. Other local services are located further along Ashingdon Road and in Rochford town centre to the south. Therefore the location of this option may not reduce the need to travel for some services such as health facilities. However, there is an existing bus route to the west of the site which can provide sustainable access to these key services, particularly for those without access to private transport. This facility may be less accessible for some due to the extension of the site further to the east away from Ashingdon Road. There is also potential to improve the provision of this service as well as potential to encourage walking and cycling, as appropriate.</p> <p>This option is situated to the south east of Ashingdon where there are some local services nearby, and there is an existing public transport route providing access to Rochford town centre as well as other local services along Ashingdon Road. The Core Strategy Submission Sustainability Appraisal notes that the general locations identified are considered to be the most sustainable given the alternatives.</p> <p>There are local services located to the north west of the site, which may be within walking distance, although they may be less accessible for some due to the sites extension to the east away from Ashingdon Road. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further along Ashingdon Road or those in the centre of Rochford to the south.</p> <p>The south east of Ashingdon has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> <p>There may be opportunities to incorporate green infrastructure links into the development.</p> | | |
| 6. Biodiversity | <p>This general location is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>There is a Local Wildlife Site (R26. Doggetts Pond) to the south east of the site. There is potential to provide a green link to this area of public open space, however, this may increase the recreational pressure on the species present there and thus may have some impact on diversity. This will need to be carefully considered with any development. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. Public open space will be provided within this general location and so this may reduce recreational pressure on the existing Local Wildlife site.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> | + | - |

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| SA Objective | Option SEA3 – Commentary | Score | |
|--|--|-------|---|
| | <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile) and includes the provision of public open space. This has the potential to link to the Local Wildlife Site to the south east. A green link between these areas of public open space has the potential to create new habitat in the areas and could facilitate species movement and colonization.</p> | | |
| <p>7. Cultural Heritage</p> | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are Listed Buildings in the vicinity of Doggetts Farmhouse to the east of the site. The potential impact on any archaeological deposits and the setting of the Listed Buildings would need to be considered with any development.</p> | + | - |
| <p>8. Landscape & Townscape</p> | <p>Public open space on site will be allocated, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). Although this site follows a natural field boundary to the east, it does not extend as far south as SER8 and SEA1 or as far north as SEA2 and so would be less able to create a defensible Green Belt boundary.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile). Although this site follows a natural field boundary to the east, it does not extend as far south as SEA 1 or as far north as SEA2 and so would be less able to create a defensible Green Belt boundary than the other options for this general location.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This character area is highly sensitive to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This site is bounded by residential development to the north and west. This option would be less able to ensure that a robust and defensible Green Belt boundary could be maintained in this locality as opposed to SEA1.</p> | + | - |

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| SA Objective | Option SEA3 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>The site is not within an area of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>It is likely that the size of the site would make such measures more viable.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>There is an identified need for improvements to the existing infrastructure and/or treatment upgrades to the surface water network capacity, but this site has the capacity to incorporate SUDs to help mitigate any impact.</p> <p>The site is not in proximity to an area at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>Public open space will be provided within the development and SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | |
| 11. Land and Soil | <p>This option is situated on greenfield land.</p> <p>This option is situated on grade 2 agricultural land (SEA Baseline Information Profile) and would therefore lead to a loss of high quality (although not the best) agricultural land.</p> <p>Other sites in this general location also result in the loss of grade 2 agricultural land.</p> <p>SEA3 is smaller than the other sites in this option and will result in the loss of less high quality agricultural land than other options.</p> | - | + |

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| SA Objective | Option SEA3 – Commentary | Score | |
|--|---|-------|---|
| 12. Air Quality | <p>There are some local services located to the north west of this option along Ashingdon Road, and there is an existing bus route nearby which can provide sustainable access to Rochford town centre to the south for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. There are also as opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

West Great Wakering

Policy SER9

| SA Objective | Policy SER9 – Commentary | Score | |
|---------------------------------------|--|-------|---|
| <p>1. Balanced Communities</p> | <p>The addition of new housing to the village of Great Wakering would provide homes for families to ensure that they are not forced to leave the area. It would also promote the redevelopment of Great Wakering. SER9 is an amalgam of features from WGW1, WGW2 and WGW5, with some alterations.</p> <p>Both WGW1 and WGW5 have been identified as being well located in relation to West Great Wakering. Their proximity to the settlement was identified in the previous SA as performing well against the sustainability criteria. They were found to encourage community cohesion and regeneration.</p> <p>Sites WGW3, WGW2 and WGW4 were found to be too segregated from the main settlement to provide significant benefit to the settlement’s community.</p> <p>SER9 has been developed using the site locations from WGW1, WGW2 and WGW5 as a basis. This was done to provide greater flexibility in the policy. Both of the sites incorporated into SER9 were identified as being well located relative to Great Wakering. Both will be able to ensure that local facilities are available to existing and future residents. Both have good access to Southend Road/High Street and the wider highway network.</p> <p>WGW2 is very similar to SER9 however it restricts the site to the south of the High Street (SER9b) to a ribbon running perpendicular to the High Street. In terms of benefit to the community this site performs almost as well as SER9. The main difference is that the corresponding site in SER9 extends further south than the site in WGW2 creating a more robust boundary for SER9b, both in terms of visual impact and Green Belt integrity.</p> <p>SER9a and SER9b are segregated from each other by existing residential development and by the High Street/ Southend Road. This will potentially make it harder for residents to gain access to services and facilities provided alongside development distributed across the sites and have a negative impact on equal opportunities for residents. Individually however the sites are well integrated into the existing development, and are in proximity to existing services and facilities situated along the High Street. SER9a and SER9b are also situated in proximity to one another.</p> <p>In addition the Concept Statement notes that development may also facilitate the development, enhancement and maintenance of facilities provided off site.</p> <p>As the site is bounded by Star Lane industrial Estate, consideration should be given to the phasing of the industrial estate’s proposed redevelopment for residential use under Policy BFR1 (assessed elsewhere in detail in this document).</p> | + | - |

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| SA Objective | Policy SER9 – Commentary | Score | |
|--|---|-----------|----------|
| 2. Healthy & Safe Communities | <p>SER9 is well located relative to the existing settlement providing access to local services and facilities. It is also well related to public open space and areas of wildlife value. These include, allotments and play spaces as well as the Local Wildlife Site on the former Star Lane Pits.</p> <p>Improvements to infrastructure and additional open space provided as part of development of SER9 would promote informal recreation and may also encourage healthy, active lifestyles and would further enhance access to public open space. SER9 is also in proximity to other area of public open space and leisure facilities, which would also encourage healthy lifestyles and promote informal recreation.</p> <p>The site is well placed in relation to proposed Greenway 20 to the west of the site. The proximity to the proposed Greenway has the potential to promote recreation.</p> | ++ | |
| 3. Housing | <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>The policy can provide an appropriate range of housing types and tenure to meet local needs.</p> <p>The policy includes flexibility to enable the provision of homes and associated infrastructure, services and facilities to meet local need whilst taking into account any site constraints.</p> | + | |
| 4. Economy & Employment | <p>This option is not situated within a town centre.</p> <p>SER9 is particularly well located relative to the employment site NEL3 to the south of Great Wakering (assessed later in this document). This has the potential to improve the employment prospects for the residents of the site. NEL3 is situated close enough to the proposed sites within SER9 to offer employment opportunities, as well as to Great Wakering in general. This will be primarily light industrial use and as such appropriate attention will need to be given to the site in order to make sure that any negative impacts of the site are mitigated or avoided. Infrastructure improvements will also be needed to ensure that there is no impediment to traffic flow and no detriment to pedestrians because of ‘bad neighbour’ activities. Although NEL3 is located further to the south of the residential settlement of Great Wakering, it is still in proximity so as to provide accessible local employment opportunities particularly for SER9b.</p> <p>Consideration should be given to the types of use that will be permitted on the site with a view to preventing it from becoming a ‘bad neighbour’ development. Uses such as B1 (business) and B8 (storage and distribution) are considered appropriate.</p> | ++ | - |

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| SA Objective | Policy SER9 – Commentary | Score | |
|--------------------------------|---|-------|---|
| <p>5. Accessibility</p> | <p>Great Wakering benefits from a local bus service which runs to local town centres. SER9 is in proximity to local services, although other services and facilities in neighbouring town centres are situated further away and may be accessible using the existing public transport network.</p> <p>SER9 is in proximity to Greenway 20 to the west.</p> <p>The site to the west of Little Wakering Road (SER9a) is enclosed by existing residential development to the north, east and south, and the site to the south of the High Street (SER9b) is enclosed by residential development to the north, greenfield land to the east, an existing employment land to the west and a Local Wildlife Site to the south.</p> <p>SER9a has the potential to connect to both Barrow Hall Road and Southend Road, and SER9b has the potential to link to the High Street, and Star Lane. There may also be potential to provide pedestrian links to the High Street from SER9b which would enhance the accessibility of local services from this site.</p> <p>SER9 has the potential to promote walking and cycling to local services and facilities.</p> <p>Different land levels in the locality may impact on the accessibility and provision of highway and pedestrian links and would need to be overcome with any development coming forward on SER9b. This is addressed within the Concept Statement. Nevertheless SER9 does have potential to encourage walking and cycling and there is also potential to improve public transport links in the locality.</p> <p>The relationship between SER9 and NEL3 also has the potential to encourage walking and cycling.</p> <p>The cumulative impact on the highway network of proposed development would need to be considered. The Concept Statement for NEL3 proposes that a single point of access should serve SER9, BFR1 and NEL3. Such integration would have a positive effect on sustainability.</p> <p>SER9 is close to Greenway 20 to the west. There are opportunities to create pedestrian and cycle links to the Greenway.</p> <p>Local highway capacity and infrastructure improvements are required to accompany development of the site. A Transport Impact Assessment should be carried out prior to the development of the site.</p> | + | - |

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| SA Objective | Policy SER9 – Commentary | Score |
|-------------------------------|--|------------------|
| <p>6. Biodiversity</p> | <p>SER9 is not in close proximity to the District’s estuaries, or salt marshes.</p> <p>However, SER9b is adjacent to a Local Wildlife Site (R.35 Star Lane Pits), which is located to the south of the site. Any proposal for development should take into account the proximity of the Local Wildlife Site.</p> <p>The buffer to the west of SER9a can ensure that there is a defensible Green Belt boundary, preventing further encroachment into the Green Belt. It would also have benefits in terms of landscape, reducing the visual impact of development from the surrounding highway network as well as a positive impact on biodiversity. The Concept Statement states that the green buffer will not be included as part of the development but will be situated in the Green Belt to the west of the settlement. It will take the form of parkland which would be accessible to the public.</p> <p>SER9b to the south of the High Street is adjacent to the Local Wildlife Site. The Concept Statement requires that a green buffer be established between the development and the Local Wildlife Site in order to minimise the impact of development on the site. This buffer will minimise the visual impact on the Local Wildlife Site. It will ensure that the development does not encroach on the Local Wildlife Site and also has the potential to form a corridor for species movement.</p> <p>SER9b, BFR1 and the proposed employment site, NEL3, are located in proximity to a Local Wildlife Site. Serious consideration should be given to any development on SER9b, BFR1 and NEL3 to ensure that there is no negative impact on the Local Wildlife Site as a result of increased recreational pressure. Relevant bodies should be consulted on how best to deal with the additional recreational pressures on the site. A management plan for the Local Wildlife Site should be reviewed in consultation with relevant bodies such as the Council, Natural England and the Essex Wildlife Trust, given potential increased recreational pressure on the site. This could have a positive impact on biodiversity in the long term.</p> <p>The area west of Alexandra Road is potentially of ecological value and should be protected. This is recognised in the Concept Statement, which proposes the inclusion of a green buffer within SER9b.</p> <p>SER9 has the potential to create a well integrated extension to the existing settlement provided that appropriate green buffers are included within the site to enhance and preserve local biodiversity and give distinction and strength to the Green Belt boundary.</p> | <p>++</p> |

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| SA Objective | Policy SER9 – Commentary | Score |
|--|--|------------|
| <p>7. Cultural Heritage</p> | <p>The site to the west of Little Wakering Road (SER9a) is situated within Historic Environment Character Zone 14 which is located between Southend-on-Sea to the south and the River Roach to the north, on sand and gravel terraces with areas of brickearth. The historic settlement pattern is dispersed in this area, with both irregular and regular field systems. Although there has been little formal archaeological fieldwork chance finds indicate multi-period occupation. The historic dispersed settlement pattern and overall structure of fields, tracks and roads survives well, and the likelihood of extensive archaeological deposits and lack of development indicates good potential. The Plan suggests that the coherence of dispersed settlements and the structure of the historic landscape together with potential buried deposits would suffer if significant change occurred.</p> <p>The site to the south of the High Street (SER9b) is situated within Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date. There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered.</p> <p>There are no listed buildings in proximity to the site however the Great Wakering Conservation Area is situated to the east. The development of this site is not likely to have an impact on the Conservation Area.</p> | <p>-</p> |
| <p>8. Landscape & Townscape</p> | <p>SER9 is situated on Green Belt land. SER9a and SER9b cover a greater total area than the alternative options for West Great Wakering (WGW1-5). Consequently it will have a greater negative impact on the Green Belt than some of the smaller sites. However, both SER9a and SER9b are well integrated into the existing settlement. In addition SER9a includes the provision of a green buffer to the west which would have a positive impact on the local landscape.</p> <p>SER9a and SER9b perform more strongly than the sites WGW3, WGW4 and WGW5, in particular, in that they do not project as far into the Green Belt.</p> <p>SER9a does not project as far into the Green Belt as the comparable sites WGW2 or WGW5. Although similar to SER9a, WGW2 extends slightly further to the west.</p> <p>SER9b does not project as far south into the Green Belt towards Shoebury as WGW3 or WGW4. SER9b is similar to WGW1.</p> <p>The combination of SER9a and SER9b is therefore better integrated into the existing settlement and has greater potential to ensure a more robust Green Belt boundary than the alternative options.</p> | <p>+ +</p> |

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| SA Objective | Policy SER9 – Commentary | Score |
|--|---|-----------------|
| | <p>The site to the south of the High Street (SER9b) is at a considerably lower level than the land further north. As such consideration should be given to landscaping and access issues. This will ensure that the site is appropriately integrated with the rest of the settlement.</p> <p>The site to the west of Little Wakering Road (SER9a) does not project as far west away from the existing development as WG5. SER9a will have a lesser impact on the Green Belt than this site.</p> <p>SER9 provides the opportunity to include a significant amount of public open space in any future development (particularly to the west of SER9a) as well as SER9b benefiting from being in close proximity to a Local Wildlife Site which has the potential to be used for recreation (provided that it is properly managed).</p> <p>The relationship between SER9 and NEL3 in terms of landscape impact has been considered within the respective Concept Statements.</p> <p>NEL3 and SER9's close proximity to the Local Wildlife Site put the site at risk from increased use. In order to mitigate this SER9 should include several green buffers. They will not form part of the development area, but will be situated in the Green Belt to the west of the residential settlement.</p> <p>Open space relating to SER9a should be located between the site to the west of Little Wakering Road and the temporary road to the west to act as a green buffer.</p> <p>The site to the south of the High Street (Policy SER9b) is adjacent to a Local Wildlife Site which is located to the south. A green buffer between the development and the Local Wildlife Site should be provided to minimise disturbance. Given the proximity of the site and an area of ecological value, a management plan for the Local Wildlife Site (see Policy NEL3) should be reviewed in consultation with relevant bodies such as the Council, Natural England and the Essex Wildlife Trust, given potential increased recreational pressure on the site.</p> <p>The eastern boundary of the site (Policy SER9b) may benefit from an appropriately sized green buffer.</p> <p>Trees and hedges should be developed in garden areas along the eastern and southern boundaries of the site to the west of Little Wakering Road (Policy SER9a) and along the northern boundary of the site to the south of the High Street (Policy SER9b) to create a green buffer in perpetuity between new and existing development, whilst promoting integration.</p> | |
| <p>9. Climate Change and Energy</p> | <p>The site can accommodate dwellings that meet the Code for Sustainable Homes.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | <p>+</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy SER9 – Commentary | Score |
|--|---|-------|
| 10. Water | <p>The site is not within an area at risk of flooding, however, there are areas of flood zone 2 and 3 to the north east and south east of this area.</p> <p>The sites SER9a and SER9b are capable of supporting Sustainable Drainage Systems (SUDs) as well as incorporating grey water recycling and other water conservation technologies.</p> <p>The severance of the two sites has the potential to impact on the range of Sustainable Drainage Systems (SUDS) developed. Attenuation SUDS of a size proportionate to the development should be used such as balancing ponds, swales, detention basins and green roofs. These could be incorporated into the greenspace provided on- and/or adjacent to the site. Appropriate SUDS should be determined in consultation with Essex County Council. A drainage strategy should be prepared for the sites.</p> <p>Potential constraints for SER9 in terms of wastewater transfer and transmission are addressed within the Concept Statement.</p> | + |
| 11. Land and Soil | <p>SER9 is situated on Green Belt land. SER9a and SER9b cover a greater total area than the alternative options for West Great Wakering (WGW1-5) Consequently it will have a greater negative impact on the Green Belt than some of the smaller sites, however, both SER9a and SER9b are well integrated into the existing settlement.</p> <p>SER9 will result in the loss of grade 1 agricultural land. The site performs poorly against the sustainability criteria in this regard. However there is no suitable alternative site that does not require the allocation of grade 1 agricultural land available within the general location. The site will result in the loss of Green Belt land.</p> | - |
| 12. Air Quality | <p>There are a range of local services located in proximity to SER9 along the High Street, and there is an existing bus route nearby providing sustainable access to the Districts town centres. There are also opportunities on this site to encourage cycling and walking. This reduces the need to use private transport. All of these factors would have a positive impact on reducing air pollution.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>There are no major constraints on this site that would impede sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Option WGW1

| SA Objective | Option WGW1 – Commentary | Score | |
|---|--|-------|---|
| <p>1. Balanced Communities</p> | <p>The scale of the site means that it is able to accommodate the required amount of public open space.</p> <p>This option is situated to the west/south west of existing residential development in Great Wakering. This allocation would provide properties for families and ensure that they do not have to leave the local area.</p> <p>As the site is bounded by Star Lane industrial Estate, consideration should be given to the phasing of the industrial estate's redevelopment for residential use under policy BFR1.</p> <p>This allocation would provide properties for families and ensure that they do not have to leave the local area.</p> <p>It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school.</p> <p>Development within this option would be segregated, rather than proposing development in one location on the edge of the village, which would have a negative impact on community cohesion and thus the regeneration and enhancement of existing communities within Great Wakering.</p> <p>There are a range of local facilities in proximity to this site, including a primary school to the east. Local leisure facilities such as Great Wakering Leisure Centre, allotments and a football ground are located in close proximity to the site. This option is at the western end of the High Street which provides numerous services to meet the day to day needs of the local community. This includes a local supermarket. These existing facilities should be accessible from this site and would ensure equal opportunities for the local community and that all sections of the community are catered for. Additional facilities will also be provided in this general location such as youth and community facilities and accessible public open space.</p> | + | - |
| <p>2. Healthy & Safe Communities</p> | <p>WGW1 is well related to the existing residential area and has good access to public services and facilities. It also has good access to public open space and to recreational facilities such as Great Wakering Leisure Centre.</p> <p>Allotments and a football ground are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> <p>The relationship between this option, Star Lane Industrial Estate (which is to be reallocated for residential use) and the options for employment land to the south of Great Wakering would also need to be taken into consideration.</p> <p>This site is situated near a proposed Greenway (Greenway 20) to the west of this option. The proximity to the proposed Greenway has the potential to promote recreation.</p> | + | |

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| SA Objective | Option WG1 – Commentary | Score | |
|------------------------------------|--|-------|---|
| 3. Housing | <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> | + | |
| 4. Economy & Employment | <p>The village of Great Wakering is primarily served by the services in neighbouring town centres, and so does not seek to focus development with these centres.</p> <p>The site is well located in relation to Great Wakering High Street, where the village's shops and services are focussed. As such, residential development here has the potential to support these local shops and services.</p> <p>Local services are available along the High Street and would be accessible to the local community from this option. Other shops and services are available in neighbouring town centres.</p> <p>The site, although not in immediate proximity has access to the employment land south of Great Wakering does provide the opportunity for local residents to work there and avoid the need to travel further out of the area.</p> <p>This option is not situated within a town centre.</p> | + | |
| 5. Accessibility | <p>There is an existing bus service in Great Wakering which runs to neighbouring town centres. There may be opportunities to increase the availability of public transport in this location. Whilst this option does not have good relationship with the proposed Sustrans route, it is in proximity to Greenway 20 to the west which runs south towards Shoebury. This provides some opportunities for alternative forms of travel.</p> <p>There may be limited opportunities to connect the site to the existing highways network, which may impact on the accessibility of services. Several links to the High Street and Star Lane may be provided from this option although the impact on the highway network will need to be considered at these points. Pedestrian links may also be provided which could encourage walking and cycling to access the local services in the village as opposed to private transport.</p> <p>This option is in proximity to a range of local services and facilities which can be accessed on foot or via the existing bus services or a wider range of services situated in neighbouring town centres. Essential services may therefore be accessible to those without access to private transport.</p> <p>This site is enclosed by existing residential development to the north, existing employment land and Star Lane to the west, greenfield land to the east and a Local Wildlife Site to the south. This enclosure, whilst promoting a defensible Green Belt boundary has the potential to limit opportunities to link the site to the existing highway network as opposed to the other options for this general location. However, several road and pedestrian links may be provided to reduce the burden on the existing highway network at one point.</p> | + | - |

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| SA Objective | Option WG1 – Commentary | Score | |
|------------------------------------|--|-------|--|
| | <p>Pedestrian links in addition to potential road links may be created which could promote walking and cycling to the village services and the existing bus route. This option has the potential to connect to both the High Street and Star Lane. There is also potential to improve public transport links in the locality and enhance opportunities for walking and cycling. The relationship between this option and the options for employment land to the south of Great Wakering also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward. This option is particularly well related to Options BFR1 and E19 to E22. The cumulative impact on the highway network, including the reallocation of Star Lane Industrial Estate to the west of the site, would also need to be carefully considered in this general location.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location is not in close proximity to the District's estuaries, or salt marshes. The site does bound a Local Wildlife Site to the south (R35. Star Lane Pits). Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>Option WG1 includes an area of public open space along the southern boundary of the site which has the potential to reduce the impact of the Option on the Local Wildlife Site.</p> <p>There will be no impact on known sites of geological significance.</p> <p>The Local Wildlife Site can potentially be linked to the public open space provided in the Option, which could lead to the creation of new habitats in the area and could facilitate species movement and colonisation.</p> | + | |
| <p>7. Cultural Heritage</p> | <p>The site is situated in Historic Environment Character Zone 7, covering a considerable area of brickearth land which is mainly cultivated. The quarrying process has undoubtedly had an impact on any below ground archaeological survival making the impact of further development less significant. Areas not impacted by the Brickworks and Quarrying process could still be susceptible to damage from development and as such surveying of these sites should be considered carefully.</p> <p>There are no listed buildings in proximity to the site however the Great Wakering Conservation Area is situated to the east.</p> | - | |

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| SA Objective | Option WGW1 – Commentary | Score |
|-------------------------------------|--|-------|
| 8. Landscape & Townscape | <p>Option WGW1 is within the South Essex Coastal Towns landscape character area, which has a medium sensitivity to change. The area has a medium sensitivity to major urban extensions (>5ha) and new settlements. It is essential that a strong Green Belt boundary be maintained.</p> <p>The site is enclosed by residential development to the north, a Local Wildlife Site to the south, employment land (Star Lane Industrial Estate) to the west and greenfield land to the east. This allows for a strong Green Belt boundary to be established.</p> <p>The area to the east between Option WGW1 and the existing residential development along Alexandra Road should be designated as public open space or similar to ensure that the Green Belt boundary is not undermined by pressure from development.</p> | + |
| 9. Climate Change and Energy | <p>The site can accommodate dwellings that meet the Code for Sustainable Homes.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + |
| 10. Water | <p>The site is not within an area at risk of flooding, however, there are areas of flood zone 2 and 3 to the north east and south east of this area.</p> <p>The site is capable of supporting Sustainable Drainage Systems (SUDs) as well as incorporating grey water recycling and other water conservation technologies.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there will be major constraints to provision of infrastructure and/or treatment to serve the proposed growth in this location.</p> | + |
| 11. Land and Soil | <p>This option is situated in Greenfield Green Belt Land.</p> <p>Option WGW1 is on grade 1 agricultural land. Option WGW1 is smaller than all of the alternative sites for the west of Great Wakering, except WGW3. The site does not result in as much loss of agricultural land as some of the other Options for the west of Great Wakering including SER9, WGW3, WGW4 and WGW5.</p> <p>Option WGW1 will result in the loss of Grade 1 agricultural land. No alternative options not leading to the loss of grade 1 agricultural land have been identified in the general location. As such it is necessary to balance the loss of high quality agricultural land with the wider sustainability issues such as community cohesion and the provision of homes, and creation of a strong Green Belt Boundary.</p> | - |

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| SA Objective | Option WG1 – Commentary | Score |
|--|--|-------|
| 12. Air Quality | <p>There are a range of local services located in proximity to SER9 along the High Street, and there is an existing bus route nearby providing sustainable access to the Districts town centres. There are also opportunities on this site to encourage cycling and walking. This reduces the need to use private transport. All of these factors would have a positive impact on reducing air pollution.</p> <p>The site is not within any AQMAs.</p> | + |
| 13. Sustainable Design and Construction | <p>There are no major constraints on this site that would impede sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Option WG2

| SA Objective | Option WG2 – Commentary | Score |
|--------------------------------|---|-------------------|
| 1. Balanced Communities | <p>The scale of the site means that it is able to accommodate the required amount of public open space.</p> <p>This option is situated to the west/south west of existing residential development in Great Wakering. This allocation would provide properties for families and ensure that they do not have to leave the local area.</p> <p>It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school.</p> <p>There are opportunities to enhance the provision of sustainable transport modes in this location, improving equal opportunities for residents to access shops, services and community facilities.</p> <p>The separation of the sites in this option would have a negative impact on the sustainability of any development through encouraging piecemeal development on the edge of the village and presenting a much less defensible Green Belt boundary, particularly in relation to the site south of the High Street, as opposed to WG1 and SER9 for example.</p> <p>There are a range of local facilities in proximity to this site, including a primary school to the east. Local leisure facilities such as Great Wakering Leisure Centre, allotments and a football ground are located in close proximity to the site. This option is at the western end of the High Street which provides numerous services to meet the day to day needs of the local community. This includes a local supermarket. These existing facilities should be accessible from this site and would ensure equal opportunities for the local community and that all sections of the community are catered for.</p> | <p>+</p> <p>-</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option WG2 – Commentary | Score | |
|--|--|-------|---|
| 2. Healthy & Safe Communities | <p>WG2 is well related to the existing residential area and has good access to public services and facilities. It also has good access to public open space and to recreational facilities such as Great Wakering Leisure Centre.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. This option is also in proximity to other area of public open space and leisure facilities, which would also encourage healthy lifestyles and promote informal recreation.</p> <p>This option has good links to the existing settlement and local services and facilities within the village centre. The infrastructure requirements include an area of public open space within the development which could improve the biodiversity of the area and provide a community benefit, although the severance of the sites may impact on the accessibility of this. Design of the development will be determined through the development management process.</p> <p>The relationship between this option, Star Lane Industrial Estate (which is to be reallocated for residential use) and the options for employment land to the south of Great Wakering would also need to be taken into consideration.</p> <p>This site is situated near a proposed Greenway (Greenway 20) to the west of this option. The proximity to the proposed Greenway has the potential to promote recreation.</p> | + | |
| 3. Housing | <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>Mixed communities can be ensured through the provision of a range and affordability of housing.</p> <p>This option can provide an appropriate range of housing types and tenure to meet local needs.</p> | + | |
| 4. Economy & Employment | <p>The village of Great Wakering is primarily served by the services in neighbouring town centres, and so does not seek to focus development with these centres.</p> <p>The site is well located in relation to Great Wakering High Street, where the village's shops and services are focussed. As such, residential development here has the potential to support these local shops and services.</p> <p>Local services are available along the High Street and would be accessible to the local community from this option. Other shops and services are available in neighbouring town centres.</p> <p>Local services are situated along the High Street and would be accessible for the local community from this option, although the differing land levels in the locality would need to be considered with any development. A range of other services and facilities are located in neighbouring town centres and are accessible via the existing public transport network. This option is not in immediate proximity to the options for employment land to the south of Great Wakering, although Options E19 to E22 have a better relationship with this option than Options E23 and E24. This option is less well related to the employment options than Option WG21 and SER9 for example.</p> <p>This option is not situated within a town centre.</p> | + | - |

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| SA Objective | Option WGW2 – Commentary | Score | |
|--------------------------------|--|-------|---|
| <p>5. Accessibility</p> | <p>The location of this option to the west of Great Wakering is close to local services although other services and facilities in neighbouring town centres are situated further away and may be accessible using the existing public transport network.</p> <p>This general location has a good relationship with proposed Greenway 20 to the west.</p> <p>The site to the west of Little Wakering Road is enclosed by existing residential development to the north, east and south, and the site to the south of the High Street is enclosed by residential development to the north, greenfield land to the east and an existing employment land to the west. Although the site to the south of the High Street may promote a less defensible Green Belt boundary than WGW1, this site can link to the existing highway network along the High Street. There may also be potential to provide pedestrian links to the High Street from this site which would enhance the accessibility of local services from this option.</p> <p>Several pedestrian links to the High Street may also be created which could promote walking and cycling to the village services and the existing bus route. The site to the west of Little Wakering Road, however, only has potential to link to Barrow Hall Road. A link to Southend Road may be provided on land outside that proposed in this option.</p> <p>Different land levels in the locality may impact on the accessibility and provision of highway and pedestrian links and would need to be overcome with any development coming forward. Nevertheless this option does have potential to encourage walking and cycling and there is also potential to improve public transport links in the locality. The relationship between this option and the options for employment land to the south of Great Wakering also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward. This option has a closer relationship with Options E19 to E22 than Options E23 and E24, although it is less well related than Option WGW1 and SER9 for example.</p> | + | - |
| <p>6. Biodiversity</p> | <p>This general location is not in close proximity to the District's estuaries, or salt marshes. The site does bound a Local Wildlife Site to the south (R35. Star Lane Pits). Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>The site is south of the High Street and north of the Local Wildlife Site. Development in this location will have to be carefully planned to avoid harm to the Local Wildlife Site. Development in this location has the potential to increase recreational pressure on the Local Wildlife Site. Option WGW5 is less likely to cause additional recreational pressure on the Local Wildlife Site due to its location to the west of Little Wakering Road.</p> <p>The Local Wildlife Site can potentially be linked to the public open space provided in the Option, which could lead to the creation of new habitats in the area and could facilitate species movement and colonisation.</p> | + | - |

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| SA Objective | Option WG2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>The site to the west of Little Wakering Road is situated within Historic Environment Character Zone 14 which is located between Southend-on-Sea to the south and the River Roach to the north, on sand and gravel terraces with areas of brickearth. The historic settlement pattern is dispersed in this area, with both irregular and regular field systems. Although there has been little formal archaeological fieldwork chance finds indicate multi-period occupation. The historic dispersed settlement pattern and overall structure of fields, tracks and roads survives well, and the likelihood of extensive archaeological deposits and lack of development indicates good potential. The Plan suggests that the coherence of dispersed settlements and the structure of the historic landscape together with potential buried deposits would suffer if significant change occurred.</p> <p>The site to the south of the High Street is situated within Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date. There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered. There are no Listed Buildings in close proximity to this option and Great Wakering Conservation Area is situated to the east.</p> | - | |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this option, which would provide accessible green space in this area. This option is situated within the South Essex Coastal Towns landscape character area, which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible Green Belt boundary can be maintained. This site to the west of Little Wakering Road is enclosed by existing residential development to the north, east and south, and the site to the south of the High Street is enclosed by residential development to the north, greenfield land to the east and existing employment land including the BT site to the west. Particularly given the arrangement of the site to the south of the High Street, this option would be less able to provide a defensible Green Belt boundary as opposed to WG1 and SER9. If development in this option were to come forward then the area to the south of the High Street between the potential site and the Local Wildlife Site should be designated as public open space or be encompassed within the Local Wildlife Site itself to provide a substantial buffer and prevent further encroachment into the Green Belt in this area. Although there is residential development directly bordering the site to the east and south along Little Wakering Road and Southend Road, respectively, the site to the west of Little Wakering Road would still be highly visible from Barrow Hall Road and Southend Road, and more visible from the public highway than Option WG1. This site would also have a significant impact on the openness of the Green Belt in this area, particularly compared to WG1.</p> | + | - |

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| SA Objective | Option WG2 – Commentary | Score |
|--|---|-------|
| 9. Climate Change and Energy | <p>The site can accommodate dwellings that meet the Code for Sustainable Homes.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + |
| 10. Water | <p>The site is not within an area at risk of flooding, however, there are areas of flood zone 2 and 3 to the north east and south east of this area.</p> <p>The site is quite capable of supporting Sustainable Drainage Systems (SUDs) as well as incorporating grey water recycling and other water conservation technologies.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there will be major constraints to provision of infrastructure and/or treatment to serve the proposed growth in this location.</p> | + |
| 11. Land and Soil | <p>This option is situated in Green Belt Land.</p> <p>Option WG2 is on grade 1 agricultural land. It is smaller than all of the alternative sites for the west of Great Wakering, except WG3. The site does not result in as much loss of agricultural land as some of the other Options for the west of Great Wakering including SER9, WG3, WG4 and WG5.</p> <p>Option WG2 will result in the loss of Grade 1 agricultural land. No alternative options not leading to the loss of grade 1 agricultural land have been identified in the general location. As such it is necessary to balance the loss of high quality agricultural land with the wider sustainability issues such as community cohesion and the provision of homes, and creation of a strong Green Belt Boundary.</p> | - |
| 12. Air Quality | <p>There are a range of local services located in proximity to SER9 along the High Street, and there is an existing bus route nearby providing sustainable access to the Districts town centres. There are also opportunities on this site to encourage cycling and walking. This reduces the need to use private transport. All of these factors would have a positive impact on reducing air pollution.</p> <p>The site is not within any AQMAs.</p> | + |
| 13. Sustainable Design and Construction | <p>There are no major constraints on this site that would impede sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Option WGW3

| SA Objective | Option WGW3 – Commentary | Score | |
|---|---|-------|---|
| <p>1. Balanced Communities</p> | <p>The scale of this development would ensure the phasing of infrastructure and this option has the capacity to provide the required public open space, play space and youth and community facilities to meet ongoing and future needs.</p> <p>This option is situated to the west/south west of existing residential development in Great Wakering. This allocation would provide properties for families and ensure that they do not have to leave the local area. This option would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school.</p> <p>Option WGW3, when compared to alternatives, has a relatively poor relationship with the existing community. Any development within this option would be segregated, rather than proposing development in one location on the edge of the village, which would have a negative impact on community cohesion and thus the regeneration and enhancement of existing communities within Great Wakering.</p> <p>There are a range of local facilities in proximity to this option, including a primary school to the east. Local leisure facilities such as Great Wakering Leisure Centre, allotments and a football ground are located in close proximity to this option. The sites are situated towards the western end of the High Street which provides numerous services to meet the day to day needs of the local community, including a local supermarket.</p> <p>Additional facilities will also be provided in this general location such as youth and community facilities and public open space, although these will be less accessible for some due to the separation of the sites in this option. There is a bus route along the High Street which can provide an alternative mode of transportation to neighbouring town centres, although again this may be less accessible for some. This option would also provide a range of housing types and tenure, and affordable housing to meet the needs of the local community.</p> | + | - |
| <p>2. Healthy & Safe Communities</p> | <p>This option does not have good links to the existing settlement and local services and facilities within the village centre as, when compared to WGW1 and WGW2 for example. The infrastructure requirements include an area of public open space within the development which could provide a community benefit, although the severance of the sites may impact on the accessibility of this.</p> <p>Allotments and a football ground are also in proximity to this option, and whilst they have the potential to improve health and reduce health inequalities they may be less accessible from this option as opposed to SER9, WGW1, WGW2 and WGW5.</p> | + | - |

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| SA Objective | Option WG3 – Commentary | Score | |
|---|--|-------|---|
| | <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles, although due to the severance of the sites this may be less accessible for some. The proximity of this option to other areas of public open space and leisure facilities would also encourage healthy lifestyles and promote informal recreation, although these may be less accessible from this option as opposed to SER9, WG1, WG2 and WG5.</p> | | |
| <p>3. Housing</p> | <p>Mixed communities can be ensured through the provision of a range and affordability of housing. This option can provide an appropriate range of housing types and tenure to meet local needs. Dwellings built to the lifetime homes standard are viable for this site. Due to the severance of the sites, this option may be less able to provide the appropriate arrangement to provide lifetime homes.</p> | + | |
| <p>4. Economy & Employment</p> | <p>The village of Great Wakering is primarily served by the services in neighbouring town centres, and so does not seek to focus development within these centres.</p> <p>This option is not as well related to Great Wakering High Street, where the village's shops and services are focussed. As such, residential development within this option has less potential to support these local shops and services.</p> <p>Local services are situated along the High Street but would be less accessible for the local community from this option as opposed to other options for this general location due to the extension of this option to the south as well as the differing land levels in the locality. However, a range of other services and facilities are located in neighbouring town centres and are accessible via the existing public transport network. The relationship between this option, Star Lane Industrial Estate (which is to be reallocated for residential use) and the options for employment land to the south of Great Wakering would also need to be taken into consideration.</p> <p>The site is not well related to shops and services within the main the main settlement. However, a range of other services and facilities are located in neighbouring town centres and are accessible via the existing public transport network. The relationship between this option, Star Lane Industrial Estate (which is to be reallocated for residential use) and the options for employment land to the south of Great Wakering would also need to be taken into consideration (as this option encompasses part of Options E19, E20 and E22).</p> <p>This option is not situated within a town centre.</p> | + | - |

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| SA Objective | Option WG3 – Commentary | Score | |
|--------------------------------|--|-----------------|-----------------|
| <p>5. Accessibility</p> | <p>There is an existing bus service in Great Wakering which runs to neighbouring town centres. There may be opportunities to increase the availability of public transport in this location. Whilst this option does not have good relationship with the proposed Sustrans route, the sites to the west are in proximity to Greenway 20 to the west which runs south towards Shoebury.</p> <p>The location of this option to the west of Great Wakering is generally close to local services although the extension of this option further south towards the urban area of Shoebury may reduce the accessibility of these services for some, thus encouraging use of private transport as opposed to seizing opportunities to encourage walking and cycling which are promoted within some of the other options for this general location.</p> <p>The different land levels in the locality may impact on the accessibility of local services and facilities and would need to be considered with any development coming forward.</p> <p>Other services and facilities in neighbouring town centres are situated further away and may be accessible using the existing public transport network. This general location has a good relationship with proposed Greenway 20 to the west.</p> <p>The small site the east of Star Lane is enclosed by Star Lane Industrial Estate to the south, existing residential development to the north, and the BT site to the west (which is proposed to be reallocated for residential development). The ability to connect this site to the existing highway network would depend on the redevelopment of Star Lane Industrial Estate and the adjacent BT site.</p> <p>The large site to the east of Star Lane is enclosed by Star Lane to the west, Star Lane Brickworks and a Local Wildlife Site to the north, which would enable good access to the existing highway network.</p> <p>The site to the west of Alexandra Road is generally enclosed but access may only be provided by Exhibition Lane. The impact of this on the junction with the High Street would need to be carefully considered.</p> <p>Alternatively another road outside of the designated areas within this option may be provided, although this may further undermine the defensibility of the Green Belt in this general location. On the whole, this option does not relate to the village centre as well as some of the other options for this general location, which in conjunction with the aforementioned different land levels in the locality, would impact on the accessibility of local services and facilities as well as the provision of highway and pedestrian links.</p> <p>The relationship between this option and the options for employment land to the south of Great Wakering also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward. This option encompasses parts of Options NEL3, E19, E20 and E22, and is well related to Options E21, E23 and E24. The cumulative impact on the highway network, including the reallocation of Star Lane Industrial Estate, would also need to be carefully considered in this general location.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option WG3 – Commentary | Score | |
|-------------------------------|--|-----------------|-----------------|
| | <p>This option is in proximity to a range of services including a primary school, a local supermarket and other local shops along the High Street to the west/north west. However, these may be less accessible for some due to the severance of the sites.</p> <p>There are a range of local services in proximity to this option, which may be less accessible from this option as opposed to some of the other options for this general location. Other local services and facilities may be located further away from this option in neighbouring town centres. Therefore the location of this option may not reduce the need to travel for some services and facilities.</p> <p>The relationship between this option and the options for employment land to the south of Great Wakering has the potential to reduce the need to travel. However, this would depend on the residential and employment options taken forward.</p> <p>There are local services located to the north of the site along the High Street, which may be within walking distance provided that pedestrian routes are incorporated into this option. There is an existing bus route in proximity to this option, which would ensure equal access for all sections of the community to the local services located further away in neighbouring town centres.</p> <p>The west of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location is not in close proximity to the District's estuaries, or salt marshes. The large site to the east of Star Lane and the site to the west of Alexandra Road are partly bounded by a Local Wildlife Site.</p> <p>This general location is not in close proximity to the District's estuaries, or salt marshes. The large site to the east of Star Lane and the site to the west of Alexandra Road are partly bounded by a Local Wildlife Site (R35. Star Lane Pits). Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. There is also potential that the site to the west of</p> <p>Alexandra Road could have biodiversity value given its current wooded condition and its proximity to a Local Wildlife Site. However, it is noted that this site was not included within the boundary of the adjacent Local Wildlife Site when these were reviewed in 2007.</p> <p>Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. There is also potential that the site to the west of Alexandra Road could have biodiversity value.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option WGW3 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This option is predominantly situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated.</p> <p>Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date. There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape.</p> <p>There are no Listed Buildings in close proximity to the majority of the option, although there is a grade II Listed Building ('229 High Street') approximately 50m away distance from the site to the west of Alexandra Road, and Great Wakering Conservation Area is situated to the east.</p> | - | |
| 8. Landscape & Townscape | <p>This option is situated within the South Essex Coastal Towns landscape character area, which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained.</p> <p>The small site the east of Star Lane is enclosed by Star Lane Industrial Estate to the south, existing residential development to the north, and the BT site to the west (which is proposed to be reallocated for residential development), which would ensure that the Green Belt boundary could be defended.</p> <p>The large site to the east of Star Lane is enclosed by Star Lane to the west, Star Lane Brickworks (the southern part of the Industrial Estate) and a Local Wildlife Site to the north, and it follows natural field boundaries to the south and east thus promoting a defensible Green Belt boundary. The site to the west of Alexandra Road is generally enclosed and would also promote a defensible boundary.</p> <p>The severance of the sites, which is greater than that found in SER9 and WGW2 , would impact on the openness of the Green Belt on a wider scale than some of the other options for this general location. The large site to the east of Star Lane would also have a significant impact on the openness of the Green Belt in this area, particularly compared to WGW1 and SER9. This option would also extend the urban area of Great Wakering further to the south, which reduces the undeveloped area that maintains the separation between Great Wakering and Shoebury. The relationship between this option and employment options to the south of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering (although this option encompasses parts of Options NEL3, E19, E20 and E22). This would depend on the options taken forward and would need to be carefully considered.</p> | + | - |

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| SA Objective | Option WG3 – Commentary | Score |
|-------------------------------------|---|-------|
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + |
| 10. Water | <p>This option has the capacity to include Sustainable Drainage Systems (SUDs), although the severance of the sites may make the incorporation of SUDs to help mitigate any impact unviable. Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there will be major constraints to provision of infrastructure and/or treatment to serve the proposed growth in this location.</p> <p>This option has the capacity to incorporate SUDs to help mitigate any impact of development on surface water, however, the severance of the sites within this option may make the incorporation of SUDs unviable.</p> <p>This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water, although the severance of the sites may make such measures less viable.</p> <p>Public open space will be provided within the development which has the potential to create new habitats. The incorporation of SUDs to manage excess surface water and create new habitats, however, may not be viable due to the severance of the sites.</p> | + |
| 11. Land and Soil | <p>This site is situated on greenfield land.</p> <p>This option is on grade 1 agricultural land. Therefore there would be an impact on soil quality.</p> <p>Whilst this option would result in a small loss of the highest quality agricultural land, the other options for west Great Wakering also encompass grade 1 agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion and providing homes for the future.</p> | - |

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| SA Objective | Option WGW3 – Commentary | Score |
|--|---|-------|
| 12. Air Quality | <p>There are a range of local services located in proximity to this option along the High Street, although the extension of this option further south towards the urban area of Shoebury may reduce the accessibility of these services for some thus encouraging use of private transport as opposed to seizing opportunities to encourage walking and cycling which are promoted within some of the other options for this general location such as WGW1. There is, however, an existing bus route nearby which can provide sustainable access to neighbouring town centres for those without access to private transport. Although there are limited opportunities to reduce the need to travel to these local services, public transport is available which can have a positive impact on air quality. Local services will be accessible to this option provided that pedestrian links to the High Street are developed. There may also be opportunities to encourage walking and cycling.</p> <p>There are no AQMAs in proximity to this option.</p> | + |
| 13. Sustainable Design and Construction | <p>There are no constraints on the site that would prevent sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Option WGW4

| SA Objective | Option WGW4 – Commentary | Score | | |
|--------------------------------|---|--|---|---|
| 1. Balanced Communities | <p>The site does not bound existing development.</p> <p>This allocation would provide properties for families and ensure that they do not have to leave the local area. It would enable the provision of accommodation for young people, however, it would not promote the regeneration and enhancement of existing rural communities as opposed to other options for this general location.</p> <p>Instead this option extends south towards Shoebury, thus it may not sustain the future of the local school.</p> <p>This option encompasses part of the sites identified within the employment land options (Options NEL3, E19, E20 and E22), and is in close proximity to the other employment land options to the south of Great Wakering. It is also adjacent to the Star Lane Industrial Estate.</p> | <table border="1"> <tr> <td>+</td> <td>-</td> </tr> </table> | + | - |
| + | - | | | |

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| SA Objective | Option WGW4 – Commentary | Score | |
|--|--|-------|---|
| | <p>There are a range of local facilities in proximity to this option, including a primary school to the north east. Local leisure facilities such as Great Wakering Leisure Centre, allotments and a football ground are located in close proximity to this option.</p> <p>This option may therefore be less able to ensure equal opportunities for the local community and that all sections of the community are catered for. Nevertheless, additional facilities will also be provided in this general location such as youth and community facilities and public open space.</p> | | |
| 2. Healthy & Safe Communities | <p>This option does not have good links to the existing settlement and local services and facilities within the village centre as opposed to SER9, WGW1, WGW2 and WGW5. The infrastructure requirements include an area of public open space within the development which could provide a community benefit.</p> <p>Accessible public open space will be provided within the development, and there are existing areas of public open space (such as Great Wakering Leisure Centre) to the north/west of this option. These existing facilities may, however, be less accessible from this option than options that relate better to the High Street. Allotments and a football ground are also in proximity to this option, and whilst they have the potential to improve health and reduce health inequalities they may be less accessible from this option as opposed to other options for this general location.</p> <p>The proposed public open space incorporated into the development would promote informal recreation and may also encourage healthy, active lifestyles. The proximity of this option to other areas of public open space and leisure facilities would also encourage healthy lifestyles and promote informal recreation, although these may be less accessible from this option as opposed to SER9, WGW1, WGW2 and WGW5.</p> | + | - |
| 3. Housing | <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>The site can support a range of housing types and tenure to meet local needs.</p> <p>Mixed use communities can be ensured through the provision of a range of affordable housing.</p> | + | |
| 4. Economy & Employment | <p>The village of Great Wakering is primarily served by the services in neighbouring town centres, and so does not seek to focus development within these centres.</p> <p>The site is not well related to Great Wakering High Street as opposed to WGW1 or SER9.</p> <p>Local shops and services are less accessible to the local community from this option as opposed to other options for this general location due to the extension of this option to the south. The differing land levels between the High Street and land to the south may also impact on the accessibility of local services. A range of other services and facilities including are located in neighbouring town centres and are accessible via the existing public transport network.</p> | + | - |

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| SA Objective | Option GW4 – Commentary | Score | |
|--------------------------------|--|-------|---|
| <p>5. Accessibility</p> | <p>There is an existing bus service in Great Wakering which runs to neighbouring town centres. There may be opportunities to increase the availability of public transport in this location. Whilst this option does not have good relationship with the proposed Sustrans route, the sites to the west are in proximity to Greenway 20 to the west which runs south towards Shoebury.</p> <p>The location of this option to the west/south west of Great Wakering is generally close to local services including a school and supermarket. The extension of this site further south may reduce the accessibility of these services for some.</p> <p>This general location has a good relationship with proposed Greenway 20 to the west. This option is enclosed by Star Lane to the west, Star Lane Brickworks (the southern part of the Industrial Estate) and a Local Wildlife Site to the north, and it follows a natural field boundary which would enable good access to the existing highway network. As such this option is situated further away from the High Street than some of the other options for this general location which may discourage the use of alternative modes of transportation.</p> <p>The relationship between this option and the options for employment land to the south of Great Wakering also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward.</p> <p>This option encompasses parts of Options SER9, E19, E20 and E22, and is well related to Options E21, E23 and E24.</p> | + | - |
| <p>6. Biodiversity</p> | <p>This general location is not in close proximity to the District's estuaries, or salt marshes. This option is partly bounded by a Local Wildlife Site (R35. Star Lane Pits). Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact.</p> <p>There is a Local Wildlife Site (R35. Star Lane Pits) which partly bounds this option. Although Local Wildlife Sites may be used for recreational purposes, it is important that development does not have a negative impact. Development in this location may therefore increase the recreational pressure on this area as opposed to other options for this general location such as GW5, and thus may have some impact on diversity.</p> <p>This option, however, does encompass an area of public open space which may be provided along the northern boundary of the Local Wildlife Site to provide a natural buffer between any development and this protected area. It also has the potential for the creation of new habitat creation and could also facilitate species movement.</p> | + | - |

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| SA Objective | Option WG4 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date. There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered.</p> <p>There are no Listed Buildings in close proximity to this site and Great Wakering Conservation Area is situated to the north east.</p> | - | |
| 8. Landscape & Townscape | <p>Public open space will be allocated within this option, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements.</p> <p>It is enclosed by Star Lane to the west, Star Lane Brickworks (the southern part of the Industrial Estate) and a Local Wildlife Site to the north, and it follows natural field boundaries to the south and east thus promoting a defensible Green Belt boundary. However, this option would extend the urban area of Great Wakering further to the south, which reduces the undeveloped area that maintains the separation between Great Wakering and Shoebury. It therefore has the potential to engender coalescence between Shoebury and Great Wakering, and would have a greater impact on the character of the landscape on a wider scale as opposed to other options. This option would also have a significant impact on the openness of the Green Belt in this area, particularly compared to WG1.</p> <p>The relationship between this option and employment options to the south of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering (although this option encompasses parts of Options NEL3 E19, E20 and E22). This would depend on the options taken forward and would need to be carefully considered.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |

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| SA Objective | Option WG4 – Commentary | Score | |
|--|--|-------|---|
| 10. Water | <p>This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there will be major constraints to provision of infrastructure and/or treatment to serve the proposed growth in this location.</p> | + | |
| 11. Land and Soil | <p>This option is on grade 1 agricultural land and will result in the loss of the highest quality agricultural land. Other options to the west of Great Wakering will also result in the loss of high quality agricultural land. The loss of this agricultural land must be balanced against the wider sustainability issues relating to the site such as community cohesion and providing homes for the future.</p> | - | |
| 12. Air Quality | <p>There are a range of local services located in proximity to this option along the High Street, although the extension of this option further south towards the urban area of Shoebury would reduce the accessibility of these services for some thus encouraging use of private transport as opposed to seizing opportunities to encourage walking and cycling which are promoted within some of the other options for this general location such as SER9 and WG1. There is, however, an existing bus route nearby which can provide sustainable access to neighbouring town centres for those without access to private transport. Local services, however, would be less accessible to this option as opposed to SER9 and WG1 for example. There may also be opportunities to encourage walking and cycling. Furthermore the different land levels in the locality has the potential to impact on accessibility and would need to be overcome with any development coming forward. The relationship between this option and the employment options to the south of Great Wakering, however, would need to be considered. This could encourage sustainable travel patterns.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There are no constraints on the site that would prevent sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + | |

Option WG5

| SA Objective | Option WG5 – Commentary | Score | |
|---|--|-------|---|
| <p>1. Balanced Communities</p> | <p>This option is situated to the west of existing residential development in Great Wakering. This allocation would provide properties for families and ensure that they do not have to leave the local area. It would promote the regeneration and enhancement of existing rural communities through ensuring the provision of accommodation for young people and sustaining the future of the local school.</p> <p>Any development within this option would propose development in one location on the edge of the village, rather than identifying segregated sites, which would have a positive impact on community cohesion and thus the regeneration and enhancement of existing communities within Great Wakering.</p> <p>There are a range of local facilities in proximity to this site, including a primary school to the east. Local leisure facilities such as Great Wakering Leisure Centre, allotments and a football ground are located in close proximity to the site. This option is at the western end of the High Street which provides numerous services to meet the day to day needs of the local community. This includes a local supermarket. These existing facilities should be accessible from this site and would ensure equal opportunities for the local community and that all sections of the community are catered for.</p> <p>Additional facilities will also be provided in this general location such as youth and community facilities and accessible public open space.</p> | + | - |
| <p>2. Healthy & Safe Communities</p> | <p>This option has good links to the existing settlement and local services and facilities within the village centre. The infrastructure requirements include an area of public open space within the development which could provide a community benefit and informal recreation. The proximity of the site to areas of public open space and leisure facilities would also encourage healthy lifestyles. The site is also situated in close proximity to Greenway 20 to the west of the option.</p> <p>Accessible public open space will be provided within the development, and there are existing areas of public open space (such as Great Wakering Leisure Centre) to the east of this general location, which are accessible to the site. Allotments and a football grounds are also in proximity to the site, and have the potential to improve health and reduce health inequalities.</p> | + | |
| <p>3. Housing</p> | <p>Dwellings built to the lifetime homes standard should be viable for this site.</p> <p>A range of housing type, tenure and affordability can also be provided to meet the needs of an ageing population.</p> | + | |

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| SA Objective | Option GW5 – Commentary | Score | |
|---|--|-------|---|
| <p>4. Economy & Employment</p> | <p>The village of Great Wakering is primarily served by the services in neighbouring town Centres.</p> <p>The site is well located in relation to Great Wakering High Street, where the village's shops and services are focussed. As such, residential development here has the potential to support these local shops and services.</p> <p>A range of other services and facilities are located in neighbouring town centres and are accessible via the existing public transport network.</p> <p>This option is not in immediate proximity to the options for employment land to the south of Great Wakering, although Options E19 to E22 have a better relationship with this option than Options E23 and E24. However, this option is less well related to the employment options than Option GW1 and SER9 for example.</p> | + | |
| <p>5. Accessibility</p> | <p>There is an existing bus service in Great Wakering which runs to neighbouring town centres. There may be opportunities to increase the availability of public transport in this location. Whilst this option does not have good relationship with the proposed Sustrans cycle route, it is in proximity to Greenway 20 to the west which runs south towards Shoebury.</p> <p>This option is in proximity to a range of services including a primary school, a local supermarket and other local shops along the High Street to the west/north west, however, these may be less accessible as opposed to some of the other options for this general location (such as Options SER9, GW1 and GW2) due to the extension of this option to the west. Other local services and facilities situated in neighbouring town centres can contribute positively to reducing social exclusion by ensuring sustainable access. These can be accessed by using the existing public transport network.</p> <p>The location of this site to the west of Great Wakering is close to local services although other services and facilities in neighbouring town centres are situated further away and may be accessible using the existing public transport network. This general location has a good relationship with proposed Greenway 20 to the west.</p> <p>There are local services located to the north of the site along the High Street, which may be within walking distance provided that pedestrian routes are incorporated into this option. There is an existing bus route in proximity to the site, which would ensure equal access for all sections of the community to the local services located further away in neighbouring town centres.</p> | + | - |

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| SA Objective | Option GW5 – Commentary | Score |
|------------------------------------|---|----------|
| | <p>This enclosure would promote a defensible Green Belt boundary whilst enabling several links to the existing highway network to dissipate the transport burden on this network. This may therefore have a positive impact on the accessibility of local services from this option. Several pedestrian links in addition to potential road links may be created which could promote walking and cycling to the village services and the existing bus route. There is also potential to improve public transport links in the locality and enhance opportunities for walking and cycling. The aforementioned different land levels which was the potential to impact on accessibility and would need to be considered with any development coming forward.</p> <p>The relationship between this option and the options for employment land to the south of Great Wakering also has the potential to encourage walking and cycling. However, this would depend on the residential and employment options taken forward. This option has a closer relationship with Options NEL3 and E19 to E22 than Options E23 and E24, although it is less well related than Option GW1 for example.</p> | |
| <p>6. Biodiversity</p> | <p>This general location is not in close proximity to the District's estuaries, or salt marshes. This option does not bound the Local Wildlife Site (R35. Star Lane Pits) as opposed to other options for this general location.</p> <p>This option, however, has the potential to have less of an impact on local biodiversity as it is not in close proximity to the Local Wildlife Site. Species diversity is therefore more likely to be preserved within this designated area.</p> <p>This option is not situated within any nature conservation designations. As opposed to some of the other options for this general location, this option has the potential to have less of an impact on local biodiversity as it is not in close proximity to the Local Wildlife Site. Furthermore public open space will be provided within this general location and this may also provide opportunities for new habitat creation which could facilitate species movement.</p> <p>This has less potential to link to the Local Wildlife Site to the south than other options within this general location. Nevertheless, public open space will be provided within this option, which may facilitate species movement and colonisation. There is potential for new habitat creation in this area.</p> | <p>+</p> |
| <p>7. Cultural Heritage</p> | <p>This option is situated within Historic Environment Character Zone 14 which is located between Southend-on-Sea to the south and the River Roach to the north, on sand and gravel terraces with areas of brickearth. The historic settlement pattern is dispersed in this area, with both irregular and regular field systems. Although there has been little formal archaeological fieldwork chance finds indicate multi-period occupation. The historic dispersed settlement pattern and overall structure of fields, tracks and roads survives well, and the likelihood of extensive archaeological deposits and lack of development indicates good potential. The Plan suggests that the coherence of dispersed settlements and the structure of the historic landscape together with potential buried deposits would suffer if significant change occurred. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered. There are no Listed Buildings in close proximity to this option and Great Wakering Conservation Area is situated to the east.</p> | <p>+</p> |

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| SA Objective | Option GW5 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 8. Landscape & Townscape | <p>Public open space will be allocated on site, which would provide accessible green space in this area. Play space will also be provided with any development.</p> <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile). It is enclosed on all four sides by Barrow Hall Road to the north, existing residential development to the east and south, Southend Road to the south and by a track to the west (although this track to the west is not a permanent feature).</p> <p>This option is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This character area has medium sensitivity to major urban extensions (>5ha) and new settlements, therefore it is important that a defensible boundary can be maintained. This option is enclosed by Barrow Hall Road to the north, existing residential development to the east and south, Southend Road to the south and a track to the west. This option would be able to ensure that a robust and defensible Green Belt boundary could be maintained in this locality, although there would be some concerns in respect of the boundary to the west (given that the track is not a permanent feature). Despite the potential defensibility of the Green Belt boundary this option could afford, this option projects further into the open countryside than GW2. Although there is residential development directly bordering the site to the east and south east along Little Wakering Road and Southend Road, respectively, it would still be highly visible from Barrow Hall Road, Southend Road and Star Lane, and more visible from the public highway than Option GW1. This site would have a significant impact on the openness of the Green Belt in this area, particularly compared to GW1 and SER9. SER9 will include a green buffer to the west which will provide a strong Green Belt boundary to the west of the site.</p> | + | - |
| 9. Climate Change and Energy | <p>The site has the capacity to include Code for Sustainable Homes compliant dwellings which may help mitigate the impact of the development on the local climate.</p> <p>A minimum of 10% of the energy should be generated by on-site renewable and low carbon sources, unless demonstrated as part of a planning application that this would be unviable.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs). Grey water recycling and other water conservation measures may also be included at the design stage.</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed growth in this location. However, there will be major constraints to provision of infrastructure and/or treatment to serve the proposed growth in this location.</p> <p>The site is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water.</p> | + | |

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| SA Objective | Option GW5 – Commentary | Score |
|--|--|-------|
| 11. Land and Soil | <p>This site is on grade 1 agricultural land. The other options for this general location also involve the loss of agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion and providing homes for the future.</p> <p>Whilst this option would result in a small loss of the highest quality agricultural land, the other options for west Great Wakering also encompass grade 1 agricultural land. It is therefore necessary to balance this potential loss of high quality agricultural land against wider sustainability issues such as community cohesion and providing homes for the future.</p> | - |
| 12. Air Quality | <p>There are a range of local services located in proximity to this option along the High Street, and there is an existing bus route nearby which can provide sustainable access to neighbouring town centres for those without access to private transport. There are also as opportunities to encourage walking and cycling. Although the different land levels would need to be considered. The relationship between this option and the employment options to the south of Great Wakering, however, would need to be considered. This could encourage sustainable travel patterns, although this option is less well related to these options than Option SER9 and GW1 for example.</p> <p>There are no AQMAs in proximity to this site.</p> | + |
| 13. Sustainable Design and Construction | <p>There are no constraints on the site that would prevent sustainable design and construction.</p> <p>Dwellings on the site should be required to meet the requirements set out in the Code for Sustainable Homes.</p> | + |

Appendix 5 – Gypsy and Traveller Allocations

Policy GT1

| SA Objective | Policy GT1 – Commentary | Score | |
|---|---|-------|---|
| <p>1. Balanced Communities</p> | <p>The site is detached from existing communities as it is located to the west of the main settlement of Rayleigh. As such it is unlikely to be able to ensure the regeneration of rural communities.</p> <p>The site does have the potential to accommodate the full Gypsy and Traveller requirement for the district while also ensuring that services are provided.</p> <p>Providing a site in this location would ensure that residents will have access to equal opportunities and that all sections of the community are provided for.</p> <p>Public and private space should be clearly defined within the site with the provision of well integrated communal recreational facilities.</p> | - | + |
| <p>2. Healthy & Safe Communities</p> | <p>By providing a permanent residence for Gypsy and Travellers it is likely that income and quality of life disparities will be reduced, as there will be a permanent base for the residents to return to, enabling the residents to register at GPs, schools etc.</p> <p>The site has the potential to provide good access to the Districts highways network however the lack of access to public transport means that there may be a negative impact on health inequalities for those without access to private cars.</p> <p>The site is located close to two areas of public open space, Wheatley Woods and St John Fischer Playing Field. However access to these sites is still poor, in that it requires the crossing of a major road junction and is enclosed by a train line to the north that further limits accessibility. This means that the site has limited capacity to encourage informal recreation and healthier lifestyles.</p> <p>GT1 is greater than 60 metres away from the overhead electricity pylons that run across the north west and south west of the site, as well as those running further to the east. This will ensure that residents are a safe distance from the pylons at all times.</p> <p>The site is located away from the A1245, A127 and the train tracks to the east of the site which will minimise the impact of noise pollution on the residents.</p> <p>By locating the residential allocation to the south west of the site, the prevailing wind conditions will ensure that the site will be less affected by air quality issues generated by employment uses.</p> | + | - |

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| SA Objective | Policy GT1 – Commentary | Score | |
|------------------------------------|--|-----------|----------|
| 3. Housing | <p>The provision of a Gypsy and Traveller site would help to meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>The proposed site covers an area of 1 hectare. The minimum size necessary to accommodate 15 pitches is 0.75 hectares, which is the amount that will be required in the district by 2018. By allocating 1 hectare, it is possible to ensure a reasonable degree of flexibility within the site, accommodating demand for pitches post 2018.</p> <p>The site is somewhat isolated from the main settlement of Rayleigh. Although it is well located to the highway network, which would ensure access to key services, it is not as well related to the public transport network which may have a negative impact on sustainable access, particularly for those without access to private transport.</p> | ++ | - |
| 4. Economy & Employment | <p>This site is located away from the main centre of Rayleigh and would not promote the enhancement of the town centre.</p> <p>The site is adjacent to the proposed industrial site NEL2. However NEL2 will accommodate relocated employment uses from elsewhere in the district and as such will be unlikely to generate significant additional employment.</p> | - | |
| 5. Accessibility | <p>This site is located away from the nearest settlement, and although there are existing bus routes in the locality along the London Road from Rayleigh town centre, the A1245 and part of the A127, at present these would not provide sustainable access to this site. This would have an impact on equal opportunities in terms of access, particularly for those without access to private transport.</p> <p>Sustainable transport options and green infrastructure would potentially give greater mobility to residents of the site without access to private cars however the fact that the site is bounded to the south east and east by main routes, including the A127 and the A1245 as well as the National Express East Anglia train line to the north means that this is unlikely to be deliverable.</p> <p>Consideration should be given to providing residents with sufficient space to move their living accommodation without obstruction.</p> <p>GT1 is located at the opposite side of the site to the proposed employment uses on NEL2, as such traffic generated by the employment site will have less of an impact on residents.</p> <p>The site has the potential to provide access/egress onto/off the A127 and A1245. This will provide access to key services but only through the use of private transport. Local services would be less accessible to those without access to private transport.</p> | + | - |

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| SA Objective | Policy GT1 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 6. Biodiversity | <p>This site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats. The allocation of the site would not have an adverse impact on any natural/semi natural habitats, and the use of this site as a Gypsy and Traveller site would ensure that other less suitable sites (i.e. natural/semi natural habitats) would be conserved.</p> <p>The land is primarily spoilt greenfield land. As such the use of this site will reduce the need to allocate other less suitable sites of potentially greater ecological value.</p> <p>The largely disused nature of the site means that it has the potential to support biodiversity. Therefore there is potential to retain habitats within any development and facilitate species movement. The scale of the site has the potential to promote new habitat creation, although this would need to be carefully considered with regard to the location of the site, and the fact that it is bounded by two main transport routes to the east and south east (the A1245 and the A127 respectively), a train line to the north and the A130 is situated further to the west.</p> | + | - |
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> <p>There are no Listed Buildings in close proximity to this site.</p> | ? | |
| 8. Landscape & Townscape | <p>The site (combined with the adjacent allocation of NEL2) has been described as degraded Green Belt and as such allocation of the site would reduce the need to allocate undeveloped greenfield sites elsewhere in the District.</p> <p>Allocation of the site would allow for more effective management of the site itself. Furthermore the strong barriers created by two dual carriageways to the east and south east (the A1245 and the A127 respectively), a natural boundary to the south and west and a train line to the north mean that on a wider scale (as GT1 is directly adjacent to NEL2) defensible Green Belt Boundary could be created, albeit one which would create somewhat of an island of development within the Green Belt.</p> <p>The site should have clearly demarcated boundaries to prevent new residents attempting to move onto the site without permission. Boundaries should also take into account the safety of children. This can be achieved through appropriate fencing and planting to create substantial barriers to movement into unsafe areas.</p> <p>There are no Tree Preservation Orders on the site however the loss of any trees on the site should be mitigated against by like for like replacement.</p> <p>The site covers an area of 1 hectare. This is 0.25 hectares larger than the area necessary to meet the demand for pitches up to 2018. This will ensure flexibility in the site and enable the creation of a strong green buffer between the site and the adjacent employment uses provided.</p> | + | - |

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| SA Objective | Policy GT1 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | <p>This site is predominantly situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The landscape character is likely to be impacted if this site is allocated as the site is currently designated Green Belt, although there are some current unauthorised uses on site which have an impact on the openness of the Green Belt and the landscape character. This site was also recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33)</p> <p>and thus it may preserve the character and openness of Green Belt in other locations. Nevertheless if this site is allocated, then it is important that a defensible Green Belt boundary can be maintained. The site is bounded by two dual carriageways to the east and south east (the A1245 and the A127 respectively), a natural boundary to the south and west and a train line to the north. There is an opportunity to create a new defensible Green Belt boundary, albeit one which would create somewhat of an island of development within the Green Belt.</p> | | |
| 9. Climate Change and Energy | <p>The scale of the site means it is unlikely to have a significant impact on climate change. The site has a minimal capacity to contribute to an increased proportion of energy needs being met from renewable sources.</p> <p>The site is not situated within an area at risk of flooding.</p> <p>A site of this scale is unlikely to be able to adapt to the consequences of climate change.</p> | 0 | |
| 10. Water | <p>Water conservation would be managed through the development management process.</p> <p>The existing Waste Water Treatment Works can accommodate the demands of this site.</p> <p>A site of this scale is unlikely to include sustainable flood management measures.</p> | + | |
| 11. Land and Soil | <p>Although the site was recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33), this site is not previously developed land. The site is greenfield land, albeit land which has been subject to a number of uses in recent times (including on the larger allocation NEL2). The allocation of this site would therefore not ensure the re-use of previously developed land in preference to greenfield sites.</p> <p>As per the recommendation in the previous SA, a smaller site than GT6 has been identified, which would constitute a more efficient use of land.</p> <p>The site is currently not identified as contaminated land. This would need to be investigated prior to any development.</p> | + | - |

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| SA Objective | Policy GT1 – Commentary | Score |
|--|---|----------|
| | This site is situated on degraded grade 3 agricultural land. The site has been described as degraded countryside, albeit land which has already been subject to some development, so it is unlikely that the allocation of this site would have an adverse impact on soil quality. The allocation of this site would help ensure the protection of better and more versatile agricultural land. | |
| 12. Air Quality | <p>The location of the site means that it is unlikely that air quality would be improved as reliance on the private car will not be reduced. However, the scale of the site is unlikely to create significant impacts.</p> <p>This site is not in immediate proximity to any AQMAs. The site will not direct traffic away from significant junctions given its location, however, the scale of traffic coming from the site is unlikely to have a major impact. There may be some impact on the A1245, and highways access from this site will need to be negotiated carefully.</p> | - |
| 13. Sustainable Design and Construction | Sustainable design and construction on the site would be managed by the development management process. | 0 |

All of the options considered within the Discussion and Consultation Document (GT1-GT7), as well as an additional alternative option (ALT8), were appraised within the Updated SA (July 2012). This assessment found that alternative options GT4 and GT5 would not accord with the Core Strategy (Policy H7) as they are not located within the western part of the District. Consequently these options have not been considered further in this assessment. However, the detailed assessments can be found in Appendix 5 and 11 of the Updated SA (July 2012).

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Option GT1

| SA Objective | Option GT1 – Commentary | Score | |
|--|---|-----------|----------|
| 1. Balanced Communities | <p>The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure. This site is well related to the highway network (A1245), however, access to and from the site is a concern. The provision of pedestrian access to Rawreth Lane where public transport is located may also be challenging. This may discourage use of sustainable modes of transport.</p> <p>The site is somewhat detached from existing communities (other than the current occupiers of the site). It is situated to the north west of the main settlement of Rayleigh and to the south east of the village of Rawreth. The allocation of the site would have benefits for the existing occupiers, as it would enable the site to become authorised and give the community there greater certainty. This site has the potential to accommodate the full Gypsy and Traveller pitch requirement for the District. The provision of the pitches on one site has the potential to ensure that services are provided, whereas dispersed pitches have the potential to make these services more difficult to deliver.</p> <p>The provision of Gypsy and Traveller pitches at this location would help ensure that all sections of the community are catered for and thus provide equal opportunities. However, the location of this site away from the nearest settlement would have an impact on equal opportunities in terms of access, particularly for those without access to private transport.</p> | ++ | - |
| 2. Healthy & Safe Communities | <p>The allocation of permanent Gypsy and Traveller pitches have the potential to have a positive impact on health inequalities through providing greater certainty for the community, particularly through authorising this existing site. However, the site is somewhat detached from existing settlements and healthcare facilities that can be found there, and this site may not ensure sustainable access to key services, particularly for those without access to private transport.</p> <p>The location of the site is close to open, green spaces (for example Rawreth Lane Playing Field located to the north of Rawreth Lane) and therefore has the potential to promote informal recreation and consequently, healthy active lifestyles.</p> <p>Whilst there are potential opportunities to link this site to existing footpaths, cyclepaths and bridleways, such provision could be challenging given the location of the site. This site is not well related to any proposed Greenways or the Sustrans route.</p> | + | - |
| 3. Housing | <p>The provision of an authorised Gypsy and Traveller site would help meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>The allocation of this site would help ensure that there is a balance of housing provision to serve all the District's communities.</p> <p>The site is somewhat isolated from the main settlement of Rayleigh. Although it is well located to the highway network, which would ensure access to key services, it is not as well related to the public transport network which may have a negative impact on sustainable access, particularly for those without access to private transport.</p> | + | - |

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| SA Objective | Option GT1 – Commentary | Score |
|------------------------------------|--|----------|
| 4. Economy & Employment | No significant impact | 0 |
| 5. Accessibility | <p>This site is located outside the settlement boundary of Rayleigh and would not be in proximity to local services. It is well related to the highway network (A1245), however, access to and from the site is a concern. The provision of pedestrian access to Rawreth Lane where public transport is located may also be challenging. This may discourage use of sustainable modes of transport.</p> <p>Although this site has good access to the highways network to the west of the District, it may not ensure sustainable access to key services, particularly for those without access to private transport.</p> <p>The site is reasonably well related, and within potential walking distance, of public open space to the north of Rawreth Lane, and Rayleigh is potentially accessible to the east via Rawreth Lane. Its distance from local services, however, does not promote sustainable modes of travel and may not positively contribute to social inclusion. There may not be good access for all sections of the community, particularly those which do not have access to private transport.</p> <p>The provision of a permanent Gypsy and Traveller site will secure more opportunity for residents of the site to work in the District as their residence in the area will be secured. The west of Rayleigh, however, has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | - |
| 6. Biodiversity | <p>This site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>It is currently being used as a Gypsy and Traveller site. No further land will be used if this site is allocated as such, depending on the arrangement of the pitches on the site, therefore protecting the natural and semi natural habitats of the District. Hedgerows surrounding the site may be impacted which would need to be taken into consideration. Potential disturbance or habitat loss, however, would need to be mitigated against.</p> <p>There will be no impact on known sites of geological significance, and its allocation would have little if any impact on using brownfield land for significant wildlife interest.</p> <p>There is potential for new habitat creation, subject to planning conditions.</p> | 0 |

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| SA Objective | Option GT1 – Commentary | Score | |
|-------------------------------------|---|----------|---|
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. There are two grade II Listed Buildings in proximity to the site. To the west of the site to the west of the A1245 ('Witherden's Farm') and to the east of the site ('Barn approximately 40 metres east of Rawreth Hall, Rawreth'). Any potential impact on the siting of these Listed Buildings would need to be considered.</p> | - | ? |
| 8. Landscape & Townscape | <p>The allocation of this site as an authorised site would reduce the need to allocate undeveloped open greenfield sites elsewhere in the District.</p> <p>The allocation of this site would contribute to the effective management of land in the urban fringe as the site is currently unauthorised, and allocating the site would enable a more effective management process of the site.</p> <p>Although the site is currently designated Green Belt, it is an existing, if unauthorised, Gypsy and Traveller site. The allocation of this site may therefore reduce the amount of derelict, degraded or underused land, and depending on the arrangement of the site, provide the pitch requirement for the District without the need to encroach on other Green Belt land, which is potentially greenfield land.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The site is an existing, if unauthorised, Gypsy and Traveller site and therefore currently has an impact on the openness of the Green Belt in the locality, and the purpose of including land within it. It is notable that the existing, if unauthorised, site has been in existence since 2002. However, if this unauthorised site is not allocated and therefore removed then this would have a positive impact on landscape character, if the openness of the land were to be re-established. If this site is allocated as an authorised site, then it is important that a defensible Green Belt boundary can be maintained. The site follows natural boundaries on two sides and is enclosed by the A1245 to the west. It can therefore ensure that a defensible Green Belt boundary could be maintained to prevent further encroachment into the Green Belt.</p> <p>The site is situated to the north west of Rayleigh. It is therefore not located near to or within a townscape area.</p> | + | - |
| 9. Climate Change and Energy | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>The scale of the site means it is unlikely to contribute to an increased proportion of energy needs being met from renewable sources.</p> <p>The site is not situated within an area at risk of flooding, although there is an area of flood zone 2 which reaches the south western boundary of the site. Furthermore it is acknowledged that there is a larger area of flood zone 2 and 3 to the south.</p> | 0 | |

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| SA Objective | Option GT1 – Commentary | Score | |
|--|---|----------|----------|
| 10. Water | <p>Water conservation would be managed through development management process.</p> <p>There are no foul sewers in the immediate vicinity.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> <p>The site is not situated within an area at risk of flooding, although there is an area of flood zone 2 which reaches the south western boundary of the site. Furthermore it is acknowledged that there is a larger area of flood zone 2 and 3 to the south. There are unlikely to be any significant impacts on water.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> | + | - |
| 11. Land and Soil | <p>This site is currently an unauthorised Gypsy and Traveller site, which is mostly developed and therefore considered to be previously developed land in the Green Belt. There is potential to provide numerous pitches on the site and depending on the arrangement of the pitches on the site, there is potential to accommodate the District's whole pitch requirement.</p> <p>As the development is unauthorised, if enforcement action were to be taken the land could potentially be reverted back to greenfield status.</p> <p>The site is on grade 3 agricultural land (SEA Baseline Information Profile), albeit land which has already been subject to some development. It is unlikely that there would be an adverse impact on soil quality if this site was allocated as it is an existing, albeit unauthorised, Gypsy and Traveller site.</p> <p>The majority of the site, although currently allocated as Green Belt, has been used as a Gypsy and Traveller site for some time. Therefore it is unlikely to have any practical potential for agricultural use. The undeveloped portion of the site is situated on grade 3 agricultural land (SEA Baseline Information Profile). Allocation of this site would help ensure the protection of better and more versatile agricultural land by reducing the need to develop grade 1 and grade 2 agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are unlikely to be any significant impacts on air quality.</p> <p>This site is not in immediate proximity to any AQMAs (although Rawreth Lane Industrial Estate is designated an AQMA along Rawreth Lane). The authorisation of this site would continue to raise concerns in terms of access to and from the site and the A1245, and highways access from this site will need to be negotiated carefully.</p> | - | |
| 13. Sustainable Design and Construction | <p>Sustainable design and construction on the site would be managed by the development management process.</p> | 0 | |

Option GT2

| SA Objective | Option GT2 – Commentary | Score | |
|---|---|-----------|----------|
| <p>1. Balanced Communities</p> | <p>The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure. This site is well related to the highway network (A1245), however, access to and from the site is a concern. The provision of pedestrian access to Rawreth Lane where public transport is located may also be challenging. This may discourage use of sustainable modes of transport.</p> <p>The site is somewhat detached from existing communities (other than the current occupiers of the site). It is situated to the north west of the main settlement of Rayleigh and to the south east of the village of Rawreth. The allocation of the site would have benefits for the existing occupiers, as it would enable the site to become authorised and give the community there greater certainty. This site has the potential to accommodate the full Gypsy and Traveller pitch requirement for the District. The provision of the pitches on one site has the potential to ensure that services are provided, whereas dispersed pitches have the potential to make these services more difficult to deliver.</p> <p>The provision of Gypsy and Traveller pitches at this location would help ensure that all sections of the community are catered for and thus provide equal opportunities. However, the location of this site away from the nearest settlement would have an impact on equal opportunities in terms of access, particularly for those without access to private transport.</p> | <p>++</p> | <p>-</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The allocation of permanent Gypsy and Traveller pitches have the potential to have a positive impact on health inequalities through providing greater certainty for the community, particularly through authorising this existing site. However, the site is somewhat detached from existing settlements and healthcare facilities that can be found there, and this site may not ensure sustainable access to key services, particularly for those without access to private transport.</p> <p>The location of the site is close to open, green spaces (for example Rawreth Lane Playing Field located to the north of Rawreth Lane) and therefore has the potential to promote informal recreation and consequently, healthy active lifestyles.</p> <p>Whilst there are potential opportunities to link this site to existing footpaths, cycle paths and bridleways, such provision could be challenging given the location of the site. This site is not well related to any proposed Greenways or the Sustrans route.</p> | <p>-</p> | <p>+</p> |
| <p>3. Housing</p> | <p>The provision of an authorised Gypsy and Traveller site would help meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>The allocation of this site would help ensure that there is a balance of housing provision to serve all the District's communities.</p> | <p>+</p> | <p>-</p> |

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| SA Objective | Option GT2 – Commentary | Score | |
|------------------------------------|--|----------|--|
| | <p>The site is somewhat isolated from the main settlement of Rayleigh. Although it is well located to the highway network, ensuring access to key services, it is not as well related to the public transport network which may have a negative impact on sustainable access, particularly for those without access to private transport.</p> | | |
| 4. Economy & Employment | <p>No significant impact</p> | 0 | |
| 5. Accessibility | <p>This site is located outside the settlement boundary of Rayleigh and would not be in proximity to local services. It is well related to the highway network (A1245), however, access to and from the site is a concern. The provision of pedestrian access to Rawreth Lane where public transport is located may also be challenging. This may discourage use of sustainable modes of transport.</p> <p>Although this site has good access to the highways network to the west of the District, it may not ensure sustainable access to key services, particularly for those without access to private transport.</p> <p>The site is reasonably well related, and within potential walking distance, of public open space to the north of Rawreth Lane, and Rayleigh is potentially accessible to the east via Rawreth Lane. Its distance from local services, however, does not promote sustainable modes of travel and may not positively contribute to social inclusion. There may not be good access for all sections of the community, particularly those which do not have access to private transport.</p> <p>The provision of a permanent Gypsy and Traveller site will secure more opportunity for residents of the site to work in the District as their residence in the area will be secured. The west of Rayleigh, however, has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | - | |
| 6. Biodiversity | <p>This site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>The majority of the site is currently being used as a Gypsy and Traveller site. Some further grade 3 agricultural land (SEA Baseline Information profile) will be used if this site is allocated, but such land is not likely to be a significantly valuable natural or semi natural habitat. The impact on existing hedgerows would need to be considered and potential disturbance or habitat loss would need to be mitigated against.</p> <p>There will be no impact on known sites of geological significance, and its allocation would have little if any impact on using brownfield land for significant wildlife interest.</p> <p>There is potential for new habitat creation, subject to planning conditions.</p> | 0 | |

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| SA Objective | Option GT2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage. There are two grade II Listed Buildings in proximity to the site. To the west of the site to the west of the A1245 ('Witherden's Farm') and to the east of the site ('Barn approximately 40 metres east of Rawreth Hall, Rawreth'). Any potential impact on the siting of these Listed Buildings would need to be considered.</p> | - | ? |
| 8. Landscape & Townscape | <p>The allocation of this site as an authorised site would reduce the need to allocate undeveloped greenfield sites elsewhere in the District. However, compared to Option GT1, it would involve a greater loss of greenfield land and development projecting into the open countryside (and therefore the Green Belt).</p> <p>The allocation of this site would contribute to the effective management of land in the urban fringe as much of the site is currently an existing, if unauthorised, Gypsy and Traveller site, and allocating the site would enable a more effective management process of the site.</p> <p>Although the site is currently designated Green Belt, much of the site is an existing, if unauthorised, Gypsy and Traveller site. The allocation of this site may therefore reduce the amount of derelict, degraded or underused land, and provide the pitch requirement for the District without the need to encroach on other Green Belt land, which is potentially higher quality agricultural land.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. Much of the site is an existing, if unauthorised, Gypsy and Traveller site and therefore currently has an impact on the openness of the Green Belt in the locality, and the purpose of including land within it. It is notable that the existing, if unauthorised, part of the site has been in existence since 2002. However, if the unauthorised part of this option is not allocated and therefore removed then this would have a positive impact on landscape character, if the openness of the land were to be re-established. If this option is allocated as an authorised site, then it is important that a defensible boundary can be maintained. Unlike Option GT1 (Discussion and Consultation Document Version), whilst the site follows a natural boundary to the north and is enclosed by the A1245 to the west, the eastern boundary is not enclosed. It may therefore not be able to ensure that a defensible Green Belt boundary could be maintained to prevent further encroachment into the Green Belt to the east and south.</p> <p>The site is situated to the north west of Rayleigh. It is therefore not located near to or within a townscape area.</p> | + | - |

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| SA Objective | Option GT2 – Commentary | Score | |
|--|--|----------|----------|
| 9. Climate Change and Energy | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>The scale of the site is unlikely to contribute to an increased proportion of energy needs being met from renewable sources.</p> <p>The southern section of the site is located within flood zone 2 and 3, which would need to be assessed and mitigated against. The scale of the site is unlikely to adapt to and provide for the consequences of climate change.</p> | 0 | |
| 10. Water | <p>There are no foul sewers in the immediate vicinity.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> <p>The southern section of the site is located within flood zone 2 and 3. The Environment Agency have stated that "This option encroaches into areas of Flood Zone 2 and 3 and would therefore not be in line with PPS25 or the emerging Policy H7 of the Rochford Core Strategy. According to PPS25, gypsy and travellers sites are deemed to be 'highly vulnerable' and are therefore not appropriate in Flood Zone 3 and would require the Exception Test".</p> | + | - |
| 11. Land and Soil | <p>Much of this site is currently an unauthorised Gypsy and Traveller site, which is mostly developed and therefore considered to be previously developed land in the Green Belt. The rest of the site is grade 3 agricultural land (SEA Baseline Information Profile). There is potential to provide numerous pitches on the site - potentially more than is required for the District. This option does project further into undeveloped, open countryside and agricultural land than Option GT1.</p> <p>The impact on soil quality is unknown. Much of the option is already developed. Part of this site is currently grade 3 agricultural land (SEA Baseline Information Profile) - the extension of the existing unauthorised site - and building or hard standing on this site may have an adverse impact on the soil quality.</p> <p>The majority of the site, although currently allocated as Green Belt, has been used as a Gypsy and Traveller site for some time. Therefore it is unlikely to have any practical potential for agricultural use. The undeveloped portion of the site is situated on grade 3 agricultural land (SEA Baseline Information Profile). Allocation of this site would help ensure the protection of better and more versatile agricultural land by reducing the need to develop grade 1 and grade 2 agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are unlikely to be any significant impacts on air quality.</p> <p>This site is not in immediate proximity to any AQMAs (although Rawreth Lane Industrial Estate is designated an AQMA along Rawreth Lane). The allocation of this site would continue to raise concerns in terms of access to and from the site and the A1245, and highways access from this site will need to be negotiated carefully.</p> | - | |
| 13. Sustainable Design and Construction | <p>Design would be managed through the development management process, but it should be noted that there is already some development on site.</p> | 0 | - |

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Option GT3

| SA Objective | Option GT3 – Commentary | Score | |
|--|---|----------|----|
| 1. Balanced Communities | The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure. The provision of Gypsy and Traveller pitches at this location would help ensure that all sections of the community are catered for and thus provide equal opportunities. However, due to the size of the site, it may not be able to accommodate the full pitch requirement for the District which may impact on equal opportunities, and may require the allocation of multiple sites, likely given the options available, to be dispersed. Nevertheless this option is well related to existing public transport routes along London Road, which would have a positive impact on equal opportunities in terms of access, particularly for those without access to private transport. | + | - |
| 2. Healthy & Safe Communities | <p>The allocation of permanent Gypsy and Traveller pitches have the potential to have a positive impact on health inequalities through providing greater certainty for the community. The location of this site in proximity to the existing residential area, with accompanying services, also has the potential to reduce health inequalities, but given the scale of development proposed, provision of additional public transport is unlikely to be engendered by this site.</p> <p>This option is also in close proximity to high voltage pylons to the north of London Road which are within 60 metres distance and to the south of the site. The power lines therefore run through the site and have the potential to have a negative impact on the health of the occupier of the site. It is unlikely to be viable to move these obstructions given the small scale of the proposed land use, and the high costs of such an operation.</p> | + | -- |
| 3. Housing | <p>The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure.</p> <p>The site, due to its size and location to the west of existing residential development in Rayleigh, may have the potential to ensure the regeneration and enhancement of existing rural and urban communities.</p> <p>The provision of Gypsy and Traveller pitches at this location would help ensure that all sections of the community are catered for and thus provide equal opportunities. However, due to the size of the site, it may not be able to accommodate the full pitch requirement for the District which may impact on equal opportunities, and may require the allocation of multiple sites, likely given the options available, to be dispersed. Nevertheless this option is well related to existing public transport routes along London Road, which would have a positive impact on equal opportunities in terms of access, particularly for those without access to private transport.</p> | + | - |
| 4. Economy & Employment | No significant impact. | 0 | |

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| SA Objective | Option GT3 – Commentary | Score |
|------------------------------------|---|-----------------|
| <p>5. Accessibility</p> | <p>This site is situated outside the main settlement of Rayleigh but is in proximity to local services including community, education and sports facilities. There is potential to provide numerous pitches on the site which are within sustainable access to key services.</p> <p>This site has good access to London Road and the wider highway network to the west of the District and Rayleigh is accessible to the east along London Road. There is an existing bus route along London Road, which would increase the accessibility of these local services and facilities, particularly for those without access to private transport. There is potential to improve public transport links in the locality. However, given the scale of development proposed, provision of additional public transport is unlikely to be engendered by this site.</p> <p>The location of this site may positively contribute to social inclusion through potentially ensuring good access for all sections of the community to local services and facilities located within the main settlement of Rayleigh.</p> <p>The provision of a permanent Gypsy and Traveller site will secure more opportunity for future residents of the site (if this site were allocated) to work in the District as their residence in the area will be secured. The west of Rayleigh, however, has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | <p>0</p> |
| <p>6. Biodiversity</p> | <p>This greenfield site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>The impact on hedgerows to the north and east of the site would need to be considered, and there are several ponds on the previously developed land to the west of the site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against.</p> <p>There will be no impact on known sites of geological significance.</p> <p>There is potential for new habitat creation, subject to planning conditions.</p> | <p>?</p> |
| <p>7. Cultural Heritage</p> | <p>This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. There are no Listed buildings in close proximity to this option.</p> | <p>?</p> |

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| SA Objective | Option GT3 – Commentary | Score | |
|--|--|-------|----|
| <p>8. Landscape & Townscape</p> | <p>The allocation of this site may have an adverse impact on the range and quality of the public realm and open space as the land is currently open fields.</p> <p>The allocation of this site would contribute to the effective management of land in the urban fringe, and allocating the site would enable a more effective management process of the site. However the site is currently allocated as Green Belt and the impact on this designation would need to be carefully considered.</p> <p>The allocation of this site would not reduce the amount of derelict, degraded and underused land as the site is currently greenfield land which is designated as Green Belt.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The landscape character is therefore likely to be impacted if this site is allocated as the site is currently open fields and is designated Green Belt. However there are several businesses and buildings within close proximity to the west and existing residential development designated to the east. If this option is allocated as an authorised site, then it is important that a defensible boundary can be maintained. This option is enclosed by London Road to the north, previously developed land to the west (which is currently in use) and it follows a natural boundary to the east and would therefore promote a defensible Green Belt boundary in the locality.</p> <p>The townscape character is unlikely to be impacted if this site is allocated as the site is currently open fields and is designated Green Belt. There is, however, previously developed land to the west and existing residential development designated further to the east.</p> | + | -- |
| <p>9. Climate Change and Energy</p> | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>The scale of the site is unlikely to contribute to an increase proportion of energy needs being met from renewable sources.</p> <p>The site is not situated within an area at risk of flooding, although there is an area to the north west of the site to the north of London Road which lies within a flood zone. The scale of the site is unlikely to adapt to and provide for the consequences of climate change.</p> | 0 | |

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| SA Objective | Option GT3 – Commentary | Score | |
|--|--|----------|----------|
| 10. Water | <p>There are no foul sewers in the immediate vicinity.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> <p>The site is not situated within an area at risk of flooding, although there is an area to the north of London Road which lies within a flood zone. There are unlikely to be any significant impacts on water.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> | + | - |
| 11. Land and Soil | <p>The site is currently allocated as Green Belt and would therefore not ensure the re-use of previously developed land.</p> <p>The impact on soil quality is unknown. This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>The site is situated on grade 3 agricultural land (SEA Baseline Information Profile). Allocation of this site would help ensure the protection of better and more versatile agricultural land by reducing the need to develop grade 1 and grade 2 agricultural land.</p> | + | ? |
| 12. Air Quality | <p>There are unlikely to be any significant impacts on air quality.</p> <p>This site is not in immediate proximity to any AQMAs. There may be some impact on London Road and the A1245, and highways access from this site will need to be negotiated carefully. Due to the scale of the site, however, it is unlikely that there will be an impact on significant junctions in the locality.</p> | 0 | |
| 13. Sustainable Design and Construction | <p>Design would be managed through the development management process, but such development in this location would be unlikely to make a positive contribution to the local vernacular.</p> | 0 | |

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Option GT6

| SA Objective | Option GT6 – Commentary | Score | |
|---|---|-----------|----------|
| <p>1. Balanced Communities</p> | <p>The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure. The site is detached from existing communities as it is located to the west of the main settlement of Rayleigh. As such it is unlikely to be able to ensure the regeneration of rural communities.</p> <p>The site does have the potential to accommodate the full gypsy and traveller requirement for the district while also ensuring that services are provided.</p> <p>Providing a site in this location would ensure that residents will have access to equal opportunities and that all sections of the community are provided for.</p> <p>Public and private space should be clearly defined within the site with the provision of well integrated communal recreational facilities.</p> | <p>++</p> | <p>-</p> |
| <p>2. Healthy & Safe Communities</p> | <p>The allocation of permanent a Gypsy and Travellers site is likely to help reduce income and quality of life disparities, as there will be a permanent base for the residents to return to, enabling the residents to register at GPs, schools etc.</p> <p>The site has the potential to provide good access to the Districts highways network however the lack of access to public transport means that there may be a negative impact on health inequalities for those without access to private cars.</p> <p>The site is located close to two areas of public open space, Wheatley Woods and St John Fischer Playing Field. However access to these sites is still poor, in that it requires the crossing of a major road junction and is enclosed by a train line to the north that further limits accessibility. This means that the site has limited capacity to encourage informal recreation and healthier lifestyles. The incorporation of infrastructure improvements, particularly in the form of a green grid would serve to alleviate this issue.</p> <p>The site is greater than 60 metres away from the overhead electricity pylons that run across the north west and south west of the site, as well as those running further to the east. This will ensure that residents are a safe distance from the pylons at all times.</p> <p>The site is located away from the A1245, A127 and the train tracks to the east of the site which will minimise the impact of noise pollution on the residents.</p> | <p>+</p> | <p>-</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT6 – Commentary | Score | |
|------------------------------------|--|----------|----------|
| 3. Housing | <p>The provision of an authorised Gypsy and Traveller site(s) would help meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>The allocation of this site would help to ensure that there is a balance of housing provision to serve all the District's communities.</p> <p>The site is located directly adjacent to two main transport routes (the A127 and the A1245), which whilst ensuring access to key services mainly through the use of private transport would not promote the use of sustainable transport modes. Local services would be less accessible from this site for those without access to private transport given that it is detached from the main settlement of Rayleigh and is not well related to public transport routes.</p> | + | |
| 4. Economy & Employment | No significant impact. | 0 | |
| 5. Accessibility | <p>Due to the location of the site away from the main settlement of Rayleigh and the enclosure of the site to the south east and east by main routes (the A127 and the A1245 dual carriageways) and National Express East Anglia train line to the north, it is unlikely that alternative methods of transportation will be promoted at this site. It is not well related to public transport routes, any proposed Greenways or the proposed Sustrans route, and is therefore unlikely to encourage walking and cycling. However, given the proposed scale of land use with this option, there is unlikely to be potential to improve public transport links in the locality.</p> <p>Although there is potential to provide numerous pitches on the site, it would potentially not ensure equal access, reduce health inequalities, promote community cohesion or social inclusion.</p> <p>However, this site does have the potential to have particularly good access to the A127 and A1245 and the wider highway network compared to other options (GT1-3 and GT8). Although it is remote from local services there may be potential to improve sustainable transport provision in this locality. There is unlikely to be good access for all sections of the community, particularly those which do not have access to private transport.</p> <p>The provision of a permanent Gypsy and Traveller site has the potential to secure more opportunity for future residents of the site (if this site were allocated) to work in the District as their residence in the area will be secured. This site is, however, situated on the edge of the Rochford District boundary, and the west of Rayleigh has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy Submission Document. This relationship may therefore not reduce out-commuting.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT6 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| 6. Biodiversity | <p>This site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats. The allocation of the site would not have an adverse impact on any natural/semi natural habitats, and the use of this site as a Gypsy and Traveller site would ensure that other less suitable sites (i.e. natural/semi natural habitats) would be conserved.</p> <p>This is a spoilt greenfield site which is grade 3 agricultural land (SEA Baseline Information Profile) although it is not used as such. This option therefore has potential to be of ecological value given its largely disused nature.</p> <p>There will be no impact on known sites of geological significance.</p> <p>The Rochford District Replacement Local Plan 2006 Inspector's Report described the site as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33) and it may protect the openness of the Green Belt, agricultural land and landscape character of other areas in the locality.</p> <p>This site has the potential to currently support biodiversity given that it is largely disused. Therefore there is potential to retain habitats within any development and facilitate species movement. The scale of the site has the potential to promote new habitat creation, although this would need to be carefully considered with regard to the location of the site, and the fact that it is bounded by two main transport routes to the east and south east (the A1245 and the A127 respectively), a train line to the north and the A130 is situated further to the west.</p> | 0 | |
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. There are no Listed Buildings in close proximity to this site.</p> | - | ? |
| 8. Landscape & Townscape | <p>Although the allocation of this site has the potential to have an adverse impact on the range and quality of the public realm and open spaces as it is currently designated as Green Belt, the site has been described as degraded countryside. The allocation of this site would reduce the need to allocate undeveloped open greenfield sites, potentially with greater ecological value, elsewhere in the District. It is pertinent to note, however, that the site itself may have some ecological value as it is not used for agricultural purposes.</p> <p>The allocation of this site, due to its location away from the main settlement of Rayleigh, would not contribute to the effective management of land in the urban fringe <i>per se</i>. Allocating the site, however, would enable a more effective management process of the site. The site is currently allocated as Green Belt, although it has been described as degraded countryside.</p> <p>This site was recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33). Although it is currently Green Belt, the allocation of this site for a Gypsy and Traveller site would utilise this land.</p> | + | - |

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| SA Objective | Option GT6 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | <p>This site is predominantly situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The landscape character is likely to be impacted if this site is allocated as the site is currently designated Green Belt, although there are some current unauthorised uses on site which have an impact on the openness of the Green Belt and the landscape character. This site was also recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33) and thus it may preserve the character and openness of Green Belt in other locations. Nevertheless if this site is allocated, then it is important that a defensible Green Belt boundary can be maintained. The site is bounded by two dual carriageways to the east and south east (the A1245 and the A127 respectively), a natural boundary to the south and west and a train line to the north. There is an opportunity to create a new defensible Green Belt boundary, albeit one which would create somewhat of an island of development within the Green Belt.</p> <p>The site is situated to the west of Rayleigh. It is therefore not located near to or within a townscape area.</p> | | |
| 9. Climate Change and Energy | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>The scale of the site is unlikely to contribute to an increased proportion of energy needs being met from renewable sources.</p> <p>The site is not situated within an area at risk of flooding. It is noted, however, that there is an area at risk further to the west of the site to the west of the A130. It is unlikely that a site of this scale will adapt to and provide for the consequences of climate change.</p> | 0 | |
| 10. Water | <p>There is capacity at the existing Waste Water Treatment Works to serve the potential allocation of this site.</p> <p>A site of this scale is unlikely to include sustainable flood management measures.</p> <p>The site is not situated within an area at risk of flooding. It is noted, however, that there is an area at risk further to the west of the site to the west of the A130. There are unlikely to be any significant impacts on water.</p> <p>A site of this scale is unlikely to include sustainable flood management measures.</p> | + | - |
| 11. Land and Soil | <p>Although this site was recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33), this option is not previously developed land. The site is greenfield land, albeit land which has been subject to a number of uses in recent times. The allocation of this site would therefore not ensure the re-use of previously developed land in preference to greenfield sites.</p> | | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT6 – Commentary | Score | |
|--|--|----------|---|
| | <p>The size of the identified area within this option is of a considerably larger size than required to accommodate all of the District's Gypsy and Traveller accommodation needs and would utilise more Green Belt land than required, give the allocation requirement. The allocation of a smaller part of the site would constitute a more efficient use of land. It is therefore recommended that if this site is taken forward in the Allocations process, then a smaller area is identified.</p> <p>This option is situated on degraded grade 3 agricultural land (SEA Baseline Information Profile). The site has been described as degraded countryside so it is unlikely that the allocation of this site would have an adverse impact on soil quality.</p> <p>The site is currently not identified as contaminated land. This would need to be investigated prior to any development.</p> <p>The site is situated on degraded grade 3 agricultural land (SEA Baseline Information Profile), albeit land which has already been subject to some development. The allocation of this site would help ensure the protection of better and more versatile agricultural land by reducing the need to develop grade 1 and grade 2 agricultural land.</p> | + | - |
| 12. Air Quality | <p>Due to the location of the site away from the main settlement of Rayleigh and the services and facilities located there, and public transport routes, it is unlikely that air quality would be improved as reliance on the private car will not be reduced. However, the scale of the site is unlikely to create significant impacts.</p> <p>This site is not in immediate proximity to any AQMAs. The site will not direct traffic away from significant junctions given its location, however, the scale of traffic coming from the site is unlikely to have a major impact. There may be some impact on the A1245, and highways access from this site will need to be negotiated carefully.</p> | - | |
| 13. Sustainable Design and Construction | Sustainable design and construction on the site would be managed by the development management process. | 0 | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

Option GT7

| SA Objective | Option GT7 – Commentary | Score | |
|--|--|-------|---|
| 1. Balanced Communities | <p>The allocation of this site would have a nominal impact on requirements for, and phasing of, infrastructure. The site does not have the capacity to accommodate all of the District’s Gypsy and Traveller accommodation requirement. If allocated for development, additional land would also have to be identified.</p> <p>The site, if allocated, would help ensure equal opportunities and that all sections of the community are catered for. However, due to the very small scale of this site, it would only be able to make a nominal contribution to meeting the accommodation needs of Gypsies and Travellers within the District, and would require the allocation of multiple sites, likely given the options available, to be dispersed.</p> <p>Furthermore, although this site is not in immediate proximity to the main settlement of Rayleigh to the south or the village of Hullbridge to the north east, it has a better relationship with the existing public transport routes along Lower Road and Hullbridge Road than some of the other options, which would have a positive impact on equal opportunities in terms of access, particularly for those without access to private transport.</p> | + | |
| 2. Healthy & Safe Communities | <p>Permanent Gypsy and Traveller pitches have the potential to have a positive impact on health inequalities through providing greater certainty for the community. However, the site is somewhat detached from existing settlements to the south and north east, due to its distance from existing residential development, and healthcare facilities that can be found there. However, its proximity to Hullbridge Road and public transport routes has the potential to increase access, particularly for those without access to private transport, thus potentially having a positive impact on health equality. However, given the scale of development proposed, provision of additional public transport is unlikely to be engendered by this site. The site is also in proximity to high voltage power lines to the south but these are over 60 metres away (approximately 85 metres at the closest point).</p> <p>The location of the site is close to open, green spaces and wooded areas. Many of these areas in close proximity to the site are not designated as public open space. There is, however, a golf course located to the east of the site, for example, and therefore the site may have the potential to promote informal recreation and consequently, healthy active lifestyles.</p> | + | - |
| 3. Housing | <p>The provision of an authorised Gypsy and Traveller site(s) would help meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>The allocation of this site would help to ensure that there is a balance of housing provision to serve all the District’s communities.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT7 – Commentary | Score |
|------------------------------------|---|----------|
| | <p>The site is located directly adjacent to two main transport routes (the A127 and the A1245), which whilst ensuring access to key services mainly through the use of private transport would not promote the use of sustainable transport modes. Local services would be less accessible from this site for those without access to private transport given that it is detached from the main settlement of Rayleigh and is not well related to public transport routes.</p> | |
| 4. Economy & Employment | <p>No significant impact</p> | 0 |
| 5. Accessibility | <p>This site is situated outside the settlement boundaries of Hullbridge and Rayleigh, albeit in an area of plotland, ribbon development. Sustainable transport modes are within walking distance to the east of the site. This site has good access to Hullbridge Road and the wider highway network to the east and west of the District. Rayleigh town centre is situated to the south and the village of Hullbridge to the north east of the site. There may be potential to improve sustainable modes of travel in the locality of the site. However, given the scale of development proposed, provision of additional public transport is unlikely to be engendered by this site.</p> <p>The location of a permanent Gypsy and Traveller site at this location has the potential to reduce social exclusion as the permanence of the residence would help to ensure access to jobs, shopping, leisure facilities and services. The site is well related to the bus route running along Hullbridge Road, which therefore increases the accessibility of these local services and facilities, particularly for those without access to private transport.</p> <p>The provision of a permanent Gypsy and Traveller site (albeit a very small one) will secure more opportunity for future residents of the site (if this site were allocated) to work in the District as their residence in the area will be secured. The north of Rayleigh, however, has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy Submission Document. This relationship may therefore not reduce out-commuting.</p> | + |
| 6. Biodiversity | <p>This site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats. However, it is unlikely that the site would conserve and enhance the natural/semi natural habitats as the site is in close proximity to wooded areas to the north west and west, and there may be some impact on this. The impact on hedgerows to the south of the site would need to be taken into consideration, and potential disturbance or habitat loss would need to be mitigated against.</p> <p>There will be no impact on known sites of geological significance.</p> <p>The scale of the site is unlikely to produce opportunities for new habitat creation.</p> | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT7 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 34 (Plotlands between Hullbridge and Rayleigh) where the settlement pattern is dispersed with moats and churches set within a rectilinear field pattern of ancient origin, and superimposed on this are more recent 20th Century plotlands and leisure activities (Rochford District Historic Environment Characterisation Project). This is a patchwork landscape consisting of small zones of regular and irregular fields. The historic settlement pattern was dispersed and is now augmented by plotlands. A large golf course lies in the centre of the zone. There are no Listed Buildings in close proximity to this site.</p> | - | ? |
| 8. Landscape & Townscape | <p>The allocation of this site may have an adverse impact on the range and quality of the public realm and open space as it is currently greenfield land.</p> <p>The allocation of this site would contribute to the effective management of land in the urban fringe, and allocating the site would enable a more effective management process of the site. However, the site is currently allocated as Green Belt, and is also in proximity to wooded areas and the impacts on these would need to be carefully considered.</p> <p>The allocation of this site would not reduce the amount of derelict, degraded and underused land as the site is currently greenfield land that is designated as Green Belt.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The landscape character is likely to be impacted if this site is allocated as the site is currently designated Green Belt. However there are residential properties within close proximity (although these are not designated as existing residential development) and there is an area of employment to the north east (Lubbards Lodge) but this area is not designated employment land. If this site is allocated, then it is important that a defensible Green Belt boundary can be maintained. Although the site follows a natural boundary to the south and is enclosed by Goldsmith Drive to the north, it does not follow strong boundaries to the east, north east and west. Furthermore the allocation of this would create a small island of allocated land within the Green Belt, thereby weakening the Green Belt boundary and its integrity. The site is also in close proximity to wooded areas to the west and north west.</p> <p>The townscape character is unlikely to be impacted if this site is allocated as the site is currently greenfield land which is designated as Green Belt. However there are several residential properties within close proximity (but these are not designated as existing residential development).</p> | - | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option GT7 – Commentary | Score | |
|--|--|----------|---|
| 9. Climate Change and Energy | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>It is unlikely that a site of this scale will lead to an increased proportion of energy needs being met from renewable resources.</p> <p>The site is not situated within an area at risk of flooding. It is unlikely that a site of this scale will adapt to and provide for the consequences of climate change.</p> | 0 | |
| 10. Water | <p>There are no foul sewers in the immediate vicinity.</p> <p>A site of this relatively small scale is unlikely to include sustainable flood management measures.</p> <p>The site is not situated within an area at risk of flooding. There are unlikely to be any significant impacts on water.</p> | 0 | - |
| 11. Land and Soil | <p>The site is currently allocated as Green Belt. It is greenfield land and would therefore not ensure the re-use of previously developed land.</p> <p>The impact on soil quality is unknown. This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>The site is classified as grade 3 agricultural land (SEA Baseline Information Profile), but it is unlikely to be practical to farm it due to its size and position within plotland development. It is currently greenfield land in close proximity to residential properties (although they are not designated as existing residential development). Given the size of the site and its capacity to accommodate a very small number of pitches, the best and most versatile agricultural land may not be protected if this site was allocated (as an additional site(s) would be required).</p> | - | - |
| 12. Air Quality | <p>There are unlikely to be any significant impacts on air quality.</p> <p>This site is not in immediate proximity to any AQMAs (although Rawreth Lane Industrial Estate is designated an AQMA along Rawreth Lane). Furthermore due to the scale of the site it is unlikely that there will be an impact on significant junctions in the locality.</p> | 0 | |
| 13. Sustainable Design and Construction | Sustainable design and construction on the site would be managed by the development management process. | 0 | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

Option ALT8

| SA Objective | Option ALT8 – Commentary | Score | |
|--|--|-------|----|
| 1. Balanced Communities | <p>The provision of Gypsy and Traveller pitches at this location would help ensure that all sections of the community are catered for and thus provide equal opportunities.</p> <p>However, due to the scale of the site, it may not be able to accommodate the full pitch requirement for the District which may impact on equal opportunities in this regard.</p> <p>Nevertheless this site is located in proximity to the nearest settlement of Rayleigh and it is situated on a bus route which runs along Rawreth Lane. This could have a positive impact on equal opportunities in terms of access to local services and facilities, particularly for those without access to private transport.</p> | + | - |
| 2. Healthy & Safe Communities | <p>The location of this site in proximity to the existing residential area, with accompanying services, has the potential to reduce health inequalities. There are high voltage power lines running across the site with a mast in close proximity to the eastern boundary of the site.</p> <p>There are also high voltage power lines to the west of the site. As the lines run through the site, they would have the potential to have a negative impact on health. It is unlikely to be viable to move these obstructions given the proposed land use. The location of this site in proximity to the existing residential area, however, would potentially ensure equal access, reduce health inequalities and may promote community cohesion.</p> <p>There would be an opportunity to link this site to existing footpaths, cycle paths and bridleways. However, this site is not well related to any proposed Greenways or the Sustrans route</p> | + | -- |
| 3. Housing | <p>The provision of an authorised Gypsy and Traveller site would help meet the need for the provision of accommodation for Gypsies and Travellers.</p> <p>This site is well related to the main settlement of Rayleigh. It is well located to the highway network, ensuring access to key services. It is also well related to the public transport routes running along Rawreth Lane, and would therefore promote sustainable access, particularly for those without access to private transport.</p> | + | |
| 4. Economy & Employment | <p>No significant impact.</p> | 0 | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT8 – Commentary | Score | |
|--------------------------------|---|-------|----|
| <p>5. Accessibility</p> | <p>This site has good access to Rawreth Lane and the wider highway network to the west of the District and Rayleigh is accessible to the east along Rawreth Lane.</p> <p>It is situated outside the main settlement of Rayleigh but is in proximity to local services including community, education and sports facilities. There is potential to provide several pitches on the site which are within sustainable access to key services.</p> <p>The location of this site may positively contribute to social inclusion through potentially ensuring good access for all sections of the community to local services and facilities located within the main settlement of Rayleigh. It is situated on a bus route running along Rawreth Lane, which therefore increases the accessibility of these local services and facilities, particularly for those without access to private transport. There is also potential to improve public transport links in the locality.</p> <p>However, the extension of the site to the north away from Rawreth Lane may impact on accessibility for some, particularly for those without access to private transport.</p> <p>The provision of a permanent Gypsy and Traveller site will secure more opportunity for future residents of the site (if this site were allocated) to work in the District as their residence in the area will be secured.</p> <p>The site is reasonably well related, and within walking distance of, public open space to the west and south east.</p> | + | -- |
| <p>6. Biodiversity</p> | <p>The site is not in proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on greenfield land.</p> <p>There is potential for new habitat creation, subject to planning conditions.</p> | ? | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT8 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This site is situated within Historic Environment Character Zone 37 (Rochford District Historic Environment Characterisation Project). The zone comprises a gently undulating valley slope above the upper Crouch Estuary. Within the zone settlement is now largely confined to small ribbon development along roads, particularly at Rawreth and down towards Battlesbridge. Medieval Moated sites are relatively common across this and neighbouring zones, and part of a pattern of dispersed medieval settlement typical of the region. There is high potential for a wide range of surviving deposits with relatively little modern disturbance. This would need to be taken into consideration if this site were to be allocated. There is a Grade II Listed Building ('Barn approximately 40 metres east of Rawreth Hall, Rawreth') which is situated to the south east of the site to the south of Rawreth Lane, and another Grade II Listed Building to the west ('Tryndehays, Trenders Avenue, Rawreth'). The siting of the Listed Building to the west of the site in particular would need to be considered with any development coming forward in this location.</p> | + | - |
| 8. Landscape & Townscape | <p>The allocation of this site may have an adverse impact on the range and quality of the public realm and open space as the land is currently open fields.</p> <p>The allocation of this site would contribute to the effective management of land in the urban fringe, and allocating the site would enable a more effective management process of the site. However the site is currently allocated as Green Belt, and the impact on this designation would need to be carefully considered.</p> <p>The allocation of this site would not reduce the amount of derelict, degraded and underused land as the site is currently greenfield land which is designated as Green Belt.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. The allocation of this site would have a significant impact on local landscape character and the openness of the Green Belt as the site is situated in a prominent location. Although part of the site has been developed and there is residential development further to the east along the northern side of Rawreth Lane (although it is not designated as such), its allocation would create a small island of allocated land within the Green Belt. If this site were to be located as an authorised site, then it is important that a defensible boundary can be maintained. This site is enclosed by Rawreth Lane to the south and, to a certain extent; it follows natural boundaries to the north, east and west. However, the lack of enclosure on three sides of this site and the creation of an isolated allocated area of land in the Green Belt also raises concerns regarding the potential to ensure a robust and defensible Green Belt boundary in the locality if this site were allocated.</p> <p>The townscape character is unlikely to be impacted if this site is allocated as the site is currently open fields and is designated Green Belt. However, part of the site has been developed and there is residential development further to the east along the northern side of Rawreth Lane (although it is not designated as such).</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option ALT8 – Commentary | Score | |
|--|--|----------|-----------|
| 9. Climate Change and Energy | <p>There are unlikely to be any significant impacts on climate change and energy as the size and quantum of development would not generate a significant amount of movement from the allocated site(s).</p> <p>The scale of the site is unlikely to contribute to an increased proportion of energy needs being met from renewable sources.</p> <p>The site is not situated within an area at risk of flooding. The scale of the site is unlikely to adapt to and provide for the consequences of climate change.</p> | 0 | |
| 10. Water | <p>Water conservation would be managed through development management process.</p> <p>There are no foul sewers in the immediate vicinity.</p> <p>A site of this small scale is unlikely to include sustainable flood management measures.</p> <p>The site is not situated within an area at risk of flooding. There are unlikely to be any significant impacts on water. It is acknowledged, however, that there is an area of flood zone 2 and 3 further to the south of the site to the south of Rawreth Lane.</p> <p>A site of this scale is unlikely to include sustainable flood management measures.</p> | + | -- |
| 11. Land and Soil | <p>The site is currently allocated as Green Belt. It is greenfield land and would therefore not ensure the re-use of previously developed land.</p> <p>This site is on grade 3 agricultural land (SEA Baseline Information Profile).</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This site is grade 3 and would not lead to a loss of the highest quality agricultural land.</p> | + | - |
| 12. Air Quality | <p>There are unlikely to be any significant impacts on air quality.</p> | 0 | - |
| | <p>Rawreth Industrial Estate to the south of Rawreth Lane to the south east of the site is designated an AQMA. There may be some impact on the A1245, and highways access from this site will need to be negotiated carefully. Due to the scale of the site, however, it is unlikely that there will be an impact on significant junctions in the locality.</p> | | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction would be viable and could also be incorporated into any development coming forward on this site.</p> | + | |

Appendix 6 – Existing Employment Allocations

An option to continue to allocate land on Wallasea Island for employment use (Option E1) was considered within the Discussion and Consultation Document, which although located in a relatively inaccessible location, was found to perform well against the sustainability objectives in the Updated SA (July 2012). This site has been included within Policy EEL3 of the Allocations Submission Document, and also includes the adjacent Essex Marina, which is allocated in the 2006 Replacement Local Plan. Consequently the assessment would not intrinsically differ from the assessment of Wallasea Island and as such is not repeated here. The detailed assessment of Wallasea Island, however, can be found in Appendix 6 of the Updated SA (July 2012).

The existing employment land allocations around Rochford included within the Discussion and Consultation Document (Option E2-E5) were found to perform strongly against the sustainability objectives in the previous SA, with the exception of E3 which was found to perform well given its proximity to the river Roach. These sites have been included, as existing, within Policy EEL1 of the Allocations Submission Document, and would therefore continue to have positive sustainability implications. The assessments are not repeated here, but detailed assessments for these sites can be found in Appendix 6 of the Updated SA (July 2012).

Two existing employment sites (Option E6 and E7) were set out in the Discussion and Consultation Document to continue to be allocated for employment use. In the previous SA, these sites were found to perform strongly against the sustainability objectives. These sites have been included within Policy EEL2 of the Allocations Submission Document, and would continue to perform strongly against the sustainability objectives. The assessments are not repeated here, but detailed assessments for these sites can be found in Appendix 6 of the Updated SA (July 2012).

In addition another employment land option (Option E8) was considered within the Discussion and Consultation Document around the airport. However, whilst the previous SA found that this site performed strongly against the economy & employment sustainability objective in particular, the location of future employment land to the north of the airport will be determined through the emerging London Southend Airport and Environs Joint Area Action Plan (Policy NEL4 of the Allocations Submission Document). This document is at an advanced stage and will be subject to an independent SA.

Appendix 7 – New Employment Land Allocations

One option considered in the Discussion and Consultation Document was included, prior to the adoption of the Core Strategy, to the north of London Road in Rayleigh (E17). Consequently the inclusion of E17 would not accord with the adopted Core Strategy which identifies that land will be allocated to the south of London Road for new employment land. Although it may be argued that E18 is not located to the south of London Road, it has been included in line with the recommendations of the previous SA (July 2012).

An alternative option (ALT8) was appraised within the previous SA, but has not been included within this SA as it does not accord with the adopted Core Strategy.

South of London Road, Rayleigh

Policy NEL1

| SA Objective | Policy NEL1 – Commentary | Score |
|--|--|-----------|
| 1. Balanced Communities | <p>Development on this site will ensure that local employment opportunities are maintained. It provides good access to existing strategic transport routes from London Road. It is well related to Rayleigh, which is the largest settlement in the District. As such it has considerable potential to encourage the regeneration of existing communities.</p> <p>NEL1 relates well to the proposed residential development site SER1 to the north of London Road, providing employment opportunities for both it and the existing settlement of Rayleigh. The location of this site could have a positive impact on equal opportunities.</p> <p>It will also ensure that a number of the uses present in BFR4 can be relocated to more suitable location.</p> | ++ |
| 2. Healthy & Safe Communities | <p>Whilst NEL1 is relatively close to a primary school located on Little Wheatley Chase, as per option E14, the Concept Statement stipulates that office use and compatible light industrial uses, such as storage, would be appropriate for this site. Contrary to the previous SA, therefore, it is unlikely that this site would become a ‘bad neighbour’ use to the surrounding residential area. The type of uses permitted onsite would be managed through the development management process.</p> <p>The proposals to link this site to the Greenway 13 and providing green buffers around the site could potentially help to mitigate any negative impacts NEL1 might have, particularly in terms of its impact on traffic and amenity.</p> | 0 |

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| SA Objective | Policy NEL1 – Commentary | Score | |
|------------------------------------|--|----------|---|
| | <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future. However, office use and compatible light industrial uses would have a lesser impact on the generation of noise and light pollution, than heavier industrial uses.</p> | | |
| 3. Housing | No impact. | 0 | |
| 4. Economy & Employment | <p>NEL1 has the potential to provide high quality employment land which is well related to the largest settlement in the District.</p> <p>It has the potential to provide beneficial employment opportunities which are accessible to the proposed residential area to the north of London Road (SER1). This relationship could potentially assist with the delivery of wider infrastructure provision and should help reduce social exclusion.</p> <p>There are several existing businesses on the site and these should be retained where possible. Additionally the site has the capacity to accommodate some of the current light industrial and office uses that are planned for relocation from Rawreth Industrial Estate (BFR4), as well as additional office uses</p> | + | |
| 5. Accessibility | <p>NEL1 is well related to the existing settlement of Rayleigh and to the proposed residential development to the north of London Road (SER1). It also has a potential to link to Greenway 13.</p> <p>Although the site provides for the retention of local employment opportunities within the area of Rayleigh and the proposed residential location SER1, this does however create the potential for greater congestion along London road because of the additional access/ egress routes into SER1 combined with those needed for NEL1. Ideally the site should include only one junction providing access/egress to/from NEL1 and SER1 onto London Road. This will ensure that the impact on traffic flow is minimised.</p> <p>The location of the site means that people who do not own vehicles may find the site less accessible. This factor should be dealt with by improvements to public transport.</p> <p>Improvements to pedestrian footpaths will be required along the southern side of London Road as at present there are no footpaths in this location. Improvement to cycling would also be required.</p> <p>A Transport Impact Assessment should be carried out as part of any planning application for the site.</p> | + | – |
| 6. Biodiversity | <p>The general location is not situated near to any of the Districts estuaries or salt marshes or important/ natural/semi-natural habitats.</p> <p>Part of the site encompasses an area of previously developed land and would not result in the loss of any significant biodiversity value. The site is also situated on grade 3 agricultural land.</p> | + | |

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| SA Objective | Policy NEL1 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | There are several ponds, a watercourse and trees/hedgerows in the previously developed section of the site. These will need to be assessed for their biodiversity value prior to any development. | | |
| 7. Cultural Heritage | NEL1 is situated in Historic Environment Character Zone 40. As such there may be some archaeological deposits. This will need to be considered before the site is developed. There are no Listed Buildings in close proximity to this site. | + | |
| 8. Landscape & Townscape | There is also a Tree Preservation Order area in proximity to the south western corner of the site which may need to be taken into consideration. Any trees lost should be replaced on a like for like basis. There are pylons to the south of the site as well as crossing the east of the site. These would need to be considered in any future planning application. The site does not follow any established natural boundary such as St Johns Drive. As such a green buffer will be required along the south and west of the site. This will ensure that a defensible Green Belt boundary is created. The site does benefit from an existing green buffer to the east which will prevent development from coalescing with the existing residential area of Rayleigh to the east. This site will have a similar impact on the general area as option E14 but less of an impact than E13 which does not include any agricultural land. This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option encompasses an existing brownfield site with defined boundaries and would therefore promote a strong and defensible Green Belt boundary in the locality. The relationship between this option and residential options to the north of London Road could have a significant impact on the landscape character to the west of Rayleigh. This would need to be carefully considered at the development stage, although this option, given that it proposes a smaller area on existing previously developed land, would have less of an impact to the south of London Road than the other options. | + | 0 |
| 9. Climate Change and Energy | This site has the potential to include buildings which meet the 'very good' BREEAM rating as required in the Concept Statement. Onsite renewables and low carbon energy technologies should be provided unless it can be demonstrated that they would render development unviable. | + | |
| 10. Water | The site is not at risk of flooding. Attenuated Sustainable Drainage Systems (SUDs) can be accommodated in the development. | + | |

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| SA Objective | Policy NEL1 – Commentary | Score | |
|--|---|----------|----------|
| | The waste water treatment network for the site may need to be upgraded. This can be considered at the planning application stage. | | |
| 11. Land and Soil | The site covers an area of previously developed land so loss of soil quality will be minimal. However, some of the site occupies grade 3 agricultural land, which will be lost if the site is developed. Whilst the developed part of the site has the potential to be contaminated, the uses should be retained. | + | - |
| 12. Air Quality | The location of this site may not reduce the need to travel. However, there is potential to improve public transport links in the locality. The relationship between NEL1 and SER1 has the potential to encourage sustainable travel patterns. There are no AQMAs in proximity to this site. | 0 | |
| 13. Sustainable Design and Construction | The site should have a varied layout and should be able to accommodate a range of uses. Buildings should meet the requirements set out in the Core Strategy, that they should meet at least the 'very good' BREEAM rating and at least 10% of their energy requirements should be generated by onsite renewable and low carbon sources. | + | |

Option E13

| SA Objective | Option E13 – Commentary | Score | |
|--|--|----------|----------|
| 1. Balanced Communities | Development on this site will ensure that local employment opportunities are maintained. It provides good access to existing strategic transport routes from London Road. It is well related to Rayleigh, which is the largest settlement in the District. As such it has considerable potential to encourage the regeneration of existing communities. E13 relates well to the proposed residential development site SER1 to the north of London Road, providing employment opportunities for both it and the existing settlement of Rayleigh. The location of this site could have a reasonably positive impact on equal opportunities. It will also enable a number of the uses present in BFR4 to be relocated to a more suitable location, although only a relatively small proportion of such uses. Such relocation would be entirely dependent on existing uses on the site being willing to vacate, as this site is occupied by existing businesses. | + | |
| 2. Healthy & Safe Communities | This option is situated further away from the primary school located along Little Wheatley Chase compared to other options. The employment designation within this option therefore does not have the potential to become a 'bad neighbour' which can have an impact on quality of life. | + | ? |

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| SA Objective | Option E13 – Commentary | Score | |
|------------------------------------|--|----------|----------|
| | <p>This option has the potential to link with Greenway 13.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | | |
| 3. Housing | No impact. | 0 | |
| 4. Economy & Employment | <p>Employment land in this general location would have the potential to assist with wider infrastructure provision and should help reduce social exclusion through increasing employment opportunities close to the District's residential population. The site has the potential to relate well to new residential development at SER1.</p> <p>The site is within an area identified in the Employment Land Study (2008) as being suitable for additional employment growth.</p> <p>The site is smaller than other potential options, and as such provides less employment development potential than alternatives</p> | + | - |
| 5. Accessibility | <p>There is potential to improve public transport links along London Road and to link the site with Greenway 13.</p> <p>This option has good links to the strategic road network and is isolated from the existing residential development of Rayleigh to the east. Nevertheless there is potential to improve public transport links in the locality. This option is particularly well related to Options NLR3 and NLR5 and SER1 which propose direct links onto London Road. This could encourage walking and cycling to local employment opportunities. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>It would ensure the retention of some local employment opportunities, whereas other options have a greater capacity to retain more employment opportunities to the west of the District. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>This option is isolated from the existing residential development of Rayleigh and may therefore not reduce the need to travel. This would mean that, as opposed to E14 and NEL1 which extend towards the existing residential area, this option is less likely to become a 'bad neighbour' employment site to any surrounding uses and furthermore there is potential to improve public transport links in the locality.</p> <p>It is isolated from the existing residential development, however, it would seek to encourage development where large volumes of transport movements are located. Although isolated from existing residential development, this option is in proximity to the residential options to the north of London Road.</p> <p>This option to the west of Rayleigh has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |

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| SA Objective | Option E13 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>This option would not lead to a loss of biodiversity as this is a brownfield site which is currently in use. There are, however, several ponds on site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. Given the size of the site relative to the amount of land required to compensate for the de-allocation of existing employment land in the District, this option would not necessarily preserve other Green Belt land.</p> <p>There will be no impact on known sites of geological significance.</p> | + | ? |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration. There are no Listed buildings in close proximity to this option.</p> <p>This option would utilise an existing brownfield site to the west of Rayleigh which is not currently designated employment land as opposed to E17 which encompasses greenfield land.</p> <p>This option would utilise an existing brownfield site to the west of Rayleigh which is not currently designated employment land as opposed to E17 which encompasses greenfield land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. It encompasses an existing brownfield site with defined boundaries and would therefore support a strong and defensible Green Belt boundary in the locality.</p> <p>The relationship between this option and residential options to the north of London Road could have a significant impact on the landscape character to the west of Rayleigh. This would depend on the options taken forward and would need to be carefully considered, although this option, given that it proposes a smaller area on existing previously developed land, would have less of an impact to the south of London Road than the other options.</p> | + | - |
| 8. Landscape & Townscape | <p>This option would utilise an existing brownfield site to the west of Rayleigh which is not currently designated employment land as opposed to E17 which encompasses greenfield land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option encompasses an existing brownfield site with defined boundaries and would therefore promote a strong and defensible Green Belt boundary in the locality. The relationship between this option and residential options to the north of London Road could have a significant impact on the landscape character to the west of Rayleigh. This would need to be carefully considered at the development stage, although this option, given that it proposes a smaller area on existing previously developed land, would have less of an impact to the south of London Road than the other options.</p> | + | - |

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| SA Objective | Option E13 – Commentary | Score | |
|--|---|----------|----------|
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation.</p> <p>An area to the north of this option is at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is previously developed land.</p> <p>A contaminated land study will be required prior to development of the site.</p> <p>This option is previously developed land, however, additional land would need to be provided within the District to compensate for existing employment land to be reallocated. It may not therefore ensure that the best and most versatile agricultural land will be protected.</p> | + | - |
| 12. Air Quality | <p>The isolation of this site from the existing residential area of Rayleigh may not reduce the need to travel, but there is potential to improve public transport links in the locality.</p> <p>This option is particularly well related to residential options NLR3 and NLR5 and SER1 which propose direct links onto London Road. This could encourage sustainable travel patterns.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There may be some constraints as the site is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + | |

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Option E14

| SA Objective | Option E14 – Commentary | Score |
|--|---|----------|
| 1. Balanced Communities | Development on this site will ensure that local employment opportunities are maintained. It provides good access to existing strategic transport routes from London Road. It is well related to Rayleigh, which is the largest settlement in the District. As such it has considerable potential to encourage the regeneration of existing communities. | + |
| | E14 relates well to the proposed residential development site SER1 to the north of London Road, providing employment opportunities for both it and the existing settlement of Rayleigh. Furthermore, the site, by projecting eastwards towards existing residential areas, the potential to integrate with such areas and be accessible from them. The location of this site could therefore have a positive impact on equal opportunities. It will also enable a number of the uses present in BFR4 to be relocated to a more suitable location, although only a proportion of such uses. | |
| 2. Healthy & Safe Communities | This option is situated in close proximity to a primary school situated along Little Wheatley Chase. The employment designation within this option has the potential to become a 'bad neighbour' which may have an impact on quality of life in the locality. This option has the potential to link with Greenway 13. The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site. | ? |
| 3. Housing | No impact | 0 |
| 4. Economy & Employment | Employment land in this general location would have the potential to assist with wider infrastructure provision and should help reduce social exclusion through increasing employment opportunities close to the District's residential population. The site has the potential to relate well to new residential development at SER1. The site is within an area identified in the Employment Land Study (2008) as being suitable for additional employment growth. | + |
| 5. Accessibility | There is potential to improve public transport links along London Road and to link the site with Greenway 13. This option has good links to the strategic road network and is isolated from the existing residential development of Rayleigh to the east. Nevertheless there is potential to improve public transport links in the locality. This option is particularly well related to Options NLR3 and NLR5 and SER1 which propose direct links onto London Road. The cumulative impact on the highway network would need to be carefully considered in this general location. | + |

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| SA Objective | Option E14 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | <p>It would ensure the retention of some local employment opportunities, whereas other options have a greater capacity to retain more employment opportunities to the west of the District. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>This option is separated from the existing residential development of Rayleigh by an existing green buffer to the east and the proximity of this option to the existing residential development has the potential to reduce the need to travel. This option is also situated on an existing bus route, and this service has the potential to be improved.</p> <p>It is situated to the west of Rayleigh with good access to the strategic road network. It would seek to encourage development where large volumes of transport movements are located. Although this option is in proximity to existing residential development, this option is also in proximity to the residential options to the north of London Road.</p> <p>This option to the west of Rayleigh has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>This option would not lead to a loss of biodiversity as this is a brownfield site which is currently in use and also grade 3 agricultural land (SEA Baseline Information Profile). There are, however, several ponds on site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. Given the size of the site relative to the amount of land required to compensate for the de-allocation of existing employment land in the District, this option would not necessarily preserve other Green Belt land.</p> <p>There will be no impact on known sites of geological significance.</p> | + | ? |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage. There are no Listed buildings in close proximity to this option.</p> | 0 | |
| 8. Landscape & Townscape | <p>This option would utilise an existing brownfield site, which is not currently designated employment land, alongside agricultural land (designated Green Belt) to the west of Rayleigh, as opposed to E13 which encompasses just brownfield land.</p> <p>This option would utilise an existing brownfield site, which is not currently designated employment land, alongside grade 3 agricultural land (SEA Baseline Information Profile) to the west of Rayleigh, as opposed to E13 which encompasses just brownfield land.</p> | + | - |

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| SA Objective | Option E14 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option encompasses an existing brownfield site and Green Belt land to the east. This option generally follows natural or existing boundaries and would therefore promote a strong and defensible Green Belt boundary in the locality. However, the land to the east which would provide a green buffer is currently designated Green Belt. The relationship between this option and residential options to the north of London Road could have a significant impact on the landscape character to the west of Rayleigh. This would need to be carefully considered at the development stage, although this option would have a greater impact to the south of London Road than Option E13.</p> | | |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>An area to the north of this option is at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>Part of this option is previously developed land.</p> <p>Part of this option is previously developed land. The rest is grade 3 agricultural land (SEA Baseline Information Profile) which is currently designated Green Belt. The impact on soil quality is unknown.</p> <p>This option encompasses previously developed land and grade 3 agricultural land (SEA Baseline Information Profile), however, additional land would need to be provided within the District to compensate for existing employment land to be reallocated. It may not therefore ensure that the best and most versatile agricultural land will be protected.</p> | + | - |
| 12. Air Quality | <p>The location of this site may not reduce the need to travel. However, there is potential to improve public transport links in the locality.</p> | + | - |

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| SA Objective | Option E14 – Commentary | Score | |
|--|---|----------|--|
| | <p>This option is particularly well related to residential options NLR3 and NLR5 and SER1 which propose direct links onto London Road. This could encourage sustainable travel patterns.</p> <p>There are no AQMAs in proximity to this site.</p> | | |
| 13. Sustainable Design and Construction | There may be some constraints as part of this option is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development. | + | |

Option E15

| SA Objective | Option E15 – Commentary | Score | |
|--|--|----------|----------|
| 1. Balanced Communities | <p>Development on this site will ensure that local employment opportunities are maintained. It provides good access to existing strategic transport routes from London Road. It is well related to Rayleigh, which is the largest settlement in the District. As such it has considerable potential to encourage the regeneration of existing communities.</p> <p>E15 relates well to the proposed residential development site SER1 to the north of London Road providing employment opportunities for both it and the existing settlement of Rayleigh. The location of this site could have a reasonably positive impact on equal opportunities.</p> <p>It will also enable a number of the uses present in BFR4 to be relocated to a more suitable location, although only a proportion of such uses.</p> | + | |
| 2. Healthy & Safe Communities | <p>This option is situated further away from the primary school located along Little Wheatley Chase compared to other options. The employment designation within this option therefore does not have the potential to become a 'bad neighbour' which can have an impact on quality of life.</p> <p>This option has the potential to link with Greenway 13.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | + | ? |
| 3. Housing | No impact | 0 | |

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| SA Objective | Option E15 – Commentary | Score | |
|------------------------------------|---|-------|---|
| 4. Economy & Employment | <p>Employment land in this general location would have the potential to assist with wider infrastructure provision and should help reduce social exclusion through increasing employment opportunities close to the District's residential population. The site has the potential to relate well to new residential development at SER1.</p> <p>The site is within an area identified in the Employment Land Study (2008) as being suitable for additional employment growth.</p> | + | |
| 5. Accessibility | <p>There is potential to improve public transport links along London Road and to link the site with Greenway 13.</p> <p>This option has good links to the strategic road network and is isolated from the existing residential development of Rayleigh to the east. Nevertheless there is potential to improve public transport links in the locality. This option is particularly well related to Options NLR3 and NLR5 and SER1 which propose direct links onto London Road. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>It would ensure the retention of some local employment opportunities, whereas other options have a greater capacity to retain more employment opportunities to the west of the District. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>This option is isolated from the existing residential development of Rayleigh and may therefore not reduce the need to travel. This would mean that, as opposed to E14 and NEL1 which extend towards the existing residential area, this option is less likely to become a 'bad neighbour' employment site to any surrounding uses and furthermore there is potential to improve public transport links in the locality.</p> <p>It is situated to the west of Rayleigh with good access to the strategic road network. It is isolated from the existing residential development, however, it would seek to encourage development where large volumes of transport movements are located. Although isolated from existing residential development, this option is in proximity to the residential options to the north of London Road.</p> <p>This option to the west of Rayleigh has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>This option would not lead to a loss of biodiversity as this is a brownfield site which is currently in use and grade 3 agricultural land (SEA Baseline Information Profile). There are, however, several ponds on site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. Given the size of the site relative to the amount of land required to compensate for the deallocation of existing employment land in the District, this option would not necessarily preserve other Green Belt land.</p> <p>There will be no impact on known sites of geological significance.</p> | + | ? |

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| SA Objective | Option E15 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| 7. Cultural Heritage | This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage. There are no Listed Buildings in close proximity to this option. | 0 | |
| 8. Landscape & Townscape | <p>This option would utilise an existing brownfield site to the west of Rayleigh which is not currently designated employment land, and grade 3 agricultural land (which is designated Green Belt), as opposed to E17 which is situated entirely on greenfield land.</p> <p>This option would utilise an existing brownfield site, which is not currently designated employment land, alongside grade 3 agricultural land (designated Green Belt) to the west of Rayleigh, as opposed to E13 which encompasses just brownfield land. This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option generally follows the existing boundary of the employment site, but extends further to the south, but does not follow a natural boundary. This may therefore impact on the strength and defensibility of the Green Belt in this locality. The relationship between this option and residential options to the north of London Road</p> <p>could have a significant impact on the landscape character to the west of Rayleigh. This would need to be carefully considered at the development stage, although this option would have less of an impact to the south of London Road than the Options E14 and E16 for example.</p> | + | - |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>An area to the north of this option is at risk of flooding. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E15 – Commentary | Score | |
|--|--|-------|---|
| 11. Land and Soil | <p>Part of this option is previously developed land.</p> <p>Part of this option is previously developed land. The rest is grade 3 agricultural land (SEA Baseline Information Profile) which is currently designated Green Belt.</p> <p>A contaminated land study should be carried out prior to the development of this site.</p> <p>This option encompasses previously developed land and grade 3 agricultural land (SEA Baseline Information Profile), however, additional land would need to be provided within the District to compensate for existing employment land to be reallocated. It may not therefore ensure that the best and most versatile agricultural land will be protected.</p> | + | - |
| 12. Air Quality | <p>The isolation of this site from the existing residential area of Rayleigh may not reduce the need to travel, but there is potential to improve public transport links in the locality.</p> <p>This option is particularly well related to residential options NLR3 and NLR5 and SER1 which propose direct links onto London Road. This could encourage sustainable travel patterns.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There may be some constraints as part of this option is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + | |

Option E16

| SA Objective | Option E16 – Commentary | Score | |
|--------------------------------|--|-------|--|
| 1. Balanced Communities | <p>Development on this site will ensure that local employment opportunities are maintained. It provides good access to existing strategic transport routes from London Road. It is well related to Rayleigh, which is the largest settlement in the District. As such it has considerable potential to encourage the regeneration of existing communities.</p> <p>E15 relates well to the proposed residential development site SER1 to the north of London Road providing employment opportunities for both it and the existing settlement of Rayleigh. The location of this site could have a reasonably positive impact on equal opportunities.</p> <p>It will also enable a number of the uses present in BFR4 to be relocated to a more suitable location, although only a proportion of such uses. This option would ensure the retention of more local employment opportunities, as opposed to some of the other options to the west of Rayleigh due to its greater capacity.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E16 – Commentary | Score | |
|--|---|----------|---|
| 2. Healthy & Safe Communities | <p>This option is situated further away from the primary school located along Little Wheatley Chase compared to other options. The employment designation within this option therefore does not have the potential to become a 'bad neighbour' which can have an impact on quality of life.</p> <p>This option has the potential to link with Greenway 13.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | + | ? |
| 3. Housing | No impact | 0 | |
| 4. Economy & Employment | <p>Employment land in this general location would have the potential to assist with wider infrastructure provision and should help reduce social exclusion through increasing employment opportunities close to the District's residential population. The site has the potential to relate well to new residential development at SER1.</p> <p>The site is within an area identified in the Employment Land Study (2008) as being suitable for additional employment growth.</p> | + | |
| 5. Accessibility | <p>There is potential to improve public transport links along London Road and to link the site with Greenway 13.</p> <p>This option has good links to the strategic road network and is isolated from the existing residential development of Rayleigh to the east. Nevertheless there is potential to improve public transport links in the locality. This option is particularly well related to Options NLR3 and NLR5 and SER1 which propose direct links onto London Road. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>It would ensure the retention of more local employment opportunities, as opposed to some of the other options to the west of Rayleigh due to its greater capacity. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>This option is isolated from the existing residential development of Rayleigh and may therefore not reduce the need to travel. This would mean that, as opposed to E14 and NEL1 which extend towards the existing residential area, this option is less likely to become a 'bad neighbour' employment site to any surrounding uses and furthermore there is potential to improve public transport links in the locality.</p> <p>It is situated to the west of Rayleigh with good access to the strategic road network. It is isolated from the existing residential development, however, it would seek to encourage development where large volumes of transport movements are located. Although isolated from existing residential development, this option is in proximity to the residential options to the north of London Road.</p> <p>This option to the west of Rayleigh has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |

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| SA Objective | Option E16 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 6. Biodiversity | <p>This general location to the west of Rayleigh is not in proximity to the District’s estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>This option would not lead to a loss of biodiversity as this is a brownfield site which is currently in use and grade 3 agricultural land (SEA Baseline Information Profile). There are, however, several ponds on site which may have biodiversity value, and as such, potential disturbance or habitat loss would need to be mitigated against. Given the size of the site relative to the amount of land required to compensate for the de-allocation of existing employment land in the District, this option would not necessarily preserve other Green Belt land.</p> <p>There will be no impact on known sites of geological significance.</p> | + | ? |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage. There are no Listed Buildings in close proximity to this option.</p> | 0 | |
| 8. Landscape & Townscape | <p>This option would utilise an existing brownfield site to the west of Rayleigh which is not currently designated employment land, and grade 3 agricultural land (which is designated Green Belt), as opposed to E17 which is situated entirely on greenfield land.</p> <p>This option would utilise an existing brownfield site, which is not currently designated employment land, alongside grade 3 agricultural land (designated Green Belt) to the west of Rayleigh, as opposed to E13 which encompasses just brownfield land.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option generally follows the existing boundary of the employment site to the east, and is bounded by a road to the north and west. This may therefore ensure that a strong and defensible Green Belt boundary could be maintained in this locality.</p> <p>The relationship between this option and residential options to the north of London Road could have a significant impact on the landscape character to the west of Rayleigh. This would need to be carefully considered at the development stage, although this option would have a greater impact to the south of London Road than Option E13.</p> | + | - |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E16 – Commentary | Score | |
|--|---|-------|---|
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not situated within an area at risk of flooding. It is noted, however, that there is an area at risk further to the west of the site to the west of the A130. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>Part of this option is previously developed land.</p> <p>Part of this option is previously developed land. The rest is grade 3 agricultural land (SEA Baseline Information Profile) which is currently designated Green Belt. The impact on soil quality is unknown.</p> <p>This option encompasses previously developed land and grade 3 agricultural land (SEA Baseline Information Profile), however, additional land would need to be provided within the District to compensate for existing employment land to be reallocated. It may not therefore ensure that the best and most versatile agricultural land will be protected.</p> | + | - |
| 12. Air Quality | <p>The isolation of this site from the existing residential area of Rayleigh may not reduce the need to travel, but there is potential to improve public transport links in the locality.</p> <p>This option is particularly well related to residential options NLR3 and NLR5 and SER1 which propose direct links onto London Road. This could encourage sustainable travel patterns.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>There may be some constraints as part of this option is previously developed land, however, sustainable design and construction should still be viable and could be incorporated into the development.</p> | + | |

West of the A1245, Rayleigh

Policy NEL2

| SA Objective | Policy NEL2 - Commentary | Score | |
|---|--|-------|---|
| <p>1. Balanced Communities</p> | <p>NEL2 is adjacent to GT1. The presence of heavy industrial employment and recycling facilities on the site has the potential to have a strong negative impact on the neighbouring Gypsy and Traveller site. As such it is recommended in the concept statement that sufficient land be allocated so that a strong Green Buffer can be created between the employment site and the Gypsy and Traveller site.</p> <p>The site is a significant distance from existing urban and rural communities and is unlikely to offer any benefits in terms of regeneration.</p> <p>The site is not well served by public transport and as such it is unlikely to ensure equal opportunities for people without access to public transport.</p> | - | |
| <p>2. Healthy & Safe Communities</p> | <p>NEL2 is close to the proposed Gypsy and Traveller site (GT1). It is relatively well related to this site in that prevailing wind conditions will ensure that air and noise pollution will be reduced in the location of GT1. Some impact from air born pollutants and noise is expected however and appropriate mitigation measures should be included.</p> <p>There are electricity pylons to the north west and south west of the site as well as further to the east. These pylons should be taken into consideration before development commences. Units should be located at an appropriate safe distance from the pylons.</p> | + | - |
| <p>3. Housing</p> | <p>No impact.</p> | 0 | |
| <p>4. Economy & Employment</p> | <p>It is proposed that NEL2 should include both heavy industrial uses as well as a recycling centre as recommended in the previous SA. This will ensure the retention of existing employment within the district.</p> <p>The site is large enough to accommodate appropriate employment uses that have relocated from the industrial estate currently occupying BFR4.</p> | + | |
| <p>5. Accessibility</p> | <p>NEL2 is located at a key junction of the A127 and A1245. As such access/egress routes for the site should be carefully considered. A Transport Impact Assessment should be carried out prior to the development of the site. The Transport Impact Assessment should also include an assessment of air quality.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy NEL2 - Commentary | Score |
|-------------------------------------|--|-------|
| | <p>The site is well related to the districts highways network but is poorly related to existing public transport. The location of NEL2 means that people without access to private transport will have difficulty getting to the site as it is poorly served in terms of public transport. Some provision for alternative means of transport should be considered for the site.</p> <p>The site is situated near to the proposed Gypsy and Traveller site (GT1). Development of NEL2 must ensure that GT1 is not affected to the extent that it is rendered unviable. To ensure that this does not occur adequate parking and manoeuvring space should be provided on the site.</p> <p>It is important to ensure that the road layout of the site ensures efficient and integrated movement of traffic from both GT1 and NEL2. Measures should also be included to ensure that traffic traveling to the NEL2 is not directed into the residential area of GT1.</p> <p>NEL2 is at a lower elevation than the area surrounding the site. Appropriate measures should be taken at the planning application stage to ensure that efficient access/egress points are provided for the site.</p> | |
| 6. Biodiversity | <p>The site is not located in close proximity to any of the District's estuaries or salt marshes. It is not in proximity to any Local Wildlife Sites or any areas of special biodiversity.</p> <p>NEL2 is located on Grade 3 agricultural land, however as this land is not under cultivation the site has the capacity to support some biodiversity.</p> | - |
| 7. Cultural Heritage | <p>The site is located at a significant distance from the rest of the District's major settlements and is unlikely to have any significant impact on the cultural heritage of the District.</p> <p>This site is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration.</p> | ? |
| 8. Landscape & Townscape | <p>Existing trees and hedgerows should be retained where possible with like for like replacement of those that cannot be retained. This will serve to fortify the Green Belt boundary.</p> <p>The site (combined with the adjacent allocation of NEL2) has been described as degraded Green Belt and as such allocation of the site would reduce the need to allocate undeveloped greenfield sites elsewhere in the District.</p> | ? |
| 9. Climate Change and Energy | <p>The site is not located in any of the districts flood risk areas.</p> <p>At least 10% of the energy requirements of the buildings on the site should be generated by on-site renewable and low carbon sources, unless it can be demonstrated that this would render the development unviable.</p> | 0 |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy NEL2 - Commentary | Score | |
|--|--|-----------|----------|
| | The site offers relatively few opportunities to mitigate the impact of climate change directly however the development of NEL2, which is described as 'degraded' Green Belt will ensure that more valuable Green Belt land does not need to be released. | | |
| 10. Water | <p>The site is will need to be tied into the District's sewage system before it can be developed. Upgrades to the existing network may also be necessary.</p> <p>The sites location means that it may be necessary to model the site for wastewater treatment and transmission. This should be carried out at the application stage and issues should be discussed and resolved with Anglian Water.</p> <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> | 0 | |
| 11. Land and Soil | <p>The site is located in Grade 3 agricultural land although it is not currently under cultivation. The land in this site is described as 'degraded' Green Belt and as such its use would ensure that other more valuable Green Belt land can be protected.</p> <p>It is possible that there is some degree of land contamination on the site. This should be investigated through a Contaminated Land Study prior to development.</p> | + | - |
| 12. Air Quality | <p>NEL2 is likely to have a negative impact on air quality within the site as a result of the proposed heavy industrial uses.</p> <p>The site is already bounded by major arterial roads which produce a degree of air pollution and as such the increased pollution from NEL2 may not have as significant affect on the general location.</p> <p>An assessment of the impact that NEL2 will have on air quality should be undertaken in order to ascertain its likely impact. Air quality assessments should be carried out as part of the proposed Transport Impact Assessment for the site.</p> <p>NEL2 is situated in close proximity to GT1. The location of GT1 ensures that prevailing wind conditions will carry pollutants away from the Gypsy and Traveler site.</p> | - | 0 |
| 13. Sustainable Design and Construction | The site can accommodate buildings which meet at least the 'very good' BREEAM rating. A minimum of 10% of the energy requirements should be generated by on-site renewable and low carbon sources, unless it can be demonstrated that this would render the development unviable. | ++ | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

Option E18

| SA Objective | Option E18 – Commentary | Score | |
|--|--|-------|---|
| 1. Balanced Communities | <p>This option would be less accessible for those without access to private transport, compared with other options. As such would not be so positive in terms of promoting equal opportunities. However, the allocation of this site would ensure the retention of local employment opportunities which are well related to strategic transport routes.</p> <p>This option would be able to accommodate a considerable proportion of the businesses displaced from redeveloped 'bad neighbour' employment sites in the District. It is isolated from the existing residential development of Rayleigh, which, although has accessibility implications, would ensure that this site does not become a 'bad neighbour' due to the lack of surrounding land uses.</p> <p>This option would ensure the retention of local employment opportunities to the west of Rayleigh, and has the greatest capacity of all the options identified for this general location to retain more employment opportunities to the west of the District.</p> | + | - |
| 2. Healthy & Safe Communities | <p>This option is detached from the main settlement of Rayleigh and is isolated from these sites as it is situated at a major road junction and is enclosed by the National Express East Anglia train line to the north. The employment designation within this option therefore does not have the potential to become a 'bad neighbour' which can have an impact on quality of life.</p> <p>The allocation of this site is unlikely to encourage walking and cycling, and therefore it has limited potential to promote informal recreation and consequently, healthy active lifestyles.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | 0 | ? |
| 3. Housing | <p>No impact.</p> | 0 | |
| 4. Economy & Employment | <p>Employment land in this general location would have the potential to assist with wider infrastructure provision. Whilst it would help increase employment opportunities for resident, it is not as well related to existing and proposed residential areas.</p> <p>The site is within an area identified in the Employment Land Study (2008) as being suitable for additional employment growth. The site is capable of supporting a significant quantum of employment development to meet future needs and to facilitate in the relocation of businesses displaced from other sites proposed to be redeveloped.</p> | ++ | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E18 – Commentary | Score | |
|--------------------------------|--|-------|----|
| <p>5. Accessibility</p> | <p>This option may not ensure sustainable access to key services given that it is detached from the main settlement of Rayleigh, and although there are existing bus routes in the locality along the London Road from Rayleigh town centre, the A1245 and part of the A127, at present these would not provide sustainable access to this site. As such this option is not well related to public transport routes. However, this site does have the potential to have particularly good access to the A127 and A1245 and the wider highway network.</p> <p>Although it is remote from local services there may be potential to improve sustainable transport provision in this locality. There is unlikely to be good access for all sections of the community, particularly those which do not have access to private transport.</p> <p>Due to the location of the site away from the main settlement of Rayleigh and the enclosure of the site to the south east and east by main routes (the A127 and the A1245 dual carriageways) and National Express East Anglia train line to the north, it is unlikely that alternative methods of transportation will be promoted at this site in terms of walking and cycling as it is not well related to any proposed Greenways or the proposed Sustrans route. However, given the proposed land use with this option, there is potential to improve public transport links in the locality.</p> <p>This option would ensure the retention of more local employment opportunities, as opposed to the other options to the west of Rayleigh due to its greater capacity. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>It is isolated from the existing residential development of Rayleigh, and is not well related to the residential options to the north of London Road. It may therefore not reduce the need to travel. This would mean that, as opposed to some of the other options for this general location such as E14 and NEL1, this option is less likely to become a 'bad neighbour' employment site.</p> <p>This option is situated to the west of Rayleigh and is well related to the strategic road network. It would seek to encourage development where large volumes of transport movements are located.</p> <p>This option has links with the neighbouring economic centres of Basildon and Chelmsford, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | -- |
| <p>6. Biodiversity</p> | <p>This general location to the west of Rayleigh is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>Any impact on hedgerows to the north, east and west of the site, however, would need to be taken into consideration.</p> <p>There will be no impact on known sites of geological significance.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E18 – Commentary | Score | |
|-------------------------------------|---|-----------|----------|
| | <p>The Rochford District Replacement Local Plan 2006 Inspector's Report described the site as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33) and it may protect the openness of the Green Belt, agricultural land and landscape character of other areas in the locality. This site is not brownfield land but spoilt grade 3 agricultural land (SEA Baseline Information Profile) which is not used as such. There is potential for this site to have ecological value given its largely disused nature.</p> <p>There is potential to retain habitats within any development and facilitate species movement provided that would not inadvertently conflict with the employment uses locating there. The scale of the site has the potential to promote new habitat creation, although this would need to be carefully considered with regard to the location of the site, and the fact that it is bounded by two main transport routes to the east and south east (the A1245 and the A127 respectively), a train line to the north and the A130 is situated further to the west.</p> | | |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 40 (Rochford District Historic Environment Characterisation Project). There may be some archaeological deposits within this area, although at present this is unknown due to the lack of archaeological field work undertaken. This will need to be taken into consideration at the development stage. There are no Listed Buildings in close proximity to this option.</p> | 0 | |
| 8. Landscape & Townscape | <p>Although the allocation of this site has the potential to have an adverse impact on the range and quality of the public realm and open spaces as it is currently designated as Green Belt, the site has been described as degraded countryside. The allocation of this site would reduce the need to allocate undeveloped open greenfield sites, potentially with greater ecological value, elsewhere in the District. It is pertinent to note, however, that the site itself may have some ecological value as it is not used for agricultural purposes.</p> <p>The allocation of this site, due to its location away from the main settlement of Rayleigh, would not contribute to the effective management of land in the urban fringe <i>per se</i>. Allocating the site, however, would enable a more effective management process of the site. The site is currently allocated as Green Belt, although it has been described as degraded countryside and is no longer used for farming.</p> <p>Although it is currently allocated as Green Belt, the allocation of this site for employment use would utilise this land.</p> | ++ | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E18 – Commentary | Score | |
|-------------------------------------|--|-------|----|
| | <p>This option is predominantly situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. The landscape character is likely to be impacted if this site is allocated as the site is currently designated Green Belt, although there are some current unauthorised uses on site which have an impact on the openness of the Green Belt and the landscape character. This site was also recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33) and thus it may preserve the character and openness of Green Belt in other locations. If this site were allocated, then it would be important to maintain a defensible Green Belt boundary. The site is bounded by two dual carriageways to the east and south east (the A1245 and the A127 respectively), a natural boundary to the south and west and a train line to the north. There is an opportunity to create a new defensible Green Belt boundary, albeit one which would create somewhat of an island of development within the Green Belt.</p> <p>The site is situated to the west of Rayleigh. It is therefore not located near to or within a townscape area.</p> | | |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not situated within an area at risk of flooding. It is noted, however, that there is an area at risk further to the west of the site to the west of the A130. A range of SUDs are available which can be used to manage excess surface water. SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>Although this site was recognised within the Replacement Local Plan 2006 Inspector's Report as being "degraded countryside, an area that is no longer used for farming" (paragraph 4.33), this option is not previously developed land. The site is greenfield land, albeit land which has been subject to a number of uses in recent times. The allocation of this site would therefore not ensure the re-use of previously developed land in preference to greenfield sites.</p> <p>This option is situated on degraded grade 3 agricultural land (SEA Baseline Information Profile). The site has been described as degraded countryside so it is unlikely that the allocation of this site would have an adverse impact on soil quality.</p> | + | -- |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E18 – Commentary | Score | |
|--|---|-------|---|
| | The site is currently not identified as contaminated land. This would need to be investigated prior to any development. This option is situated on degraded grade 3 agricultural land), albeit land which has already been subject to some development, and, given its size compared to the other options for additional employment land to the west of Rayleigh, this option would ensure that the best and most versatile agricultural land will be protected as far as practicable. | | |
| 12. Air Quality | This option is situated away from the existing residential area of Rayleigh and is not well related to the residential options to the north of London Road. It would therefore not reduce car travel. There is, however, potential to enhance the public transport link between this option and Rayleigh town centre given the proposed land use with this option. This site is not in immediate proximity to any AQMAs and its allocation would not direct traffic away from significant junctions given its location. There may be some impact on the A1245, and highways access from this site may need to be negotiated carefully. | + | - |
| 13. Sustainable Design and Construction | There may be some constraints as the site has the potential to be contaminated, however, sustainable design and construction should still be viable and could be incorporated into the development. | + | |

Policy NEL3

| SA Objective | Policy NEL3 – Commentary | Score | |
|--|--|-------|---|
| 1. Balanced Communities | The designation of this site will ensure the retention of local employment opportunities although the site will also accommodate employment uses displaced from other employment sites in the District. The site is not well related to the transport infrastructure network however it provides access to local employment opportunities which will be beneficial to the community. | ++ | - |
| 2. Healthy & Safe Communities | The employment land proposed is in proximity to the existing residential area of Great Wakering to the north. The employment site here will accommodate the relocation of the Star Lane Industrial estate. This will allow the Star Lane site to be reallocated for residential uses, and will ensure a healthy and safe community in that area. Although the site is close to the existing residential area of Great Wakering it has the potential to be connected to the existing highways network although it is not well related to the strategic network. Improvements to footpaths, pedestrian/cycle links and green travel networks will need to be incorporated into the design of any development. | + | - |
| 3. Housing | No impact. | 0 | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy NEL3 – Commentary | Score | |
|------------------------------------|--|----------|----------|
| 4. Economy & Employment | <p>The site ensures the retention of local employment opportunities for the residents of Great Wakering.</p> <p>The relationship between NEL3 and the residential development planned for west Great Wakering (particularly SER9b) must be considered.</p> | + | |
| 5. Accessibility | <p>The site can connect to the local highway network (Star Lane) and has the potential to have good access to the A127 and A1245. There is an access route to the site to the north of NEL3 providing vehicular access to the Local Wildlife Site. In the interest of reducing the traffic impact on Star Lane it is suggested that there should be one access/egress route linking Star Lane to this site, BFR1 and SER9b, as well as the Local Wildlife Site, This will mean that the access route to NEL3 will run through the green buffer between the site and BFR1, which could have negative effect on the integrity and character of the buffer. However, measures must be set in place to prevent vehicles from entering the Wildlife Site inadvertently while attempting to access NEL3.</p> <p>A new roundabout at the junction of Star Lane and Poynters Lane further to the south is also proposed.</p> <p>Improvements to footpaths, pedestrian/cycle links and green travel networks will need to be incorporated into the design of any development.</p> <p>Development of other sites adjoining Star Lane such as SER9b should be carefully planned in order to ensure that there are as few access/egress routes to the sites as possible. This will help to prevent an unnecessary build up of traffic on Star Lane.</p> <p>NEL3 has the potential to reduce the need to travel as it may provide employment for local residents and residents of nearby settlements. This would be dependent on improvements to the bus routes and public transport networks.</p> <p>A Transport Impact Assessment, including an assessment of air quality, must accompany any planning application to develop the site.</p> | + | - |
| 6. Biodiversity | <p>This general location is not in close proximity to the District’s estuaries, or salt marshes.</p> <p>The site will be located a sufficient distance away from the site from the southern boundary of the Local Wildlife site. This will help to avoid and mitigate any negative impact on the biodiversity on the Local Wildlife Site from the development of NEL3.</p> <p>NEL3 is located in close proximity to a Local Wildlife Site. Serious consideration should be given to any development on NEL3 to ensure that there is no negative impact on the Local Wildlife Site. Relevant bodies should be consulted on how best to deal with the additional recreational pressures on the site. The development of SER9b BFR1 and NEL3 should be considered in relation to one another as the development of these sites are likely to have a cumulative impact on the site in terms of recreational pressure.</p> | + | |

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| SA Objective | Policy NEL3 – Commentary | Score | |
|-------------------------------------|---|----------|----------|
| | The proposed green 136 meter green buffer to the north of NEL3 has the potential to provide additional habitats which could enhance species movement and colonisation. | | |
| 7. Cultural Heritage | NEL3 is located within Historic Environment Character Zone 7. This encompasses a large area of brick earth covered gravel terrace that is mostly cultivated. It contains a variety of archaeological deposits with a high likelihood of archaeological survival outside of the quarry areas. The historic landscape has been significantly altered by the quarrying process. Consideration should be given to the potential impact on the historic environment before any development takes place. | + | |
| 8. Landscape & Townscape | <p>NEL3's close proximity to the Local Wildlife Site put the site at risk from increased use. In order to mitigate this, the existing trees along the sites northern boundary should be retained and enhanced to provide a significant green buffer of 136 meters between the site and NEL3.</p> <p>The site is general open and expansive in nature. As such appropriate landscaping will be needed along the north, east and south of NEL3 in order to ensure that there is a strong Green Belt Boundary.</p> <p>As the allocation of the site would form an isolated island of development within the Green Belt there is a need for significant landscaping of the site, particularly to minimize the visual impact of the site from the south along Star Lane and east along Poynters Lane. This should be achieved through the creation of substantial green buffers/open space along the southern, northern and eastern boundaries.</p> <p>NEL3 is within the South Essex Coastal Towns landscape character area. NEL3 has the least impact on this landscape character area as it is the smallest site proposed for this general location.</p> <p>The site's location 140 metres to the south of existing development in Great Wakering, allows for an adequate separation of industrial uses and residential uses to ensure residential amenity. However, with open fields to the north, south, and west there is no existing features which provide defensible Green Belt boundaries in these directions. As such, development of the site must be accompanied by landscaping to the north, south and east, creating a new Green Belt boundary.</p> | 0 | + |
| 9. Climate Change and Energy | Buildings in the site should meet the 'very good' BREEAM rating. At least 10% of the energy requirements should be generated by on-site renewable and low carbon sources unless it can be demonstrated at the planning application stage that this would render the development unviable. | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage systems (SUDs).</p> <p>The foul sewage network would need to be upgraded for development of the site.</p> | + | |

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| SA Objective | Policy NEL3 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | NEL3 is situated on Grade 1 agricultural land and the development of the site will result in the loss of the land. Although NEL3 is located on Grade 1 agricultural land. The site is smaller than the other employment land options proposed for this area and will result in a smaller loss of high quality agricultural land. | - | |
| 12. Air Quality | There are a range of local services located in proximity to SER9 along the High Street, and there is an existing bus route nearby providing sustainable access to the Districts town centres. This reduces the need to use private transport. All of these factors would have a positive impact on reducing air pollution. NEL3 has the capacity to reduce the There are no AQMAs in proximity to this site. The development of employment uses on this site is likely to have some impact on the air quality of the area, particularly in relation to the Local Wildlife site. There are no AQMAs in proximity to the site. An air quality impact assessment should be carried out as part of the Transport Impact Assessment. | + | - |
| 13. Sustainable Design and Construction | Sustainable design and construction on this site can be accommodated. The concept statement for NEL3 indicates that buildings on the site should meet the 'very good' BREEAM rating. | + | |

Option E19

| SA Objective | Option E19 – Commentary | Score |
|--------------------------------|--|-------|
| 1. Balanced Communities | This option proposes an area generally equal to that of the existing Star Lane Industrial Estate, which is proposed to be redeveloped for housing. Whilst retaining local employment opportunities, this option would ensure that adequate provision of employment land towards the western end of the District which is better related to the strategic road network as well as public transport routes is provided. The designation of this site would ensure the retention of local employment opportunities, displaced by the reallocation of Star Lane Industrial Estate to the north of this option. Although this site is not well related to strategic transport routes, it is important to retain accessible employment land for the sustainability of the local community. A new employment site which is versatile and accessible has the potential to ensure the regeneration and enhancement of existing communities, provided that it does not become a 'bad neighbour' to any surrounding uses. The site is well related to the existing settlement, enabling ease of access to employment opportunities for all, thus promoting equal opportunities. | + |

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| SA Objective | Option E19 – Commentary | Score | |
|--|--|----------|----------|
| 2. Healthy & Safe Communities | <p>The employment land is proposed in proximity to proposed residential development to the north on the existing Industrial Estate therefore there may be some impact on the local community. However, the allocation of an employment site of this scale would be an asset to the local community and contribute to wider sustainability objectives. If this site were brought forward for employment use, the impact on the options for residential development on Star Lane Industrial Estate and in SER9 would need to be carefully considered and managed through the development management process.</p> <p>This option has the potential to link with Greenway 20.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | 0 | ? |
| 3. Housing | No impact. | 0 | |
| 4. Economy & Employment | <p>The site has the potential to relate well to existing and proposed residential areas in Great Wakering. The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District. It would thus potentially help reduce social exclusion through increasing employment opportunities close to the residential population and enable the retention of workers within the District, and supply a range of jobs across a variety of sectors as recognised in the Core Strategy Sustainability Appraisal.</p> | + | |
| 5. Accessibility | <p>There is potential to improve public transport links along the High Street and Star Lane and this option has the potential to link with Greenway 20 to the west.</p> <p>This option is situated to the south of Great Wakering and extends away from the village towards Shoebury. The site has links to Star Lane and the wider highway network, and the centre of Great Wakering village is located to the north. There is a public transport route along Star Lane and the High Street although the situation of this option may discourage the use of alternative modes of transportation. There is also potential to improve public transport in this locality.</p> <p>It encompasses part of the residential options WGW3 and WGW4. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land, although Star Lane Industrial Estate to the north of the site is proposed for residential development.</p> <p>This general location is not strategically well located for employment land in comparison with the other general locations identified for employment land (i.e. to the west of Rayleigh and the north of London Southend Airport), but would continue to provide local employment opportunities to the east of the District in proximity to the village centre.</p> <p>The south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | + | - |

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| SA Objective | Option E19 – Commentary | Score | |
|-------------------------------------|--|-------|----|
| 6. Biodiversity | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries, or salt marshes. This option is, however, in close proximity to a Local Wildlife Site (R35. Star Lane Pits), which is situated to the north east. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. A green buffer may be provided along the northern boundary to mitigate any development of this option, if taken forward.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile).</p> <p>The provision of a green buffer between any development of this option, proposed residential development and the Local Wildlife Site has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | + | - |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage.</p> <p>There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated to the north east.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | + | |
| 8. Landscape & Townscape | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile) and is not on the urban fringe <i>per se</i>. It would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> | + | -- |

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| SA Objective | Option E19 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This option has the smallest area as opposed to the other options for employment land in this general location. It is enclosed by Star Lane to the west and Star Lane Brickworks (the southern section of Star Lane Industrial Estate) to the north. The site, however, does not follow a natural field boundary this may make the creation of a defensible Green belt boundary difficult. As opposed to some of the other options for this general location such as E20 it would still preserve the undeveloped area between Great Wakering and Shoebury to the south. This option would have an impact on the openness of the Green Belt in this area. All of the options would have some impact on the openness of the area, however, this option would have less of an impact than other options for employment land to the south of Great Wakering.</p> <p>The relationship between this option and residential options to the west of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering. This would need to be carefully considered at the development stage.</p> | | |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land and does not seek to reuse previously developed land.</p> <p>This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated.</p> | + | - |

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| SA Objective | Option E19 – Commentary | Score | |
|--|--|----------|----------|
| | This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. Protection of agricultural land in the locality, however, needs to be balanced against the retention of local employment opportunities and the sustainability of the community. | | |
| 12. Air Quality | <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land, although this is proposed to be reallocated for residential use.</p> <p>This option encompasses part of the residential options WGW3 and WGW4. Depending on the residential option taken forward, this could encourage sustainable travel patterns. However, there is potential to improve public transport links in the locality.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option E20

| SA Objective | Option E20 – Commentary | Score | |
|--|--|----------|----------|
| 1. Balanced Communities | <p>The area proposed is more than double the capacity of the existing Star Lane Industrial Estate (which includes the disused Brickworks site to the south of this designated area) and would involve a substantial increase in the quantum of employment land available in this location.</p> <p>The site is well related to the existing settlement, enabling ease of access to employment opportunities for all, thus promoting equal opportunities.</p> <p>However, whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes. Such a surplus of employment land in this location may be of harm to balanced communities and regeneration in both Great Wakering and elsewhere in the District.</p> | + | - |
| 2. Healthy & Safe Communities | The employment land is proposed in proximity to proposed residential development to the north on the existing Industrial Estate therefore there may be some impact on the local community. If this site were brought forward for employment use, the impact on the options for residential development on Star Lane Industrial Estate and in SER9 would need to be carefully considered and managed through the development management process. | 0 | ? |

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| SA Objective | Option E20 – Commentary | Score | |
|------------------------------------|---|----------|----------|
| | <p>This option has the potential to link with Greenway 20.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | | |
| 3. Housing | No impact | 0 | |
| 4. Economy & Employment | <p>The site has the potential to relate well to existing and proposed residential areas in Great Wakering. The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District. It would thus potentially help reduce social exclusion through increasing employment opportunities close to the residential population and enable the retention of workers within the District, and supply a range of jobs across a variety of sectors as recognised in the Core Strategy Sustainability Appraisal.</p> | + | |
| 5. Accessibility | <p>There is potential to improve public transport links along the High Street and Star Lane and this option has the potential to link with Greenway 20 to the west.</p> <p>This option is situated to the south of Great Wakering and extends away from the village towards Shoebury. The site has links to Star Lane, Poynters Lane and the wider highway network, and the centre of Great Wakering village is located to the north, although the size of the site and its extension to the south away from the village may encourage use of the private car. There is a public transport route along Star Lane and the High Street although the situation of this option may discourage the use of alternative modes of transportation. There is also potential to improve public transport in this locality.</p> <p>It encompasses part of the residential options WG3 and WG4. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>This option would ensure the retention of local employment opportunities. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs. However, this option is situated in a relatively inaccessible location to the east of the District in comparison with the other general locations identified for employment land (to the west of Rayleigh and the north of London Southend airport) and is not considered appropriate as a large strategic employment site.</p> <p>It should be a small scale employment site which should seek to meet the needs of the local community providing an accessible, sustainable and flexible site. Such a large employment site would likely have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> <p>The relationship between this option, proposed residential development on Star Lane Industrial Estate, and the residential options to the west of Great Wakering could positively impact on social inclusion.</p> | + | - |

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| SA Objective | Option E20 – Commentary | Score | |
|-----------------------------|--|-------|---|
| | <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land although Star Lane Industrial Estate to the north of the site is proposed for residential development.</p> <p>It would continue to provide local employment opportunities to the east of the District in proximity to the village centre. However, this option extends further to the south than E19, for example, and would provide an excessive amount of employment land in this non-strategic location. Such a large employment site would likely have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> <p>The south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries, or salt marshes. This option does, however, bound a Local Wildlife Site (R35. Star Lane Pits), which is situated to the north east. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. A green buffer may be provided along the northern boundary to mitigate any development of this option, if taken forward.</p> <p>There will be no impact on known sites of geological significance.</p> <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile).</p> <p>The provision of a green buffer between any development of this option, existing and proposed residential development and the Local Wildlife Site has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | + | - |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated to the north east.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> | + | |

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| SA Objective | Option E20 – Commentary | Score | |
|--|--|-------|----|
| | <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| <p>8. Landscape & Townscape</p> | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile) and is not on the urban fringe <i>per se</i>. It would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This option proposes one of the largest areas for employment land in this non-strategic location. It is enclosed by Star Lane to the west, Poynters Lane to the south, a natural field boundary to the east and Star Lane Brickworks (the southern section of Star Lane Industrial Estate) to the north. This option would be able to create a defensible Green belt boundary, however, it would encourage the coalescence between Great Wakering and Shoebury to the south, which would have a negative impact on the landscape character of the area. This option would have a significant impact on the openness of the Green Belt in this area.</p> <p>However, this option would have a greater impact than other options for employment land to the south of Great Wakering. The relationship between this option and residential options to the west of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering. This would need to be carefully considered at the development stage.</p> | + | -- |
| <p>9. Climate Change and Energy</p> | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> | + | - |

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| SA Objective | Option E20 – Commentary | Score | |
|--|--|-------|---|
| | This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water. SUDs can be used to manage excess surface water. This also has the potential to create new habitats. | | |
| 11. Land and Soil | This option is situated on greenfield land and does not seek to reuse previously developed land. This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality. Greenfield land is not thought to be contaminated. This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. Protection of agricultural land in the locality, however, needs to be balanced against the retention of local employment opportunities and the sustainability of the community. As opposed to E19, this option would unnecessarily encroach further on to grade 1 agricultural land in the locality. | + | - |
| 12. Air Quality | This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land, although this is proposed to be reallocated for residential use. This option encompasses part of the residential options WGW3 and WGW4. Depending on the residential option taken forward, this could encourage sustainable travel patterns. However, there is potential to improve public transport links in the locality. There are no AQMAs in proximity to this site. | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option E21

| SA Objective | Option E21 – Commentary | Score | |
|--------------------------------|---|-------|---|
| 1. Balanced Communities | The area proposed is approximately a third bigger than that of the existing Star Lane Industrial Estate. Whilst retaining local employment opportunities, this option would ensure that adequate provision of employment land towards the western end of the District which is better related to the strategic road network as well as public transport routes is provided, although it is still greater than existing. | + | - |

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| SA Objective | Option E21 – Commentary | Score | |
|---|--|-------|----|
| | <p>The site is reasonably well related to the existing settlement, enabling reasonable ease of access to employment opportunities for all, thus promoting equal opportunities.</p> <p>However, whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes. Such a surplus of employment land in this location may be of harm to balanced communities and regeneration in both Great Wakering and elsewhere in the District.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>This option is adjacent to existing residential development to the east. The employment designation within this option has the potential to become a 'bad neighbour' which may have an impact on quality of life in the locality. The impact on the options for residential development in the area to the west of Great Wakering would need to be carefully considered.</p> <p>This option has the potential to link with Greenway 20</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | - | ? |
| <p>3. Housing</p> | <p>No impact</p> | 0 | |
| <p>4. Economy & Employment</p> | <p>The site has the potential to relate well to existing and proposed residential areas in Great Wakering. The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District. It would thus potentially help reduce social exclusion through increasing employment opportunities close to the residential population and enable the retention of workers within the District, and supply a range of jobs across a variety of sectors as recognised in the Core Strategy Sustainability Appraisal.</p> | + | |
| <p>5. Accessibility</p> | <p>There is potential to improve public transport links along the High Street and Star Lane and this option has the potential to link with Greenway 20 to the west.</p> <p>This option is situated to the south of Great Wakering and extends away from the village towards Shoebury. The site only has the potential to link to Poynters Lane which given the size of the site may have significant implications on the highway network at this point.</p> <p>Another road link could be provided to Star Lane but this would be on additional Green Belt land and may undermine the defensibility of the Green Belt boundary in this locality.</p> <p>There is a public transport route along Star Lane which is situated away from this site and may therefore discourage the use of alternative modes of transportation.</p> | + | -- |

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| SA Objective | Option E21 – Commentary | Score | |
|-------------------------------|---|-------|---|
| | <p>This option is adjacent to part of residential options WGW3 and WGW4. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>This option would ensure the retention of local employment opportunities. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs.</p> <p>However, this option is situated in a relatively inaccessible location to the east of the District in comparison with the other general locations identified for employment land (to the west of Rayleigh and the north of London Southend airport) and is not considered appropriate as a large strategic employment site as opposed to E19.</p> <p>It should be a small scale employment site which should seek to meet the needs of the local community providing an accessible, sustainable and flexible site. The scale and location of this employment site would likely have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> <p>The relationship between this option, proposed residential development on Star Lane Industrial Estate, and the residential options to the west of Great Wakering could positively impact on social inclusion, although this would depend on the options taken forward.</p> <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by a Local Wildlife Site to the north and extends further to the south than some of the other options for this general location although it is situated to the west of Alexandra Road and Star Lane Industrial Estate to the north west of the site is proposed for residential development.</p> <p>This option extends further to the south than E19, for example, and would provide an excessive amount of employment land in this non-strategic location. The scale and location of this employment site would likely have a significant impact on the local highway network, particularly as this option would only have the potential to link to Poynters Lane without encroaching further into the Green Belt, to the detriment of the local community and wider sustainability objectives.</p> <p>The south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| <p>6. Biodiversity</p> | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries, or salt marshes. This option does, however, bound a Local Wildlife Site (R35. Star Lane Pits), which is situated to the north east. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. A green buffer may be provided along the northern boundary to mitigate any development of this option, if taken forward.</p> <p>There will be no impact on known sites of geological significance.</p> | + | - |

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| SA Objective | Option E21 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile).</p> <p>The provision of a green buffer between any development of this option, existing residential development and the Local Wildlife Site has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | | |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated to the north / north east.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | + | |
| 8. Landscape & Townscape | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated to the north / north east.</p> | + | - |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> | + | |

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| SA Objective | Option E21 – Commentary | Score | |
|--|---|-------|---|
| | <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land and does not seek to reuse previously developed land.</p> <p>This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. Protection of agricultural land in the locality, however, needs to be balanced against the retention of local employment opportunities and the sustainability of the community. As opposed to E19, this option would unnecessarily encroach further on to grade 1 agricultural land in the locality and encourage coalescence between Great Wakering and Shoebury.</p> | + | - |
| 12. Air Quality | <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land although it is situated to the west of Alexandra Road and Star Lane Industrial Estate to the north west of the site is proposed for residential development.</p> <p>This option is adjacent to part of the residential options WGW3 and WGW4. Depending on the residential option taken forward, this could encourage sustainable travel patterns. However, there is potential to improve public transport links in the locality.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

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Option E22

| SA Objective | Option E22 – Commentary | Score | |
|--|--|----------|---|
| 1. Balanced Communities | <p>The area proposed is nearly double the capacity of the existing Star Lane Industrial Estate (which includes the disused Brickworks site to the south of this designated area) and would involve a substantial increase in the quantum of employment land available in this location. However, whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes.</p> <p>The site is well related to the existing settlement, enabling ease of access to employment opportunities for all, thus promoting equal opportunities.</p> <p>However, whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes. Such a surplus of employment land in this location may be of harm to balanced communities and regeneration in both Great Wakering and elsewhere in the District.</p> | + | - |
| 2. Healthy & Safe Communities | <p>This option is adjacent to existing residential development to the east. The employment designation within this option has the potential to become a 'bad neighbour' which may have an impact on quality of life in the locality. The impact on the options for residential development in the area to the west of Great Wakering would need to be carefully considered.</p> <p>This option has the potential to link with Greenway 20</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | - | ? |
| 3. Housing | No impact | 0 | |
| 4. Economy & Employment | <p>The site has the potential to relate well to existing and proposed residential areas in Great Wakering. The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District. It would thus potentially help reduce social exclusion through increasing employment opportunities close to the residential population and enable the retention of workers within the District, and supply a range of jobs across a variety of sectors as recognised in the Core Strategy Sustainability Appraisal.</p> | + | |
| 5. Accessibility | <p>There is potential to improve public transport links along the High Street and Star Lane and this option has the potential to link with Greenway 20 to the west.</p> | + | - |

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| SA Objective | Option E22 – Commentary | Score | |
|------------------------|--|-------|---|
| | <p>This option is situated to the south of Great Wakering and extends east from Star Lane towards Alexandra Road. As opposed to some of the other options for this general location such as E20, this option does not extend as far south to encourage coalescence between Great Wakering and Shoebury.</p> <p>The site only has the potential to provide a road link to Star Lane which given the size of the site may have significant implications on the highway network at this point. Another road link could be provided to Poynters Lane but this would be on additional Green Belt land and may undermine the defensibility of the Green Belt boundary in this locality.</p> <p>The arrangement of this option may discourage the use of alternative modes of transportation.</p> <p>This option encompasses part of residential options WG3 and WG4. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>This option would ensure the retention of local employment opportunities. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs. However, this option is situated in a relatively inaccessible location to the east of the District in comparison with the other general locations identified for employment land (to the west of Rayleigh and the north of London Southend Airport) and is not considered appropriate as a large strategic employment site.</p> <p>It should be a small scale employment site which should seek to meet the needs of the local community providing an accessible, sustainable and flexible site. Such a large employment site would likely have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> <p>The relationship between this option, proposed residential development on Star Lane Industrial Estate, and the residential options to the west of Great Wakering could positively impact on social inclusion, although this would depend on the options taken forward.</p> <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land and a Local Wildlife Site although it is situated to the west of Alexandra Road and Star Lane Industrial Estate to the north of the site is proposed for residential development.</p> <p>The south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries, or salt marshes. This option does, however, bound a Local Wildlife Site (R35. Star Lane Pits), which is situated to the north. Any development at this location would have to be carefully managed to avoid harm to this Local Wildlife Site. A green buffer may be provided along the northern boundary to mitigate any development of this option, if taken forward.</p> <p>There will be no impact on known sites of geological significance.</p> | + | - |

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| SA Objective | Option E22 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile).</p> <p>The provision of a green buffer between any development of this option, existing and proposed residential development and the Local Wildlife Site has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | | |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated to the north/north east.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | + | |
| 8. Landscape & Townscape | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile) and is not on the urban fringe <i>per se</i>. It would therefore not contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> | + | - |

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| SA Objective | Option E22 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This option proposes one of the smaller areas for employment land in this non-strategic location. It is enclosed by a Local Wildlife Site to the north, Star Lane to the west, and existing residential development to the east. The site, however, does not follow a natural field boundary and would make the creation of a defensible Green Belt boundary difficult. As opposed to some of the other options for this general location such as E20 would still preserve the undeveloped area between Great Wakering and Shoebury to the south. All of the options would have some impact on the openness, however, this option would potentially have less of an impact than others. The relationship between this option and residential options to the west of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering. This would need to be carefully considered at the development stage.</p> | | |
| 9. Climate Change and Energy | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>This option is not within an area at risk of flooding, although there are areas of flood zone 2 and 3 to the north east and south east of this area. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |
| 11. Land and Soil | <p>This option is situated on greenfield land and does not seek to reuse previously developed land.</p> <p>This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. Protection of agricultural land in the locality, however, needs to be balanced against the retention of local employment opportunities and the sustainability of the community. As opposed to E19, this option would unnecessarily encroach further on to grade 1 agricultural land in the locality.</p> | + | - |

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| SA Objective | Option E22 – Commentary | Score | |
|--|--|-------|---|
| 12. Air Quality | <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land although it is situated to the west of Alexandra Road and Star Lane Industrial Estate to the north of the site is proposed for residential development.</p> <p>This option encompasses part of the residential options WG3 and WG4. Depending on the residential option taken forward, this could encourage sustainable travel patterns. However, there is potential to improve public transport links in the locality.</p> <p>There are no AQMAs in proximity to this site.</p> | + | - |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option E23

| SA Objective | Option E23 – Commentary | Score | |
|--|--|-------|---|
| 1. Balanced Communities | <p>The area in this option is nearly four times the capacity of the existing Star Lane Industrial Estate (which includes the disused Brickworks site to the south of this designated area) which would involve a significant increase in the quantum of employment land available in this location. The size of this site is also much greater than the quantum of employment land to be provided to compensate for the deallocation of existing employment land in the District. Whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes. Such a surplus of employment land in this location may be of harm to balanced communities and regeneration in both Great Wakering and elsewhere in the District.</p> <p>This option is not well related to the existing residential areas of Great Wakering, but instead it borders the existing residential area of Shoebury, limiting the benefits of the development to Great Wakering – the community the new employment land within this general location is intended to serve.</p> | - | |
| 2. Healthy & Safe Communities | This option is adjacent to existing residential development to the north, south and west. The employment designation within this option has the potential to become a 'bad neighbour' which may have an impact on quality of life in the locality. The relationship between this option and the residential options to the west of Great Wakering would also need to be considered, although this option is less well related to some of the residential options than other options. | - | ? |

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| SA Objective | Option E23 – Commentary | Score | |
|------------------------------------|--|----------|---|
| | <p>This option has the potential to link with Greenway 20.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | | |
| 3. Housing | No impact | 0 | |
| 4. Economy & Employment | <p>The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District However the site is less well related to existing residential areas in Great Wakering than other options. This is particularly relevant when it is considered that the site is intended to accommodate existing businesses on an employment site adjacent to Great Wakering, which will be displaced by the development of this site for residential uses.</p> | + | - |
| 5. Accessibility | <p>There is potential to improve public transport links along the High Street and Star Lane and this option has the potential to link with Greenway 20 to the west.</p> <p>This option is situated to the south of Great Wakering and extends east from Star Lane towards Alexandra Road. As opposed to some of the other options for this general location such as E20, this option does not extend as far south to encourage coalescence between Great Wakering and Shoebury.</p> <p>The site only has the potential to provide a road link to Star Lane which given the size of the site may have significant implications on the highway network at this point. Another road link could be provided to Poynters Lane but this would be on additional Green Belt land and may undermine the defensibility of the Green Belt boundary in this locality.</p> <p>The arrangement of this option may discourage the use of alternative modes of transportation.</p> <p>This option encompasses part of residential options WGW3 and WGW4. The cumulative impact on the highway network would need to be carefully considered in this general location.</p> <p>This option would ensure the retention of local employment opportunities. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs. However, this option is situated in a relatively inaccessible location to the east of the District in comparison with the other general locations identified for employment land (to the west of Rayleigh and the north of London Southend Airport) and is not considered appropriate as a large strategic employment site.</p> <p>It should be a small scale employment site which should seek to meet the needs of the local community providing an accessible, sustainable and flexible site. Such a large employment site would likely have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> | + | - |

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| SA Objective | Option E23 – Commentary | Score | |
|-----------------------------|---|-------|---|
| | <p>The relationship between this option, proposed residential development on Star Lane Industrial Estate, and the residential options to the west of Great Wakering could positively impact on social inclusion, although this would depend on the options taken forward.</p> <p>This option may not reduce the need to travel as it is somewhat isolated from the residential area of Great Wakering by existing employment land and a Local Wildlife Site although it is situated to the west of Alexandra Road and Star Lane Industrial Estate to the north of the site is proposed for residential development.</p> <p>The south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries, or salt marshes, or other important natural/semi natural habitats.</p> <p>This site is situated on grade 1 agricultural land (SEA Baseline Information Profile), however, it does bound an area of parkland to the south which may have ecological value. Any development at this location would have to be carefully managed to avoid harm to this site.</p> <p>There will be no impact on known sites of geological significance.</p> <p>The provision of a green buffer between any development of this option and existing residential development has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | ? | + |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered at the development stage. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated further to the north.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> | + | |

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| SA Objective | Option E23 – Commentary | Score | |
|--|---|-------|---|
| | <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| <p>8. Landscape & Townscape</p> | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile) on the urban fringe of Shoebury. It therefore has the potential to contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This option proposes the largest area for employment land in this non-strategic location to the south of Poynters Lane. The site is enclosed by existing residential development and Poynters Lane and a dwelling to the north, residential development to the south west and west, parkland to the south and it follows a natural field boundary to the east. This option would be able to create a defensible Green Belt boundary, however, it proposes a large scale employment site in a non-strategic location which is not well related to Great Wakering. It would also encourage the coalescence between Great Wakering and Shoebury. This option would have a significant impact on the openness of the Green Belt in this area. The relationship between this option and residential options to the west of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering. This option is not as well related to some of these options compared to other employment options such as Option E19.</p> | - | |
| <p>9. Climate Change and Energy</p> | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There would need to be infrastructure and/or treatment upgrades to the existing Waste Water Treatment Works and the foul sewerage network to accommodate the scale of the proposed employment allocation in this location.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding although it is acknowledged that there is an area of flood zone 2 further to the east. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |

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| SA Objective | Option E23 – Commentary | Score | |
|--|--|-------|---|
| 11. Land and Soil | <p>This option is situated on greenfield land and does not seek to reuse previously developed land.</p> <p>This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. This option proposes a significant quantum of employment land in this non-strategic location to the east of the District, and therefore as opposed to some of the other options for this general location it would unnecessarily encroach onto an excessive quantum of grade 1 agricultural Green Belt land in the locality. It is noted, however, that the agricultural land classification for this option has been disputed through a consultation response to the draft Sustainability Appraisal.</p> | - | ? |
| 12. Air Quality | <p>This option would not reduce the need to travel as it is not well related to the residential area of Great Wakering.</p> <p>This option is not as well related to some of the residential options as opposed to other employment options. However, depending on the residential option taken forward, this could encourage sustainable travel patterns. There is potential to improve public transport links in the locality.</p> <p>There are no AQMAs in proximity to this site.</p> | - | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Option E24

| SA Objective | Option E24 – Commentary | Score | |
|--------------------------------|--|-------|---|
| 1. Balanced Communities | <p>The area proposed is double the capacity of the existing Star Lane Industrial Estate (which includes the disused Brickworks site to the south of this designated area) which would involve a substantial increase in the quantum of employment land available in this location. However, whilst retaining local employment opportunities, this option would provide a surplus of employment land in the eastern area of the District, as opposed to the west of Rayleigh and north of London Southend Airport which are better related to the strategic road network as well as public transport routes. Such a surplus of employment land in this location may be of harm to balanced communities and regeneration in both Great Wakering and elsewhere in the District.</p> | + | - |

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| SA Objective | Option E24 – Commentary | Score | |
|---|--|----------|---|
| | <p>This option is not well related to the existing residential areas of Great Wakering, but instead it borders the existing residential area of Shoebury, limiting the benefits of the development to Great Wakering – the community the new employment land within this general location is intended to serve.</p> | | |
| <p>2. Healthy & Safe Communities</p> | <p>This option is adjacent to existing residential development to the north and west. The employment designation within this option has the potential to become a 'bad neighbour' which may have an impact on quality of life in the locality. The relationship between this option and the residential options to the west of Great Wakering would also need to be considered, although this option is less well related to some of the residential options than other options.</p> <p>This option has the potential to link with Greenway 20.</p> <p>The impact on noise and light pollution is uncertain and will depend on the types of businesses locating on the site in the future, and the detailed design of development on the site.</p> | - | ? |
| <p>3. Housing</p> | <p>No impact</p> | 0 | |
| <p>4. Economy & Employment</p> | <p>The provision of good quality, flexible employment land in this locality would provide local employment opportunities to the east of the District. However, the site is less well related to existing residential areas in Great Wakering than other options. This is particularly relevant when it is considered that the site is intended to accommodate existing businesses on an employment site adjacent to Great Wakering, which will be displaced by the development of this site for residential uses.</p> | + | |
| <p>5. Accessibility</p> | <p>There is potential to improve public transport links along Star Lane and this option has the potential to link with Greenway 20 to the west.</p> <p>As this option is situated to the south of Poynters Lane it is situated further away from Great Wakering village centre and thus would not have a good relationship with the settlement of Great Wakering in comparison to the options north of Poynters Lane. The site has the potential to link to Poynters Lane and possibly Star Lane, however, the centre of Great Wakering village is situated further to the north. The poor relationship with the existing residential area of Great Wakering may encourage use of the private car, but there is potential to improve public transport in this locality. Such a large employment site in this location would have a significant impact on the local highway network to the detriment of the local community and wider sustainability objectives.</p> <p>This option is less well related to some of the residential options than other employment options. Depending on the residential option taken forward, this could encourage walking and cycling to local employment opportunities. However, the cumulative impact on the highway network would need to be carefully considered in this general location.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E24 – Commentary | Score | |
|-----------------------------|---|-------|---|
| | <p>It would ensure the retention of local employment opportunities. It has the potential to positively contribute to reducing social exclusion by ensuring access to jobs. However, this option is situated in a relatively inaccessible location to the east of the District in comparison with the other general locations identified for employment land (to the west of Rayleigh and the north of London Southend Airport) and is not considered appropriate as a large strategic employment site.</p> <p>The relationship between this option, proposed residential development on Star Lane Industrial Estate, and the residential options to the west of Great Wakering may have the potential to positively impact on social inclusion, although this would depend on the options taken forward.</p> <p>This site is situated in a nonstrategic location to the east of the District and is not well related to the existing residential area of Great Wakering as it is situated to the south of Poynters Lane. Furthermore the south of Great Wakering has links with the neighbouring economic centre of Southend, which is recognised in the Core Strategy. This relationship may therefore not reduce out-commuting.</p> | | |
| 6. Biodiversity | <p>This general location to the south of Great Wakering is not in close proximity to the District's estuaries or salt marshes, or other important natural/semi natural habitats.</p> <p>This site is situated on grade 1 agricultural land (SEA Baseline Information Profile) and is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> <p>The provision of a green buffer between any development of this option and existing residential development has the potential to create new habitats in the locality which could facilitate species movement and colonisation.</p> | ? | + |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 7 which encompasses an extensive area of brickearth covered gravel terrace that is mostly cultivated. Large parts comprise restored landscape following brickearth quarrying. It is characterised by a rectilinear pattern of land boundaries of ancient origin and contains extensive archaeological deposits of multi-period date (Rochford District Historic Environment Characterisation Project). There is likely to be good below ground archaeological survival outside the quarried areas. The areas not quarried have a high sensitivity to change for below grounds deposits, however, the extensive quarrying has significantly altered the historic landscape. Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered. There are no Listed Buildings in close proximity to this site, and Great Wakering Conservation Area is situated further to the north.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E24 – Commentary | Score | |
|--|--|-------|---|
| | <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| <p>8. Landscape & Townscape</p> | <p>This option is situated on grade 1 agricultural land (SEA Baseline Information Profile) on the urban fringe of Shoebury. It therefore has the potential to contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe.</p> <p>This option is situated on greenfield land and would therefore not reduce the amount of derelict, degraded and underused land.</p> <p>This site is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change. This option proposes one of the largest areas for employment land in this non-strategic location. It is enclosed by Poynters Lane and a dwelling to the north, existing residential development to the west and it follows a natural field boundary to the east. This site would, however, weaken the Green Belt boundaries in this locality, undermine the openness of the Green Belt on a wider scale and would thus not ensure a defensible Green Belt boundary to prevent further encroachment. This option would have a significant impact on the openness of the Green Belt in this area.</p> <p>The relationship between this option and residential options to the west of Great Wakering could have a significant impact on the landscape character to the south and west of Great Wakering. This option is not as well related to some of these options compared to other employment options such as Option E19.</p> | + | |
| <p>9. Climate Change and Energy</p> | <p>This site has the potential to include buildings in the future which comply with the BREEAM standards which may help mitigate the impact of any future development in this location on the local climate.</p> <p>Onsite renewable or low carbon energy technologies may be provided.</p> <p>This option is not situated within an area at risk of flooding.</p> | + | |
| <p>10. Water</p> | <p>The site has the capacity to include Sustainable Drainage Systems (SUDs).</p> <p>There is capacity at the existing Waste Water Treatment Works to accommodate the proposed employment allocation. However, there would need to be infrastructure and/or treatment upgrades to the foul sewerage network.</p> <p>This site has the capacity to incorporate SUDs to help mitigate any impact of development on surface water.</p> <p>The site is not within an area at risk of flooding although it is acknowledged that there is an area of flood zone 2 further to the east. A range of SUDs are available which can be used to manage excess surface water.</p> <p>SUDs can be used to manage excess surface water. This also has the potential to create new habitats.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option E24 – Commentary | Score | |
|--|---|-------|---|
| 11. Land and Soil | <p>This option is situated on greenfield land and does not seek to reuse previously developed land.</p> <p>This option is on grade 1 agricultural land (SEA Baseline Information Profile). Therefore there would be an impact on soil quality.</p> <p>Greenfield land is not thought to be contaminated.</p> <p>This option is grade 1 agricultural land (SEA Baseline Information Profile) and would therefore not ensure that the best and most versatile agricultural land will be protected. Protection of agricultural land in the locality, however, needs to be balanced against the retention of local employment opportunities and the sustainability of the community. As opposed to E19, this option would unnecessarily encroach on an excessive quantum of agricultural land in the locality. It is noted, however, that the agricultural land classification for this option has been disputed through a consultation response to the draft Sustainability Appraisal.</p> | + | - |
| 12. Air Quality | <p>This option would not reduce the need to travel as it is not well related to the residential area of Great Wakering.</p> <p>This option is not as well related to some of the residential options as opposed to other employment options. However, depending on the residential option taken forward, this could encourage sustainable travel patterns. There is potential to improve public transport links in the locality.</p> <p>There are no AQMAs in proximity to this site.</p> | - | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

Policy NEL4

Land to the north of London Southend Airport, as identified in the Submission Document (Policy NEL4), will be addressed through the London Southend Airport and Environs Joint Area Action Plan, and will therefore be appraised separately.

Appendix 8 – Ecological and Landscape Allocations

The option to allocate Local Wildlife Sites and the Upper Roach Valley was considered within the Discussion and Consultation Document, and assessed within the previous SA (July 2012). These sites are proposed to be allocated within the Submission Document (Policy ELA1 and ELA3 respectively) and do not differ from the previous version of the Allocations Document. The detailed assessments for the Local Wildlife Sites and the Upper Roach Valley are contained within Appendix 8 of the previous SA.

Coastal Protection Belt

Policy ELA2

| SA Objective | Policy ELA2 – Commentary | Score |
|--|--|-------|
| 1. Balanced Communities | This designation would have a positive effect on high quality sustainable communities by directing development away from coastal areas towards existing developed areas, which may also contribute to their regeneration. | -- |
| 2. Healthy & Safe Communities | This designation would have a positive effect on healthy and safe communities by directing development away from coastal areas towards existing developed areas, which may also contribute to their regeneration. | + |
| 3. Housing | No impact | 0 |
| 4. Economy & Employment | This option would potentially have indirect positive benefits for local economy. | + |
| 5. Accessibility | No impact | 0 |
| 6. Biodiversity | <p>This designation would help protect the wildlife and heritage qualities of the coastline, have positive long-term effects for biodiversity and have positive benefits for geological diversity. By directing development away from the coast, there would be significant positive effects for the District's very distinctive coastal landscape.</p> <p>Although this designation is a landscape quality designation rather than an indication of ecological value, the Coastal Protection Belt encompasses the Crouch and Roach estuaries and adjacent areas which are designated Ramsar Sites, Special Protection Areas, and Sites of Special Scientific Interest amongst other nature conservation designations (SEA Baseline Information Profile). This designation may therefore have positive long-term effects for biodiversity.</p> | ++ |

Rochford District Council – Local Development Framework Allocations Submission Document

| SA Objective | Policy ELA2 – Commentary | Score |
|--|---|----------|
| | <p>There are likely to be significant benefits for biodiversity through seeking to maintain, restore and enhance sites of nature conservation importance through the designation of the District's distinctive landscape.</p> <p>This designation may have positive benefits for geological diversity.</p> <p>The Core Strategy Submission Document Sustainability Appraisal recognises that such a designation would assist in building resilience in an area particularly susceptible to the effects of climate change.</p> | |
| 7. Cultural Heritage | <p>This option would ensure significant positive effects for the District's very distinctive coastal landscape, which encompasses numerous different historic environment character zones, and associated archaeological potential and sensitivity to change (Rochford District Historic Environment Characterisation Project).</p> | + |
| 8. Landscape & Townscape | <p>This designation would continue to protect the character of the undeveloped coastline within the District.</p> <p>However, it is notable that this designation has recently been updated to exclude the areas identified as being within Policy SER6 (South West Hullbridge) and Policy SER7 (South Canewdon).</p> | + |
| 9. Climate Change and Energy | <p>The Core Strategy Submission Document Sustainability Appraisal recognises that such a designation would assist in building resilience in an area particularly susceptible to the effects of climate change.</p> | + |
| 10. Water | <p>There is potential for positive long-term effects for water quality, particularly coastal water and for land and soil, through seeking to limit development in sensitive coastal areas.</p> <p>This designation would direct development away from coastal areas towards existing developed areas, which are generally at a lower risk of flooding.</p> | 0 |
| 11. Land and Soil | <p>This option would have a positive impact on soil quality through directing development away from undeveloped coastal areas towards existing developed areas.</p> | 0 |
| 12. Air Quality | <p>No impact.</p> | 0 |
| 13. Sustainable Design and Construction | <p>No impact.</p> | 0 |

Appendix 9 – Educational Land Allocations

Two new primary schools are identified in the Discussion and Consultation Document and the Submission Document (Policy EDU1 and EDU2) within the sites to the North of London Road, Rayleigh (Policy SER1) and West Rochford (Policy SER2). The appraisals for these sites should be referred to.

King Edmund School

Policy EDU3

| SA Objective | Policy EDU3 – Commentary | Score | |
|--|---|----------|----------|
| 1. Balanced Communities | <p>This policy would have a positive impact on equal opportunities, providing qualifications and skills to people in the community without distinction.</p> <p>EDU3 as well as other proposed educational site extensions should be considered in conjunction with the need for educational facilities that will potentially be generated by the development of sites such as SER5 and SER8. EDU3 is well placed to support the increased demand that may arise for educational facilities within the District.</p> <p>This policy, as with the other options KES1, KES2 and KES3, will provide long term benefits to equal opportunities within the community.</p> | + | 0 |
| 2. Healthy & Safe Communities | This option has the potential to provide additional playing field capacity which may promote informal recreation and encourage healthy, active lifestyles, particularly if accessible to the local community. | + | |
| 3. Housing | The location of the site to extend the school would have no impact on housing in the area. | 0 | |
| 4. Economy & Employment | This site has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities. The playing fields may also be accessible to the local community. | + | |
| 5. Accessibility | <p>This site has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities. The playing fields may also be accessible to the local community. This option has the potential to enable access for all sections of the community.</p> <p>This site would not impact on appropriate residential development in other sites such as SER5 and SER8. The location of EDU3 is well related to both the existing urban area and to the proposed sites for SER5 and SER8.</p> | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy EDU3 – Commentary | Score |
|-------------------------------------|--|-----------|
| 6. Biodiversity | <p>This site is not in proximity to any of the District’s estuaries or salt marshes or other important natural/semi-natural habitats.</p> <p>The site is located on Grade 2 agricultural Land. As such the land is not located in immediate proximity to any areas of ecological importance.</p> | 0 |
| 7. Cultural Heritage | <p>This site is situated in Historic Environment Character Zone 13. The historic settlement and overall structure of field tracks and roads survives well. There have been a limited number of investigations leading to a low level of recorded historical assets. The potential impact on archaeological deposits in the site will need to be considered with any development.</p> <p>There are Listed Buildings in the vicinity of Doggetts Farmhouse to the east of this option, although they are not immediately adjacent.</p> | - |
| 8. Landscape & Townscape | <p>The majority of playing fields on the site would retain their Green Belt designation. There is sufficient space on EDU3 to accommodate the expansion of the school without having a detrimental impact on the existing playing fields serving the school.</p> <p>The addition of playing pitches to the east of the existing school envelope ensures that there is a green corridor from the eastern end of Oxford Road. This means that the site has the potential to link with the greenway proposed for SER8. This is beneficial in terms of providing access to the site by means of pedestrian and cycle routes.</p> <p>This site is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. It has the potential to provide compensatory playing fields to the east of the existing school site, which may be designated as both educational use and Green Belt as playing fields / pitches are an acceptable form of development in the Green Belt. This site would ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> | ++ |
| 9. Climate Change and Energy | Any new building on the site must comply with the ‘very good’ BREEAM standard as set out in the Concept Statement. | 0 |
| 10. Water | <p>The site is not in proximity to an area at risk of flooding.</p> <p>The site is capable of accommodating Sustainable Drainage Systems (SUDs), which have the potential to mitigate the impact of expanding the school on the local environment.</p> | 0 |
| 11. Land and Soil | The expansion of the school site will involve the loss of Grade 2 agricultural land. | - |
| 12. Air Quality | No impact. | + |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Policy EDU3 – Commentary | Score |
|--|--|----------|
| 13. Sustainable Design and Construction | There are no discernible constraints to sustainable design and construction being incorporated into the development of the site. | + |

Option KES1

| SA Objective | Option KES1 – Commentary | Score |
|--|--|----------|
| 1. Balanced Communities | This option would afford the opportunity to develop part of the current school site for additional buildings which would be well related to the existing buildings. The additional land to the east could therefore provide additional playing field capacity for the school. The provision of additional land to enable an increase in the capacity of school buildings in proximity to the existing cluster of buildings would enable equal opportunities through ensuring that the ongoing and future educational needs of the local community can be met. This school, whilst providing secondary education, also provides educational opportunities for adults in the community. There is potential to expand this offer in the future, therefore all sections of the community may be catered for. | + |
| 2. Healthy & Safe Communities | This option has the potential to provide additional playing field capacity which may promote informal recreation and encourage healthy, active lifestyles, particularly if accessible to the local community. | + |
| 3. Housing | This option, as opposed to KES2 and KES3, would not encroach into potential residential development allocation to the north of the school which affords the opportunity of improving access to and from this educational facility. | 0 |
| 4. Economy & Employment | This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities, which will have long-term benefits for the economy and employment. | + |
| 5. Accessibility | <p>This option would not impinge on potential residential development allocations to the east of Ashingdon, as opposed to KES2 and KES3 which could force the residential allocation further to the north. This option would therefore enable the provision of improved access to the school from Brays Lane which may reduce the pressure on minor residential roads currently used for access. Option KES1 should not be accessed from Oxford Road as it would not relate well to existing or additional school buildings (if provided on the current site). As noted in the document, this is a narrow residential road and the provision of access along this road would have a negative impact on community cohesion in this locality. Improved access should be provided from the north along Brays Lane.</p> <p>This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities. The playing fields may also be accessible to the local community. This option has the potential to enable access for all sections of the community.</p> | + |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES1 – Commentary | Score |
|-------------------------------------|---|----------|
| 6. Biodiversity | <p>This option is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats. This option is on grade 2 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> | 0 |
| 7. Cultural Heritage | <p>This option is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone, which will need to be considered at the development stage. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are Listed Buildings in the vicinity of Doggetts Farmhouse to the east of this option, although they are not immediately adjacent. The potential impact on any archaeological deposits would need to be considered with any development.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | - |
| 8. Landscape & Townscape | <p>The development of compensatory playing pitches to the east of the existing school site would be an appropriate use of land on the urban fringe. This option would also enable a dual allocation whereby it is designated both as educational use whilst retaining its existing Green Belt allocation thus ensuring the necessary expansion of the school without unnecessarily encroaching further into the Green Belt to the east.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. It has the potential to provide compensatory playing fields to the east of the existing school site, which may be designated as both educational use and Green Belt as playing fields / pitches are an acceptable form of development in the Green Belt. This option would ensure that a robust and defensible Green Belt boundary could be maintained in this locality.</p> | + |
| 9. Climate Change and Energy | <p>No impact. The site is not in proximity to an area at risk of flooding.</p> | 0 |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES1 – Commentary | Score |
|--|---|----------|
| 10. Water | Sustainable Drainage Systems (SUDs) may be integrated into the development to mitigate the impact of expanding the capacity of the school on the local environment. The site is not in proximity to an area at risk of flooding. | + |
| 11. Land and Soil | This option will have little impact on the quality of land and soil however it is situated on grade 2 agricultural land (SEA Baseline Information Profile). | + |
| 12. Air Quality | No impact. | 0 |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + |

Option KES2

| SA Objective | Option KES2 – Commentary | Score |
|--|--|----------|
| 1. Balanced Communities | This option affords the opportunity to develop additional land which is well related to the existing buildings to provide additional educational capacity in the locality, which would have a positive impact on the regeneration and enhancement of existing communities. The provision of additional land to enable an increase in the capacity of school buildings in proximity to the existing cluster of buildings would enable equal opportunities through ensuring that the ongoing and future educational needs of the local community can be met. This school, whilst providing secondary education, also provides educational opportunities for adults in the community. There is potential to expand this offer in the future, therefore all sections of the community may be catered for. | + |
| 2. Healthy & Safe Communities | This option has the potential to provide additional playing field capacity which may promote informal recreation and encourage healthy, active lifestyles, particularly if accessible to the local community. | + |
| 3. Housing | This option would encroach into the proposed residential allocation (SER5), limiting the number of dwellings that could be provided there. | - |
| 4. Economy & Employment | This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities, which will have long-term benefits for the economy and employment. | + |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES2 – Commentary | Score | |
|-------------------------------------|--|----------|----------|
| 5. Accessibility | <p>This option would impinge on potential residential development allocations to the east of Ashingdon, as opposed to KES1, which could force the residential allocation further to the north. This option would, however, enable the provision of improved access to the school from Brays Lane which may reduce the pressure on minor residential roads currently used for access.</p> <p>This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities. The existing playing fields have the potential to also be accessible to the local community. This option has the potential to enable access for all sections of the community.</p> | + | - |
| 6. Biodiversity | <p>This option is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats. This option is on grade 2 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> | 0 | |
| 7. Cultural Heritage | <p>This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low levels of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone, which will need to be considered at the development stage. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are no Listed Buildings in close proximity to the site. The potential impact on any archaeological deposits would need to be considered with any development.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | - | |
| 8. Landscape & Townscape | <p>This option has the potential to provide playing fields accessible to the local community.</p> <p>This option has the potential to force proposed residential development to the north of Brays Lane.</p> | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES2 – Commentary | Score | |
|--|---|----------|----------|
| | This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option has the potential to force proposed residential development to the north of Brays Lane. This option would have a greater impact on the landscape designation in the locality and the defensibility of the Green Belt boundary to the north of Brays Lane. | | |
| 9. Climate Change and Energy | No impact. The site is not in proximity to an area at risk of flooding. | 0 | |
| 10. Water | Sustainable Drainage Systems (SUDs) may be integrated into the development to mitigate the impact of expanding the capacity of the school on the local environment. The site is not in proximity to an area at risk of flooding. | + | - |
| 11. Land and Soil | This option will have little impact on the quality of land and soil however it is situated on grade 2 agricultural land (SEA Baseline Information Profile). | + | |
| 12. Air Quality | No impact. | 0 | |
| 13. Sustainable Design and Construction | The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development. | + | |

Option KES3

| SA Objective | Option KES3 – Commentary | Score | |
|--------------------------------|---|----------|--|
| 1. Balanced Communities | This option would afford the opportunity to develop part of the current school site for additional buildings which would be well related to the existing buildings. The additional land to the east could therefore provide additional playing field capacity for the school. The provision of additional land to enable an increase in the capacity of school buildings in proximity to the existing cluster of buildings would enable equal opportunities through ensuring that the ongoing and future educational needs of the local community can be met. This school, whilst providing secondary education, also provides educational opportunities for adults in the community. There is potential to expand this offer in the future, therefore all sections of the community may be catered for. | + | |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES3 – Commentary | Score | |
|--|---|-------|---|
| 2. Healthy & Safe Communities | This option has the potential to provide additional playing field capacity which may promote informal recreation and encourage healthy, active lifestyles, particularly if accessible to the local community. | + | |
| 3. Housing | This option would encroach into the proposed residential allocation (SER5), limiting the number of dwellings that could be provided there. | - | |
| 4. Economy & Employment | This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities, which will have long-term benefits for the economy and employment. | + | |
| 5. Accessibility | <p>This option would impinge on potential residential development allocations to the east of Ashingdon, as opposed to KES1, which could force the residential allocation further to the north. This option may also force development further to the east along the south side of Brays Lane which has the potential to create an isolated area of residential development with the school situated between potential residential development and existing residential development. This option would, however, enable the provision of improved access to the school from Brays Lane which may reduce the pressure on minor residential roads currently used for access.</p> <p>This option has the potential to provide additional educational capacity for children of secondary school age, as well as additional adult community learning facilities. The existing playing fields have the potential to also be accessible to the local community. This option has the potential to enable access for all sections of the community.</p> | + | - |
| 6. Biodiversity | <p>This option is not in proximity to the District's estuaries or salt marshes, or other important natural/semi-natural habitats.</p> <p>This option is on grade 2 agricultural land (SEA Baseline Information Profile). The site is not located in immediate proximity to any areas designated for their ecological importance.</p> <p>There will be no impact on known sites of geological significance.</p> | 0 | |
| 7. Cultural Heritage | This general location is situated within Historic Environment Character Zone 13 which is characterised by a gently undulating landform and arable fields north of the Roach and east of Rochford and Ashingdon (Rochford District Historic Environment Characterisation Project). The historic settlement and overall structure of fields, tracks and roads survives well. Limited investigations have resulted in low level of recorded historic assets which probably does not reflect the true situation. There is potential for extensive archaeological deposits in this zone, which will need to be considered at the development stage. The coherence of the dispersed settlement and structure of historic landscape together with potential buried deposits would suffer if significant change occurred. There are no Listed Buildings in close proximity to the site. The potential impact on any archaeological deposits would need to be considered with any development. | + | - |

Rochford District Council – Allocations Submission Document Sustainability Appraisal

| SA Objective | Option KES3 – Commentary | Score | |
|--|---|----------|--|
| | <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| 8. Landscape & Townscape | <p>This option has the potential to provide playing fields accessible to the local community.</p> <p>This option has the potential to force proposed residential development to the north of Brays Lane.</p> <p>This option is situated within the Crouch and Roach Farmland landscape character area (SEA Baseline Information Profile), which has a medium to high sensitivity to change. This option has the potential to force proposed residential development to the north of Brays Lane. This option would have a greater impact on the landscape designation in the locality and the defensibility of the Green Belt boundary to the north of Brays Lane. This option also</p> <p>has the potential to force proposed residential development further to the east along the south side of Brays Lane which has the potential to create an isolated area of residential development with the school situated between potential residential development and existing residential development.</p> | + | |
| 9. Climate Change and Energy | <p>No impact. The site is not in proximity to an area at risk of flooding.</p> | 0 | |
| 10. Water | <p>Sustainable Drainage Systems (SUDs) may be integrated into the development to mitigate the impact of expanding the capacity of the school on the local environment.</p> <p>The site is not in proximity to an area at risk of flooding.</p> | + | |
| 11. Land and Soil | <p>This option will have little impact on the quality of land and soil however it is situated on grade 2 agricultural land (SEA Baseline Information Profile).</p> | + | |
| 12. Air Quality | <p>No impact.</p> | 0 | |
| 13. Sustainable Design and Construction | <p>The lack of constraints on site mean that sustainable design and construction will be viable and can also be incorporated into the development.</p> | + | |

All of the educational options set out in the Discussion and Consultation Document (EDU1-EDU19) were assessed in the previous SA. It was found that all of the options as presented within the document performed strongly against the sustainability objectives in terms of enabling the expansion of these schools in locations that are, on the whole, accessible to the local population. All of the sites perform similarly well in terms of their capacity to retain the existing proportion of playing fields and to ensure the fields will retain their Green Belt designation.

However, it is worth noting that Plumberow Primary School and Rayleigh Primary School have been allocated separately within the Submission Document. Both these schools are located within the existing residential area and as such would not intrinsically differ from other assessments.

The assessments (EDU1-EDU19) are not repeated here, but detailed assessments for these sites can be found in Appendix 9 of the Updated SA (July 2012).

Appendix 10 – Open Space and Leisure Facilities Allocations

Open Space

The options considered within the Discussion and Consultation Document (Option OS1-OS2). Option OS1 closely relates to Policy OSL1 in the Allocations Submission Document. The Updated SA (July 2012) found that OS1, to allocate existing areas of public open space, performed strongly against the sustainability objectives, in terms of promoting the protection of areas accessible to local communities, promoting healthy and safe communities, and safeguarding areas of ecological value. These assessments are not repeated here, but detailed assessments for these options can be found in Appendix 8 of the Updated SA (July 2012).

Option OSL2 follows the principles set out in Policy CLT5 of the adopted Core Strategy, and states which areas new open space will be promoted in. The appraisal of the Policy CLT5 in the Core Strategy Submission SA Report (page 42) found that:

“Green infrastructure is an important factor in the delivery of high quality sustainable communities where people want to live and work. Linked network of green spaces will assist in integrating communities. The policy will have a positive effect on the health of communities through the provision of open space that can be used for recreation and sport. Green links can also provide people with the opportunity to use alternative modes of transport other than the private car, such as walking and cycling, which also have associated health benefits. The policy will have a positive effect on biodiversity as areas of open space are multi functional - they can provide havens and habitats for flora and fauna and provide green links that act as habitat corridors. It is recommended the policy include reference to the Greengrid Strategy for Thames Gateway South Essex.”

The detailed assessment for Policy CLT5 in the Core Strategy Submission SA Report is not repeated here and should be referred to.

Leisure Facilities

Options to allocate the existing leisure centres were presented in the Discussion and Consultation Document (Option LF1-3) and assessed in detail within the previous SA. In the Submission Document, both Rayleigh Leisure Centre and Clements Hall Leisure Centre have been allocated (Policy OSL3), although Rayleigh Leisure Centre now includes the playing fields as per the recommendation within the previous SA. These assessments are not repeated here, but the detailed assessments for these options can be found in Appendix 8 of the Updated SA (July 2012). Great Wakering Leisure Centre has also not been allocated as per the previous SA.

Appendix 11 – Town Centre and Primary Shopping Area Boundary Allocations

Rayleigh

Policy TCB1

| SA Objective | Policy TCB1– Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | This option would promote and enhance the existing centre of Rayleigh and ensure a range of shops and other appropriate town centre uses including residential and leisure uses throughout the area. Potentially this option would ensure that the ongoing and future needs of communities can be met within the town centre. Furthermore the Retail and Leisure Study (2008) suggests that the town centre boundary is appropriate and should remain as existing, ensuring that all sections of the community are catered for through encouraging a mix of uses within the appropriate area. | + | |
| 2. Healthy & Safe Communities | Promoting this town centre boundary would ensure that leisure uses as well as shops and residential units can be accommodated within this central area of Rayleigh which would have the potential to improve health and reduce health inequalities. | + | |
| 3. Housing | Adopting this town centre boundary would ensure that a greater proportion, tenure and affordability of housing can be provided within the existing urban area through encouraging high density development appropriate to a town centre location. | + | |
| 4. Economy & Employment | This option would promote and enhance the existing centre of Rayleigh and ensure a range of shops and other appropriate town centre uses including residential and leisure uses throughout the area. | + | |
| 5. Accessibility | There are existing bus routes running through the town centre and Rayleigh train station is accessible to the north. There is potential to improve public transport provision in the locality. The proposed primary shopping area is in an accessible location which may encourage access for all sections of the community and encourage alternative modes of transportation. This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes within a wider area than TC2. This option therefore has the potential to reduce the need to travel for some in the locality. | + | + |
| 6. Biodiversity | By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve greenfield sites elsewhere in the District which may be of more ecological value than brownfield land in the town centre. | + | ? |

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| SA Objective | Policy TCB1– Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This town centre boundary is encompassed by much of the Rayleigh Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 39 which encompasses the historic core of Rayleigh which includes the castle, windmill and the church (Rochford District Historic Environment Characterisation Project). The castle and medieval street pattern reflecting the original market place together with buried archaeological deposits are all particularly sensitive. There are numerous Listed Buildings situated within Rayleigh Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? | |
| 8. Landscape & Townscape | <p>The boundary includes derelict, degraded or underused land available within the town centre for example along Websters Way and the southern end of the High Street including the police station. These areas have been identified in initial work for the Rayleigh Town Centre Area Action Plan as potential areas for improvement. It is therefore likely to promote the enhancement of such underused previously developed land within this key location in preference to greenfield sites.</p> <p>Rayleigh town centre as existing is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rayleigh Conservation Area which seeks to protect the local character.</p> | + | |
| 9. Climate Change and Energy | <p>The boundary is appropriate in size to accommodate town centre uses which would enhance the viability and vitality of the town through ensuring adequate space for businesses, thus it potentially reduces energy consumption through balancing the supply and demand of town centre uses.</p> <p>The existing town centre boundary is not situated within an area at risk of flooding.</p> | + | |
| 10. Water | <p>The existing town centre boundary is not situated within an area at risk of flooding.</p> <p>This option would potentially reduce energy consumption through concentrating retail development.</p> | + | |
| 11. Land and Soil | <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve greenfield sites elsewhere in the District which may be of more ecological value than brownfield land in the town centre.</p> | ++ | ? |

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| SA Objective | Policy TCB1– Commentary | Score | |
|--|--|-------|---|
| | <p>This option would encourage higher density development over a much wider area than TC2.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> <p>High density residential development can be accommodated within the primary shopping area and town centre thus enhancing natural surveillance throughout the day and potentially preserving other greenfield sites outside the existing residential envelope.</p> | | |
| 12. Air Quality | <p>This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes within a wider area. This option therefore has the potential to reduce the need to travel for some in the locality which may therefore have a positive impact on local air quality.</p> <p>There is a recognised issue with air quality within the town centre and monitoring is on going in the area.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This expansive town centre boundary in comparison to the other option for Rayleigh (TC2) would ensure a mix of uses over a much wider area.</p> | + | |

Option TC1

| SA Objective | Option TC1– Commentary | Score | |
|--|--|-------|--|
| 1. Balanced Communities | <p>This option would promote and enhance the existing centre of Rayleigh and ensure a range of shops and other appropriate town centre uses including residential and leisure uses throughout the area. Potentially this option would ensure that the ongoing and future needs of communities can be met within the town centre. Furthermore the Retail and Leisure Study (2008) suggests that the town centre boundary is appropriate and should remain as existing, ensuring that all sections of the community are catered for through encouraging a mix of uses within the appropriate area.</p> | + | |
| 2. Healthy & Safe Communities | <p>Promoting the existing town centre would ensure that leisure uses as well as shops and residential units can be accommodated within this central area of Rayleigh which would have the potential to improve health and reduce health inequalities.</p> | + | |
| 3. Housing | <p>Retaining the existing town centre boundary would ensure that a greater proportion, tenure and affordability of housing can be provided within the existing urban area through encouraging high density development appropriate to a town centre location.</p> | + | |

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| SA Objective | Option TC1– Commentary | Score | |
|-------------------------------------|---|-------|---|
| 4. Economy & Employment | This option would promote and enhance the existing centre of Rayleigh and ensure a range of shops and other appropriate town centre uses including residential and leisure uses throughout the area. | + | |
| 5. Accessibility | <p>There are existing bus routes running through the town centre and Rayleigh train station is accessible to the north. There is potential to improve public transport provision in the locality.</p> <p>This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes within a wider area than TC2. This option therefore has the potential to reduce the need to travel for some in the locality.</p> | + | |
| 6. Biodiversity | By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve greenfield sites elsewhere in the District which may be of more ecological value than brownfield land in the town centre. | + | ? |
| 7. Cultural Heritage | <p>This town centre boundary is encompassed by much of the Rayleigh Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 39 which encompasses the historic core of Rayleigh which includes the castle, windmill and the church (Rochford District Historic Environment Characterisation Project). The castle and medieval street pattern reflecting the original market place together with buried archaeological deposits are all particularly sensitive. There are numerous Listed Buildings situated within Rayleigh Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | ? |
| 8. Landscape & Townscape | <p>The boundary includes derelict, degraded or underused land available within the town centre for example along Websters Way and the southern end of the High Street including the police station. These areas have been identified in initial work for the Rayleigh Town Centre Area Action Plan as potential areas for improvement. It is therefore likely to promote the enhancement of such underused previously developed land within this key location in preference to greenfield sites.</p> <p>Rayleigh town centre as existing is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rayleigh Conservation Area which seeks to protect the local character.</p> | + | |

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| SA Objective | Option TC1– Commentary | Score | | |
|--|---|-------|---|---|
| 9. Climate Change and Energy | <p>The boundary is appropriate in size to accommodate town centre uses which would enhance the viability and vitality of the town through ensuring adequate space for businesses, thus it potentially reduces energy consumption through balancing the supply and demand of town centre uses.</p> <p>The existing town centre boundary is not situated within an area at risk of flooding.</p> | + | | |
| 10. Water | The existing town centre boundary is not situated within an area at risk of flooding. | + | | |
| 11. Land and Soil | <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve greenfield sites elsewhere in the District which may be of more ecological value than brownfield land in the town centre.</p> <p>This option would encourage higher density development over a much wider area than TC2.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> | - | + | ? |
| 12. Air Quality | <p>This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes within a wider area. This option therefore has the potential to reduce the need to travel for some in the locality which may therefore have a positive impact on local air quality.</p> <p>There is a recognised issue with air quality within the town centre and monitoring is on going in the area.</p> | + | - | |
| 13. Sustainable Design and Construction | This expansive town centre boundary in comparison to the other option for Rayleigh (TC2) would ensure a mix of uses over a much wider area. | - | + | |

Option TC2

| SA Objective | Option TC2 – Commentary | Score | |
|--------------------------------|--|-------|---|
| 1. Balanced Communities | This option would promote and enhance the centre of Rayleigh and would ensure the concentration of a range of shops and other appropriate town centre uses including residential and leisure uses, but within a significantly smaller area than at present. Thus this option may be detrimental to the regeneration and enhancement of the urban communities. The narrow focus of this smaller town centre boundary option would limit the range of uses within the central area, and may therefore not ensure equal opportunities and that all sections of the community are catered for. | + | - |

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| SA Objective | Option TC2 – Commentary | Score | |
|--|--|-------|----------|
| 2. Healthy & Safe Communities | Promoting the existing town centre would ensure that leisure uses as well as shops and residential units can be accommodated within this central area of Rayleigh which would have the potential to improve health and reduce health inequalities. However, the potential benefits may be limited in a smaller town centre, as leisure uses may be restricted due to competition from other town centre uses within such a confined area. | - | 0 |
| 3. Housing | Although high density development appropriate to a town centre location would be encouraged, a smaller town centre boundary would limit opportunities for higher density development in Rayleigh centre, and result in fewer dwellings being provided within the central area of Rayleigh. | - | - |
| 4. Economy & Employment | This option would help promote and enhance the centre of Rayleigh by ensuring a concentration of a range of shops and other appropriate town centre uses including residential and leisure uses, but within a significantly smaller area than at present. Rayleigh is the largest town within the District and as such it is important that the town centre boundary is drawn widely enough to encompass a range of town centre uses to try and prevent the leakage of retail expenditure to other areas outside the District, which the Retail and Leisure Study (2008) suggests is an issue at present. The restricted extent of this boundary may therefore not be appropriate for the size of Rayleigh. It may force businesses/uses out of the town thus potentially having a detrimental impact on the vitality and vibrancy of the town. This option may therefore have a negative impact on business development. | - | |
| 5. Accessibility | There are existing bus routes running through the town centre and Rayleigh train station is accessible to the north. There is potential to improve public transport provision in the locality. This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes in a central location, although this would be over a much smaller area than TC1. This option may therefore not reduce the need to travel. | + | - |
| 6. Biodiversity | This option would concentrate services and development within this area and promote residential development at higher densities, however, this would be over a much smaller area and thus may not preserve greenfield sites elsewhere in the District which may be of more ecological value than brownfield land in the town centre. | - | ? |
| 7. Cultural Heritage | This town centre boundary would be encompassed by much of the Rayleigh Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 39 which encompasses the historic core of Rayleigh which includes the castle, windmill and the church (Rochford District Historic Environment Characterisation Project).The castle and medieval street pattern reflecting the original market place together with buried archaeological deposits are all particularly sensitive. There are numerous Listed Buildings situated within Rayleigh Conservation Area. | ? | |

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| SA Objective | Option TC2 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| 8. Landscape & Townscape | <p>The boundary includes some derelict, degraded or underused land available within the town centre for example along Websters Way, however, it does not encompass the area to the southern end of the High Street, for example, which has been identified in initial work for the Rayleigh Town Centre Area Action Plan as a potential area for improvement.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option, although it encompasses a smaller area than TC1, would preserve the existing townscape character and it is encompassed by the Rayleigh Conservation Area which seeks to protect the local character.</p> | + | - |
| 9. Climate Change and Energy | <p>The boundary is not considered to be an appropriate size to accommodate town centre uses and may potentially have a negative impact on the viability and vitality of the town through not ensuring adequate space for businesses. This option may therefore increase energy consumption through potentially failing to balance the supply and demand of town centre uses.</p> <p>The proposed town centre boundary is not situated within an area at risk of flooding.</p> | - | |
| 10. Water | <p>The proposed town centre boundary is not situated within an area at risk of flooding.</p> | - | + |
| 11. Land and Soil | <p>Whilst the boundary encompasses some previously developed land which may benefit from development, it would not promote the efficient use of land within this location through restricting the range of uses and land available for dense residential development. Therefore it is unlikely to ensure the re-use of brownfield land within the urban area in preference to greenfield sites.</p> <p>This option would encourage higher density development over a much smaller area than TC1.</p> <p>The presence of contaminated land within the proposed town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities but over a much smaller area than TC1, may not preserve agricultural land elsewhere in the District.</p> | - - | ? |

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| SA Objective | Option TC2 – Commentary | Score |
|--|--|-------|
| 12. Air Quality | <p>This option would ensure access to services for those without access to private transport through providing a concentration of services and sustainable transport modes, although this would be over a much smaller area than at present. This option may therefore potentially not reduce the need to travel and consequently may have a detrimental impact on local air quality.</p> <p>There is a recognised issue with air quality within the town centre and monitoring is on going in the area.</p> | - |
| 13. Sustainable Design and Construction | This proposed town centre boundary in comparison to the other option for Rayleigh (TC1) would ensure a mix of uses over a much smaller area. | + |

Option TC11

| SA Objective | Option TC11– Commentary | Score |
|--|--|-------|
| 1. Balanced Communities | <p>This option would continue to focus retail development within the existing centre whilst enhancing consumer choice outside this core area. It therefore has the potential to have a positive impact on the provision of infrastructure to meet ongoing and future needs.</p> <p>Through focusing retail uses within the existing primary shopping area of Rayleigh and providing a greater mix of appropriate town centre uses outside this core area, this option has the potential to ensure the regeneration and enhancement of the urban community.</p> <p>This option would continue to focus retail development within the existing centre whilst enhancing consumer choice outside this core area which may have a positive impact on equal opportunities.</p> | + |
| 2. Healthy & Safe Communities | No impact | 0 |
| 3. Housing | No significant impact | 0 |
| 4. Economy & Employment | This option would focus retail uses within the existing primary shopping area of Rayleigh and providing a greater mix of appropriate town centre uses outside this core area. It would continue to focus retail development within the existing centre whilst enhancing consumer choice outside this core area. | + |
| 5. Accessibility | This option would preserve and potentially increase the availability of sustainable transport modes through providing a public transport hub around the retail core. | |

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| SA Objective | Option TC11– Commentary | Score |
|-------------------------------------|---|----------|
| | <p>The proposed primary shopping area is in an accessible location which may encourage access for all sections of the community and encourage alternative modes of transportation.</p> <p>There would be sustainable access to key services given the concentration of primary activities with a greater degree of flexibility and diversity outside this area as at present, where other appropriate town centre activities such as health care, community facilities and offices can be accommodated.</p> | + |
| 6. Biodiversity | No impact. | 0 |
| 7. Cultural Heritage | <p>This defined area is encompassed by Rayleigh Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 39 which encompasses the historic core of Rayleigh which includes the castle, windmill and the church (Rochford District Historic Environment Characterisation Project). The castle and medieval street pattern reflecting the original market place together with buried archaeological deposits are all particularly sensitive. There are numerous Listed Buildings situated within Rayleigh Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? |
| 8. Landscape & Townscape | <p>This option includes underutilised land to the rear of the High Street fronting Webster's Way which has been identified in initial work for the Rayleigh Town Centre Area Action Plan as having potential for improvement.</p> <p>The defined area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> | + |
| 9. Climate Change and Energy | <p>This option would potentially reduce energy consumption through concentrating retail development.</p> <p>The defined area is not situated within an area at risk of flooding.</p> | + |
| 10. Water | The defined area is not situated within an area at risk of flooding. | + |
| 11. Land and Soil | High density residential development can be accommodated within the primary shopping area thus enhancing natural surveillance throughout the day and potentially preserving other greenfield sites outside the existing residential envelope. | ++ |

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| SA Objective | Option TC11– Commentary | Score | |
|--|---|----------|----------|
| | <p>High density residential development can be accommodated both within the identified primary shopping area, and the town centre (depending on the future designated boundary).</p> <p>The presence of contaminated land within the defined area is unknown.</p> <p>High density residential development can be accommodated both within the identified primary shopping area, and the town centre (depending on the future designated boundary) which has the potential to protect agricultural land.</p> | | |
| 12. Air Quality | <p>Retail will be focused within the identified core area which is well related to sustainable transport hubs. This may therefore have a positive impact on air quality.</p> <p>There is a recognised issue with air quality within Rayleigh town centre and monitoring is on going in the area.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This option would encourage a focus of retail within a core area. Other appropriate town centre uses would be encouraged outside this area.</p> | + | |

Option TC12

| SA Objective | Option TC12 – Commentary | Score | |
|--|--|----------|--|
| 1. Balanced Communities | <p>This option has the potential to dilute the existing concentration of core retail uses along the High Street and Eastwood Road which would have a detrimental impact on the vitality and viability of the town centre. It therefore has the potential to have a negative impact on the provision of infrastructure to meet ongoing and future needs.</p> <p>The extension of this option away from the central area may impinge on the accessibility of essential facilities and potentially reduce the quantum of other appropriate town centre uses through encouraging a greater proportion of retail uses. This therefore has the potential to have a negative impact on the regeneration and enhancement of the urban communities.</p> <p>The extension of this option away from the central area may potentially reduce the quantum of other appropriate town centre uses through encouraging a greater proportion of retail uses which may have a negative impact on equal opportunities through impinging on the accessibility of some services to the local community.</p> | - | |
| 2. Healthy & Safe Communities | <p>No impact.</p> | 0 | |
| 3. Housing | <p>No significant impact.</p> | 0 | |

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| SA Objective | Option TC12 – Commentary | Score | |
|-------------------------------------|---|----------|---|
| 4. Economy & Employment | The extension of this option away from the central area may is not recommended by the Retail and Leisure Study (2008) and the dilution of retail within the central area may have a negative impact on the vitality and vibrancy of the town centre. | - | |
| 5. Accessibility | <p>This option is well related to sustainable transport modes.</p> <p>The proposed primary shopping area is in an accessible location which may encourage access for all sections of the community and encourage alternative modes of transportation. The dispersal of uses may however reduce accessibility for some.</p> <p>Access to key services would be less sustainable than the other option for Rayleigh given the dispersal of primary activities throughout the town centre and it could lead to a reduction in consumer choice. This option may therefore not reduce the need to travel.</p> | - | ? |
| 6. Biodiversity | No impact. | 0 | |
| 7. Cultural Heritage | <p>This defined area is encompassed by much of the Rayleigh Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 39 which encompasses the historic core of Rayleigh which includes the castle, windmill and the church (Rochford District Historic Environment Characterisation Project). The castle and medieval street pattern reflecting the original market place together with buried archaeological deposits are all particularly sensitive. There are numerous Listed Buildings situated within Rayleigh Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? | |
| 8. Landscape & Townscape | <p>This option includes underutilised land to the rear of the High Street fronting Webster's Way and towards the southern end of the High Street which have been identified in initial work for the Rayleigh Town Centre Area Action Plan as having potential for improvement.</p> <p>The defined area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> | + | |

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| SA Objective | Option TC12 – Commentary | Score |
|--|--|-------|
| 9. Climate Change and Energy | <p>This option would potentially increase energy consumption through dispersing retail development throughout the town centre and reducing accessibility.</p> <p>The defined area is not situated within an area at risk of flooding.</p> | - |
| 10. Water | <p>The defined area is not situated within an area at risk of flooding.</p> | + |
| 11. Land and Soil | <p>High density residential development can be accommodated within the primary shopping area thus enhancing natural surveillance throughout the day and potentially preserving other greenfield sites outside the existing residential envelope.</p> <p>High density residential development can be accommodated both within the identified primary shopping area, and the town centre (depending on the future designated boundary).</p> <p>The presence of contaminated land within the defined area is unknown.</p> <p>High density residential development can be accommodated both within the identified primary shopping area, and the town centre (depending on the future designated boundary) which has the potential to protect agricultural land.</p> | + + |
| 12. Air Quality | <p>Unlike TC11 and TCB1, retail uses will not be focused within an identified core area but are likely to be diluted over a much wider area. This may therefore have a detrimental effect in terms of accessibility which may impact on local air quality.</p> <p>There is a recognised issue with air quality within Rayleigh town centre and monitoring is on going in the area.</p> | - |
| 13. Sustainable Design and Construction | <p>This option has the potential to encourage a dilution of retail uses within Rayleigh town centre.</p> | - |

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Rochford

Policy TCB2

| SA Objective | Policy TCB2– Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | This boundary is more focused around existing retail development, along West Street, North Street, South Street and part of East Street. It is likely to continue to promote the regeneration and enhancement of existing communities through focusing development in these core areas and providing access to services to those without access to private transport. | + | |
| 2. Healthy & Safe Communities | This option can continue to provide a range of retail, leisure and local services to meet the needs of the local community, and promote mixed use and high density development throughout the core area, which would have the potential to improve health and reduce health inequalities. | + | |
| 3. Housing | Although high density development appropriate to a town centre location would be encouraged, a smaller town centre boundary would limit opportunities for higher density development in Rayleigh centre, and result in fewer dwellings being provided within the central area of Rochford. | - | |
| 4. Economy & Employment | This option would promote and enhance the town centre of Rochford, focusing town centre appropriate development in a more concentrated area than option TC3, as recommended by the Retail and Leisure Study (2008). This would help support the vibrancy and vitality of the town centre. TCB2 would have a slightly greater positive impact on the economy of the district than TC5 as it includes more retail along primary and secondary frontage. | ++ | - |
| 5. Accessibility | There is an existing bus route running through the town centre and Rochford train station is accessible to the west/south west. There is potential to improve public transport provision in the locality. This option would ensure access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west). This option therefore has the potential to reduce the need to travel for some in the locality. | + | |
| 6. Biodiversity | The concentration of services and development over a smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford. | ? | |

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| SA Objective | Policy TCB2– Commentary | Score | |
|-------------------------------------|--|-------|---|
| 7. Cultural Heritage | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 8. Landscape & Townscape | <p>The boundary of this site differs from TC5 in that it encompasses comparatively more of the potential opportunity areas identified in initial work for the Rochford Town Centre Area Action Plan, for example along North Street and West Street and it may therefore promote more efficient re-use of derelict, degraded or underutilised land within the town centre.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rochford Conservation Area which seeks to protect the local character.</p> | ++ | + |
| 9. Climate Change and Energy | <p>This boundary may be appropriate in size to accommodate town centre uses which would enhance the viability and vitality of the town through ensuring adequate space for businesses, thus it potentially reduces energy consumption through balancing the supply and demand of town centre uses.</p> <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area at risk to the west/south west.</p> | + | |
| 10. Water | <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 to the west/south west.</p> | + | - |
| 11. Land and Soil | <p>The concentration of services and development over a smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> <p>This option would encourage higher density development over a smaller area than TC3.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> | + | |

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| SA Objective | Policy TCB2– Commentary | Score | |
|--|--|-------|---|
| 12. Air Quality | This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality. There is a potential issue with air quality within the town centre which is being monitored. | + | - |
| 13. Sustainable Design and Construction | This town centre boundary in comparison to TC3 would encourage a concentrated mix of uses over a much smaller area. | + | |

Option TC3

| SA Objective | Option TC3 – Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | This boundary may be too widely drawn in that it encompasses much residential development, and town centre uses can become dispersed and the retail focus diluted. This may have a negative impact on regeneration, and equal opportunities in terms of accessibility of services and facilities. | - | |
| 2. Healthy & Safe Communities | Promoting the existing town centre would ensure that leisure uses as well as shops and residential units can be accommodated within this central area of Rochford although this may be diluted which could reduce the positive impacts on health and reduce health inequalities | 0 | |
| 3. Housing | Retaining the existing town centre boundary would ensure that a greater proportion, tenure and affordability of housing can be provided within the existing urban area through encouraging high density development appropriate to a town centre location. | + | |
| 4. Economy & Employment | The option would support the provision of a range of town centre appropriate uses in the centre of Rochford, including retail development. However, this option encompasses a much wider area than other options for Rochford – and wider than recommended by the Retail and Leisure Study (2008) – and has the potential to dilute the retail focus within the centre, thus potentially harming the vitality and vibrancy of the town. | - | + |
| 5. Accessibility | There is an existing bus route running through the town centre and Rochford train station is accessible to the west/south west. There is potential to improve public transport provision in the locality. This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west). | - | ? |

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| SA Objective | Option TC3 – Commentary | Score | |
|-------------------------------------|--|-------|---|
| | <p>The present town centre boundary may be too widely drawn in that it encompasses much residential development, and town centre uses can become dispersed and the retail focus diluted. This may have a negative impact on accessibility.</p> <p>This boundary may be too widely drawn in that it encompasses much residential development, and town centre uses can become dispersed and the retail focus diluted. This may therefore not reduce the need to travel.</p> | | |
| 6. Biodiversity | <p>The concentration of services and development including high density residential development appropriate for town centre locations over a large area would potentially preserve other greenfield sites in the District which may be of more ecological value than brownfield land in the town centre. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> | + | ? |
| 7. Cultural Heritage | <p>This town centre boundary is encompassed by Rochford Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 22 which encompasses the historic core of Rochford town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds (Rochford District Historic Environment Characterisation Project). There is high potential for surviving deposits below ground and for better understanding of the existing built heritage and the street pattern, road frontages, buildings and below ground deposits are highly sensitive to change. There are numerous Listed Buildings situated within Rochford Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? | - |
| 8. Landscape & Townscape | <p>The existing boundary encompasses potential opportunity areas identified in initial work for the Rochford Town Centre Area Action Plan, for example along North Street and West Street and would therefore promote the re-use of derelict, degraded or underutilised land within the town centre.</p> <p>Rochford town centre as existing is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rochford Conservation Area which seeks to protect the local character.</p> | + | |

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| SA Objective | Option TC3 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>This boundary may be too widely drawn in that it encompasses much residential development, and town centre uses can become dispersed and the retail focus diluted. This may therefore have a negative impact on energy consumption.</p> <p>An area to the west/south west of the existing town centre boundary is situated within an area at risk of flooding.</p> | - | |
| 10. Water | <p>An area to the west/south west of the existing town centre boundary is within flood zone 2 and/or 3.</p> | - | |
| 11. Land and Soil | <p>The concentration of services and development including high density residential development appropriate for town centre locations over a large area would potentially preserve other greenfield sites in the District which may be of more ecological value than brownfield land in the town centre. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> <p>This option would encourage higher density development over a much wider area than other options for the centre of Rochford, however, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development over a large area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> | + + | - |
| 12. Air Quality | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | <p>Promoting the existing town centre would ensure that a mix of retail and leisure uses are provided within the centre but over a much wider area than some of the other options for Rochford. The existing boundary encompasses much residential development which may dilute the retail focus and other complementary uses. This may be contrary to sustainable design principles.</p> | + | |

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Option TC4

| SA Objective | Option TC4 – Commentary | Score |
|--|--|-------|
| 1. Balanced Communities | This option would promote and enhance the town centre of Rochford encompassing less residential development than at present (compared to option TC3). This would ensure a range of shops and other appropriate town centre uses including residential and leisure uses throughout the area which has the potential to ensure that the ongoing and future needs of communities can be met within the town centre. This option encompasses new retail development to the north of the Market Square and existing retail use along Weir Pond Road. It is likely to continue to promote the regeneration and enhancement of existing communities through focusing development in core areas and providing access to services to those without access to private transport. | + |
| 2. Healthy & Safe Communities | Promoting this town centre boundary would ensure that leisure uses as well as shops and residential units can be accommodated within this central area of Rochford which would have the potential to improve health and reduce health inequalities. | + |
| 3. Housing | Although high density development appropriate to a town centre location would be encouraged, a smaller town centre boundary would limit opportunities for higher density development in Rayleigh centre, and result in fewer dwellings being provided within the central area of Rochford. | - |
| 4. Economy & Employment | This option would promote and enhance the town centre of Rochford, focusing town centre appropriate development in a more concentrated area than option TC3, as recommended by the Retail and Leisure Study (2008). This would help support the vibrancy and vitality of the town centre. | + |
| 5. Accessibility | There is an existing bus route running through the town centre and Rochford train station is accessible to the west/south west. There is potential to improve public transport provision in the locality. This option would ensure access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west). This option therefore has the potential to reduce the need to travel for some in the locality. | + |
| 6. Biodiversity | The concentration of services and development over a smaller area than at present would potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford. | ? |

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| SA Objective | Option TC4 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>This town centre boundary is encompassed by Rochford Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 22 which encompasses the historic core of Rochford town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds (Rochford District Historic Environment Characterisation Project). There is high potential for surviving deposits below ground and for better understanding of the existing built heritage and the street pattern, road frontages, buildings and below ground deposits are highly sensitive to change. There are numerous Listed Buildings situated within Rochford Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? | |
| 8. Landscape & Townscape | <p>This option encompasses some of the potential opportunity areas identified in initial work for the Rochford Town Centre Area Action Plan, for example along North Street but does not include sites for example towards the western end of West Street. It may therefore encourage some re-use of derelict, degraded or underutilised land within the town centre.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rochford Conservation Area which seeks to protect the local character.</p> | + | |
| 9. Climate Change and Energy | <p>This boundary may be appropriate in size to accommodate town centre uses which would enhance the viability and vitality of the town through ensuring adequate space for businesses, thus it potentially reduces energy consumption through balancing the supply and demand of town centre uses.</p> <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area at risk to the west/south west.</p> | + | |
| 10. Water | <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 to the west/south west.</p> | + | - |

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| SA Objective | Option TC4 – Commentary | Score | |
|--|--|----------|----------|
| 11. Land and Soil | <p>The concentration of services and development over a smaller area than at present would potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> <p>This option would encourage higher density development over a smaller area than TC3.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> | + | |
| 12. Air Quality | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This town centre boundary in comparison to TC3 would encourage a concentrated mix of uses over a much smaller area.</p> | + | |

Option TC5

| SA Objective | Option TC5 – Commentary | Score | |
|--|--|----------|--|
| 1. Balanced Communities | <p>This boundary is more focused around existing retail development, along West Street, North Street, South Street and part of East Street. It is likely to continue to promote the regeneration and enhancement of existing communities through focusing development in these core areas and providing access to services to those without access to private transport.</p> | + | |
| 2. Healthy & Safe Communities | <p>This option can continue to provide a range of retail, leisure and local services to meet the needs of the local community, and promote mixed use and high density development throughout the core area, which would have the potential to improve health and reduce health inequalities.</p> | + | |
| 3. Housing | <p>Although high density development appropriate to a town centre location would be encouraged, a smaller town centre boundary would limit opportunities for higher density development in Rayleigh centre, and result in fewer dwellings being provided within the central area of Rochford.</p> | - | |

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| SA Objective | Option TC5 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 4. Economy & Employment | This option would promote and enhance the town centre of Rochford, focusing town centre appropriate development in a more concentrated area than option TC3, as recommended by the Retail and Leisure Study (2008). This would help support the vibrancy and vitality of the town centre. | + | |
| 5. Accessibility | <p>There is an existing bus route running through the town centre and Rochford train station is accessible to the west/south west. There is potential to improve public transport provision in the locality.</p> <p>This option would ensure access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west). This option therefore has the potential to reduce the need to travel for some in the locality.</p> | + | |
| 6. Biodiversity | The concentration of services and development over a smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford. | ? | |
| 7. Cultural Heritage | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 8. Landscape & Townscape | <p>The boundary of this site does not encompass potential opportunity areas identified in initial work for the Rochford Town Centre Area Action Plan, for example along North Street and West Street and it may therefore not promote the efficient re-use of derelict, degraded or underutilised land within the town centre. Whilst this option encompasses less residential development than Option TC3 and TC4, but encompasses a wider area than Option TC6 there is potential for the boundary to be extended northwards along North Street towards Weir Pond Road to include potential redevelopment sites in this area. The boundary could also be extended westwards along West Street and southwards along South Street towards Bradley Way to include the area encompassing Locks Hill, the health centre facilities and Back Lane car park. This option could therefore be extended to encompass potential opportunity sites.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rochford Conservation Area which seeks to protect the local character.</p> | ++ | |

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| SA Objective | Option TC5 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>This boundary may be appropriate in size to accommodate town centre uses which would enhance the viability and vitality of the town through ensuring adequate space for businesses, thus it potentially reduces energy consumption through balancing the supply and demand of town centre uses.</p> <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area at risk to the west/south west.</p> | + | |
| 10. Water | <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 to the west/south west.</p> | + | - |
| 11. Land and Soil | <p>The concentration of services and development over a smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford.</p> <p>This option would encourage higher density development over a smaller area than TC3.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> | + | |
| 12. Air Quality | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This town centre boundary in comparison to TC3 would encourage a concentrated mix of uses over a much smaller area.</p> | + | |

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Option TC6

| SA Objective | Option TC6 – Commentary | Score | |
|--|---|-------|---|
| 1. Balanced Communities | <p>This option would promote and enhance the town centre of Rochford encompassing less residential development than at present. This option does not, however, encompass the new retail development to the north of the Market Square. It would provide a concentrated retail focus, but it encompasses the smallest area of the four options and may therefore have less potential to ensure that the ongoing and future needs of communities can be met within the town centre.</p> <p>It may have the potential to continue to promote the regeneration and enhancement of existing communities through focusing development in these core areas and providing access to services to those without access to private transport, although this may be to a less extent than TC5 for example</p> | + | - |
| 2. Healthy & Safe Communities | <p>This option can continue to provide a range of retail, leisure and local services to meet the needs of the local community, and promote mixed use and high density development throughout the core area, which would have the potential to improve health and reduce health inequalities.</p> | + | |
| 3. Housing | <p>Although high density development appropriate to a town centre location would be encouraged, a smaller town centre boundary would limit opportunities for higher density development in Rayleigh centre, and result in fewer dwellings being provided within the central area of Rochford.</p> | - | |
| 4. Economy & Employment | <p>This option would promote and enhance the town centre of Rochford, focusing town centre appropriate development in a more concentrated area than option TC3, as recommended by the Retail and Leisure Study (2008). This would help support the vibrancy and vitality of the town centre.</p> | + | - |
| | <p>Although, the Retail and Leisure Study (2008) recommends that the town centre boundary be rationalised, this option would exclude existing retail in the town centre area, giving rise to the concern that it is too tightly drawn. The restricted extent of this boundary may therefore not be appropriate for the size of Rayleigh. It may force businesses/uses out of the town thus potentially having a detrimental impact on the vitality and vibrancy of the town. This option may therefore have a negative impact on business development</p> | | |
| 5. Accessibility | <p>There is an existing bus route running through the town centre and Rochford train station is accessible to the west/south west. There is potential to improve public transport provision in the locality.</p> <p>This option would ensure access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west).</p> | - | ? |

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| SA Objective | Option TC6 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| | <p>This option can continue to provide a range of retail, leisure and local services to meet the needs of the local community, and promote mixed use and high density development within the core area. It would provide a concentrated retail focus, but over a much smaller area than at present which may have a detrimental impact on social inclusion.</p> <p>This option can continue to provide a range of retail, leisure and local services to meet the needs of the local community, and promote mixed use and high density development within the core area. This option may therefore increase the need to travel for some in the locality.</p> | | |
| 6. Biodiversity | <p>The concentration of services and development over a much smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford and the restricted extent of the boundary potentially limits opportunities for development.</p> | - | ? |
| 7. Cultural Heritage | <p>This town centre boundary is encompassed by Rochford Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 22 which encompasses the historic core of Rochford town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds (Rochford District Historic Environment Characterisation Project). There is high potential for surviving deposits below ground and for better understanding of the existing built heritage and the street pattern, road frontages, buildings and below ground deposits are highly sensitive to change. There are numerous Listed Buildings situated within Rochford conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impacts of development.</p> | ? | |
| | <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | | |
| 8. Landscape & Townscape | <p>This option does not encompass potential opportunity areas identified in initial work for the Rochford Town Centre Area Action Plan, for example along North Street and West Street and it may therefore discourage the re-use of derelict, degraded or underutilised land within the town centre.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> <p>This option would preserve the existing townscape character and it is encompassed by the Rochford Conservation Area which seeks to protect the local character.</p> | + | - |

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| SA Objective | Option TC6 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>The restricted extent of this boundary may not be appropriate for the size of Rochford. It may force businesses/uses out of the town thus potentially having a detrimental impact on the vitality and vibrancy of Rochford. It may also increase energy consumption.</p> <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area at risk to the west/south west.</p> | - | |
| 10. Water | <p>The proposed town centre boundary is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 to the west/south west.</p> | + | - |
| 11. Land and Soil | <p>The concentration of services and development over a much smaller area than at present may potentially preserve other greenfield sites in the District which may be of more ecological value, whilst balancing this against other appropriate town centre uses. Although this includes high density residential development appropriate for town centre locations, it is important to acknowledge the presence of numerous Listed Buildings within the historic centre of Rochford and the restricted extent of the boundary potentially limits opportunities for development.</p> <p>This option would encourage higher density development over a smaller area than the other options for Rochford, and may therefore present less opportunity to redevelop brownfield sites at an appropriate density for a town centre location.</p> <p>The presence of contaminated land within the existing town centre boundary is unknown.</p> <p>By concentrating services and development within this area and promoting residential development at higher densities, this would also potentially preserve agricultural land elsewhere in the District.</p> | + | - |
| 12. Air Quality | <p>This option would provide access to services to those without access to private transport through continuing to concentrate services and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This town centre boundary in comparison to TC3 would encourage a concentrated mix of uses over a much smaller area than the other options for Rochford.</p> | + | |

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Option TC13

| SA Objective | Option TC13 – Commentary | Score |
|--|--|----------|
| 1. Balanced Communities | <p>This option encompasses the existing primary shopping frontage for Rochford which is focused predominantly around the Market Square and along West Street. This would maintain the concentration of retail uses around this core area with appropriate non-retail uses residing within the rest of the town centre boundary (depending on the future designated boundary). Therefore this option has the potential to have a positive impact on the provision of infrastructure to meet ongoing and future needs.</p> <p>This option would continue to focus retail development within the existing centre whilst enhancing consumer choice outside this core area which may have a positive impact on equal opportunities.</p> | + |
| 2. Healthy & Safe Communities | No impact. | 0 |
| 3. Housing | No significant impact. | 0 |
| 4. Economy & Employment | This option would continue to focus retail development within the existing centre whilst enhancing consumer choice outside this core area. | + |
| 5. Accessibility | <p>This option would encourage provision of public transport to and from the centre.</p> <p>The proposed primary shopping area is in an accessible location which may encourage access for all sections of the community and encourage alternative modes of transportation.</p> <p>There would be sustainable access for all sections of the community to key services given the concentration of primary activities with a greater degree of flexibility and diversity outside this area as at present, where other appropriate town centre activities such as health care, community facilities and offices can be accommodated. This option therefore has the potential to positively impact on reducing social exclusion, and may reduce the need to travel.</p> | + |
| 6. Biodiversity | No impact. | 0 |

Rochford District Council – Local Development Framework Allocations Submission Document

| SA Objective | Option TC13 – Commentary | Score | |
|-------------------------------------|---|-------|---|
| 7. Cultural Heritage | <p>The identified area is encompassed by the Rochford Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 22 which encompasses the historic core of Rochford town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds (Rochford District Historic Environment Characterisation Project). There is high potential for surviving deposits below ground and for better understanding of the existing built heritage and the street pattern, road frontages, buildings and below ground deposits are highly sensitive to change. There are numerous Listed Buildings situated within Rochford Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | ? | |
| 8. Landscape & Townscape | <p>This option does not include previously developed land which has been identified in initial work for the Rochford Town Centre Area Action Plan as having potential for improvement.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> | + | - |
| 9. Climate Change and Energy | <p>This option would potentially reduce energy consumption through concentrating retail development.</p> <p>The defined area is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 in immediate proximity to the west/south west.</p> | + | |
| 10. Water | <p>The defined area is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 in immediate proximity to the west/south west.</p> | + | - |
| 11. Land and Soil | <p>High density residential development can be accommodated within the primary shopping area, as appropriate (although there are numerous Listed Buildings within the historic centre of Rochford), thus enhancing natural surveillance throughout the day and potentially preserving other greenfield sites outside the existing residential envelope.</p> <p>High density residential development can be accommodated within the primary shopping area, as appropriate (although there are numerous Listed Buildings within the historic centre of Rochford).</p> <p>The presence of contaminated land within the defined area is unknown.</p> | + + | |

Rochford District Council – Local Development Framework Allocations Submission Document

| SA Objective | Option TC13 – Commentary | Score | |
|--|--|----------|----------|
| | High density residential development can be accommodated within the primary shopping area, as appropriate (although there are numerous Listed Buildings within the historic centre of Rochford) which has the potential to protect agricultural land. | | |
| 12. Air Quality | <p>This option would provide access to services to those without access to private transport through continuing to concentrate retail uses and sustainable transport modes in the town centre (for example the numerous bus stops throughout the town centre with the train station to the west/south west) which may have a positive impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | This option would encourage a focus of retail within a core as opposed to TC14. Other appropriate town centre uses would be encouraged outside this area. | + | |

Option TC14

| SA Objective | Option TC14 – Commentary | Score | |
|--|--|----------|--|
| 1. Balanced Communities | <p>This option for Rochford encompasses the existing primary and secondary shopping frontages which extend further along West Street and North Street and along South Street and East Street. The secondary shopping frontage whilst not extensive in size would increase the floorspace available for predominant retail use across the town centre (depending on the future designated boundary). However, it has the potential to create an overabundance of retail uses within the town centre thereby restricting the presence of other non-retail, complementary uses which could impact on the vitality and vibrancy of the town centre. This option therefore has the potential to have a negative impact on the provision of infrastructure to meet ongoing and future needs.</p> <p>This option could restrict appropriate non-retail uses within the centre. The potential dilution of retail uses and reduction of other complementary town centre uses may have a negative impact on equal opportunities as all sections of the community may not be catered for.</p> | - | |
| 2. Healthy & Safe Communities | No impact. | 0 | |
| 3. Housing | No significant impact. | 0 | |

Rochford District Council – Local Development Framework Allocations Submission Document

| SA Objective | Option TC14 – Commentary | Score | |
|-------------------------------------|---|----------|---|
| 4. Economy & Employment | This option would restrict the proportion of non-retail uses within a wide area across the town centre. It has the potential to reduce consumer choice through forcing out other complementary town centre uses for retail floorspace, regardless of the level of demand. | - | |
| 5. Accessibility | <p>This option would encourage provision of public transport to and from the centre.</p> <p>The proposed primary shopping area is in an accessible location which may encourage access for all sections of the community and encourage alternative modes of transportation. The dispersal of uses may however reduce accessibility for some.</p> <p>The proposed primary shopping area may encourage access for all sections of the community to the primary shopping area. However, an overabundance of retail use would have a negative impact on the vibrancy and viability of the town centre and reduce the accessibility of other essential facilities. This may therefore have a negative impact on social exclusion and may impact on the need to travel for some in the community.</p> | - | ? |
| 6. Biodiversity | No impact. | 0 | |
| 7. Cultural Heritage | <p>The identified area is encompassed by the Rochford Conservation Area which seeks to protect the local character of the historic urban environment. This option is situated within Historic Environment Character Zone 22 which encompasses the historic core of Rochford town located on an area of complex glacial and post glacial deposits overlying London Clay and Claygate Beds (Rochford District Historic Environment Characterisation Project). There is high potential for surviving deposits below ground and for better understanding of the existing built heritage and the street pattern, road frontages, buildings and below ground deposits are highly sensitive to change. There are numerous Listed Buildings situated within Rochford Conservation Area.</p> <p>It is worthwhile noting that Conservation Areas are protected under the Listed Buildings and Conservation Areas Act 1990 and that the Core Strategy is committed to ensuring that appropriate regard is given to the protection and enhancement of conservation areas and sites where the historic character is susceptible to the impact s of development.</p> <p>The impact of development on the area has the potential to generate both a positive and negative effect depending on the nature of development. This issue should be considered during the development phase, giving regard to Policy CP2 of the Core Strategy.</p> | - | ? |
| 8. Landscape & Townscape | <p>This option does not include previously developed land which has been identified in initial work for the Rochford Town Centre Area Action Plan as having potential for improvement.</p> <p>The identified area is situated within the South Essex Coastal Towns landscape character area (SEA Baseline Information Profile), which has a medium sensitivity to change.</p> | + | - |

Rochford District Council – Local Development Framework Allocations Submission Document

| SA Objective | Option TC14 – Commentary | Score | |
|--|--|-------|---|
| 9. Climate Change and Energy | <p>This option would potentially increase energy consumption through dispersing retail development throughout the town centre and reducing accessibility.</p> <p>The defined area is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 in immediate proximity to the west/south west.</p> | - | |
| 10. Water | <p>The defined area is not situated within an area at risk of flooding, although there is an area of flood zone 2 and 3 in immediate proximity to the west/south west.</p> | + | - |
| 11. Land and Soil | <p>High density residential development can be accommodated within the primary shopping area, as appropriate (although there are numerous Listed Buildings within the historic centre of Rochford), thus enhancing natural surveillance throughout the day and potentially preserving other greenfield sites outside the existing residential envelope.</p> <p>High density residential development can be accommodated both within the identified primary shopping area and the town centre (depending on the future designated boundary), as appropriate, although it is pertinent to note that there are numerous Listed Buildings within the historic centre of Rochford.</p> <p>The presence of contaminated land within the defined area is unknown.</p> <p>High density residential development can be accommodated both within the identified primary shopping area, and the town centre (depending on the future designated boundary) which has the potential to protect agricultural land.</p> | + | - |
| 12. Air Quality | <p>Unlike TC13 and TCB2, retail uses will not be focused within an identified core area but are likely to be diluted over a much wider area. This may therefore have a detrimental effect in terms of accessibility to some appropriate town centre uses which may impact on local air quality.</p> <p>There is a potential issue with air quality within the town centre which is being monitored.</p> | + | - |
| 13. Sustainable Design and Construction | <p>This option has the potential to encourage a dilution of retail uses within Rochford town centre.</p> | - | |

Policy TCB3

No preferred approach for Hockley has been included within the Submission Document (Policy TCB3) as the detailed allocation of the centre has been deferred to the emerging Hockley Area Action Plan. However, the detailed assessments for the options included in the Discussion and Consultation Document (TC7-TC8 and TC15-TC16) can be found in Appendix 10 of the Updated SA (July 2012).

Appendix 12 – Allocations Policy Progression

Allocations option/policy changes are marked in red and underlined (additions) and ~~strikethrough~~ (deletions).

| Allocations DPD: Discussion and Consultation Document 2010 | Allocations Submission Document 2012 |
|--|---|
| Residential Allocations | Settlement Extension Residential Land Allocations |
| North London Road, Rayleigh – Options NLR1-5 | North London Road, Rayleigh – Policy SER1 |
| West Rochford – Option WR1-4 | West Rochford – Policy SER2 |
| West Hockley – Option WH1-5 | West Hockley – Policy SER3 |
| South Hawkwell – Option SH1-4 | South Hawkwell – Policy SER4 |
| East Ashingdon – Option EA1-3 | East Ashingdon – Policy SER5 |
| South West Hullbridge – Option SWH1-4 | South West Hullbridge – Policy SER6 |
| South Canewdon – Option SC1-4 | South Canewdon – Policy SER7 |
| South East Ashingdon – Option SEA1-3 | South East Ashingdon – Policy SER8 |
| West Great Wakering – Option GW1-5 | West Great Wakering – Policy SER9 |
| Gypsy and Traveller Site Allocations – Option GT1-7 | Gypsy and Traveller Accommodation – Policy GT1 |
| Employment Allocations | Existing Employment Land Allocations |
| Baltic Wharf – Option E1 | Existing Employment Land on Wallasea island – Policy EEL3 |
| Swaines Industrial Estate – Option E2 | Existing Employment land around Rochford – Policy EEL1 |
| Purdeys Industrial Estate – Option E3 | Existing Employment land around Rochford – Policy EEL1 |
| Riverside Industrial Estate – Option E4 | Existing Employment land around Rochford – Policy EEL1 |
| Rochford Business Park – Option E5 | Existing Employment land around Rochford – Policy EEL1 |
| Imperial Park Industrial Estate – Option E6 | Existing Employment land around Rayleigh – Policy EEL2 |
| Brook Road Industrial Estate – Option E7 | Existing Employment land around Rayleigh – Policy EEL2 |

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| Allocations DPD: Discussion and Consultation Document 2010 | Allocations Submission Document 2012 |
|--|--|
| Aviation Way Industrial Estate – Option E8 | <i>Allocation deferred to the emerging London Southend Airport and Environs Joint Area Action Plan</i> |
| Employment Allocations | Brownfield Residential Land Allocations |
| Star Lane Industrial Estate – Option E9 | Star Lane Industrial Estate, Great Wakering – Policy BFR1 |
| Eldon Way Industrial Estate – Option E10 | Eldon Way/Foundry Industrial Estate, Hockley – Policy BFR2 <i>(Allocation deferred to the emerging Hockley Area Action Plan)</i> |
| Stambridge Mills – Option E11 | Stambridge Mills, Rochford – Policy BFR3 |
| Rawreth Industrial Estate – Option E12 | Rawreth Industrial Estate, Rayleigh – Policy BFR4 |
| Additional Employment Land to be Allocated | New Employment Land Allocations |
| West of Rayleigh – Option E13-E18 | South of London Road, Rayleigh – Policy NEL1 West of A1245, Rayleigh – Policy NEL2 |
| North of London Southend Airport | North of London Southend Airport – Policy NEL4 <i>(Allocates the area encompassing the Joint Area Action Plan area within Rochford District)</i> |
| South of Great Wakering – Option E19-E24 | South of Great Wakering – Policy NEL3 |
| Environment | Ecological and Landscape Allocations |
| Local Wildlife Sites | Local Wildlife Sites – Policy ELA1 |
| Upper Roach Valley | Upper Roach Valley – Policy ELA3 |
| Coastal Protection Belt | Coastal Protection Belt – Policy ELA2 |
| Community Facilities – Education | Educational Land Allocations |
| Site North of London Road Rayleigh | North of London Road, Rayleigh – Policy EDU1 <i>(A new primary school will be provided as part of the development proposed in Policy SER1)</i> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Allocations DPD: Discussion and Consultation Document 2010 | Allocations Submission Document 2012 |
|---|---|
| Site to the West of Rochford | West Rochford – Policy EDU2 (<i>A new primary school will be provided as part of the development proposed in Policy SER2</i>) |
| King Edmund School – Option KES1-3 | King Edmund School – Policy EDU3 |
| Great Wakering – Option EDU1 | Existing Primary and Secondary Schools – Policy EDU4 |
| Barling – Option EDU2 | Existing Primary and Secondary Schools – Policy EDU4 |
| Canewdon – Option EDU3 | Existing Primary and Secondary Schools – Policy EDU4 |
| Rochford – Option EDU4 | Existing Primary and Secondary Schools – Policy EDU4 |
| King Edmund School (existing) – Option EDU5 | King Edmund School – Policy EDU3 Existing Primary and Secondary Schools – Policy EDU4 |
| Ashingdon – Option EDU6 | Existing Primary and Secondary Schools – Policy EDU4 |
| Greensward Academy, Hockley – Option EDU7 | Existing Primary and Secondary Schools – Policy EDU4 |
| The Westerings Primary School, Hawkwell – Option EDU8 | Existing Primary and Secondary Schools – Policy EDU4 |
| Hockley Primary School, Hockley – Option EDU9 | Existing Primary and Secondary Schools – Policy EDU4 |
| Riverside Junior and Infant School, Hullbridge – Option EDU10 | Existing Primary and Secondary Schools – Policy EDU4 |
| St. Nicholas C of E Primary School, Rayleigh – Option EDU11 | Existing Primary and Secondary Schools – Policy EDU4 |
| Our Lady Of Ransom Primary School, Rayleigh – Option EDU12 | Existing Primary and Secondary Schools – Policy EDU4 |
| Sweyne Park School, Glebe Junior School – Option EDU13 | Existing Primary and Secondary Schools – Policy EDU4 |
| Down Hall Primary School – Option EDU14 | Existing Primary and Secondary Schools – Policy EDU4 |
| Edward Francis Junior and Infant School – Option EDU15 | Existing Primary and Secondary Schools – Policy EDU4 |
| Fitzwimarc Secondary School – Option EDU16 | Existing Primary and Secondary Schools – Policy EDU4 |
| Wyburns Primary School – Option EDU17 | Existing Primary and Secondary Schools – Policy EDU4 |
| Grove Wood Primary School, Rayleigh – Option EDU18 | Existing Primary and Secondary Schools – Policy EDU4 |
| Stambridge Primary School – Option EDU19 | Existing Primary and Secondary Schools – Policy EDU4 |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Allocations DPD: Discussion and Consultation Document 2010 | Allocations Submission Document 2012 |
|---|--|
| Community Facilities | Open Space and Leisure Facilities Allocations |
| Open Space – Option OS1-2 | Existing Open Space – Policy OSL1 New Open Space – Policy OSL2 |
| Rayleigh Leisure Centre – Option LF1 | Existing Leisure Facilities – Policy OSL3 |
| Clements Hall Leisure Centre – Option LF2 | Existing Leisure Facilities – Policy OSL3 |
| Great Wakering Leisure Centre – Option LF3 | <i>The Updated SA (July 2012) noted that the leisure centre had closed in October 2011 and that it may not be appropriate to allocate this facility</i> |
| Community Facilities – Option CF1-2 | <i>The Updated SA (July 2012) suggested that the overarching Policy CLT6 of the Core Strategy would provide adequate protection for all community facilities in the District</i> |
| Town Centres | Town Centre and Primary Shopping Area Boundary Allocations |
| Rayleigh Town Centre Boundary – Option TC1-2 | Rayleigh – Policy TCB1 |
| Rochford Town Centre Boundary – Option TC3-6 | Rochford – Policy TCB2 |
| Hockley Town Centre Boundary – Option TC7-9 | Hockley – Policy TCB3 (<i>Allocation deferred to the emerging Hockley Area Action Plan</i>) |
| Reallocation of Hockley as a District Centre – Option TC10 | <i>The town centre boundary allocation of Hockley is deferred to the emerging Hockley Area Action Plan</i> |
| Rayleigh Primary Shopping Area – Option TC11-12 | Rayleigh – Policy TCB1 |
| Rochford Primary Shopping Area – Option TC13-14 | Rochford – Policy TCB2 |
| Hockley Primary Shopping Area – Option TC15-16 | Hockley – Policy TCB3 (<i>Allocation deferred to the emerging Hockley Area Action Plan</i>) |

Inclusion of SA Recommendations in Policy Progression

The table below demonstrates how the recommendations suggested at the Discussion and Consultation stage of the SA process have been integrated into the document prior to finalisation of the draft policies.

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| Residential Allocations | | |
| <p>North of London Road</p> | <p>Option NLR5 performs strongly against the sustainability objectives.</p> <p>Cohesive development in this general location would depend upon the reallocation and redevelopment of Rawreth Industrial Estate which is situated to the east of most of the options for residential use.</p> <p>The relationship between the residential options and the options for employment land to the west of Rayleigh (primarily to the south of London Road) would need to be taken into consideration, in particular the impact on the highway network, landscape, the Green Belt, and the provision of a green buffer to the west of the residential options.</p> <p>The impact of areas at risk of flooding on the siting of residential development would need to be carefully considered, but residential development can be accommodated whilst avoiding such areas.</p> <p>The existing playing field to the south of the site is an established community facility which should be retained.</p> | <p>A variation of NLR5 has been proposed within Policy SER1.</p> <p>The policy has addressed potential scenarios for the delivery of development within SER1 and BFR4 (Rawreth Industrial Estate) and proposed potential mitigation measures such as green buffers.</p> <p>The policy has taken into consideration the location of proposed employment land to the south of London Road (NEL1), and in particular promotes the development of a multi-use junction to serve both developments.</p> <p>The site identified within Policy SER1 takes into account site constraints, including the area at risk of flooding and states that this area should be allocated as public open space.</p> <p><i>Although it was recommended that this facility be retained, it is proposed to be relocated as part of this policy. A new facility, around 340m from the existing facility, is promoted therefore there would be no net loss of facilities.</i></p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|---|
| | <p>A site made up of parts of options presented at the Discussion and Consultation stage (as opposed to one of the options in its entirety) may be preferable in terms of ensuring an appropriate density of development.</p> | <p>The site identified within Policy SER1 has built upon the options within the Discussion and Consultation Document. A larger area than the options presented in the Discussion and Consultation Document is proposed.</p> |
| West Rochford | <p>Option WR1 performs strongly against the sustainability objectives.</p> <p>The impact of flood risk areas would need to be carefully considered, but development can be accommodated whilst avoiding such areas.</p> <p>There is potential for the provision of a bus service heading west from the options, towards the main routes into Southend and to proposed employment growth at Southend Airport.</p> <p>The design of any development coming forward would need to be carefully considered within the context of the Conservation Area.</p> | <p>A variation of Option WR1 has been identified within Policy SER2.</p> <p>The area at risk of flooding within the site identified in Policy SER2 is proposed to accommodate public open space.</p> <p>The proposed policy includes reference to the provision of a western bus link to and from the site.</p> <p>The proposed policy recognises that importance of the site as forming the gateway into Rochford and the Conservation Area. Site specific design requirements have been included in the policy such as proposing that the frontage along Hall Road should comprise detached houses, set back from the road frontage, with green landscaping. A green buffer to the west of the site in the Green Belt is also promoted.</p> |
| West Hockley | <p>Option WH2 performs strongly against the sustainability objectives. Option WH5 performs well, with the exception of including some greenfield land when brownfield alternatives are available.</p> <p>An area of public open space may be provided within Options WH1 and WH4 to provide a natural buffer between any development and the Local Wildlife Sites.</p> | <p>A variation of Option WH5 (which also incorporates Option WH2) has been proposed within Policy SER3.</p> <p><i>Not applicable as these alternative options were not taken forward to the pre-submission stage.</i></p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|--|
| | A management plan for the Local Wildlife Sites/Ancient Woodland may be required to ensure the appropriate management of the sites in the medium to long term. | <i>Not applicable as these alternative options this would apply to (Option WH1, WH3 and WH4) were not taken forward to the pre-submission stage.</i> |
| South Hawkwell | Option SH2 performs strongly against the sustainability objectives. The impact of flood risk areas would need to be carefully considered, but development can be accommodated whilst avoiding such areas. | A combination of Option SH1 and SH2 has been proposed within Policy SER4. The area at risk of flooding within the site identified in Policy SER4 is proposed to accommodate public open space. |
| East Ashingdon | Option EA1 performs strongly against the sustainability objectives. The provision of the list of requirements set out in the Core Strategy could take the form of offsite financial contributions for new facilities within the vicinity. | A variation of Option EA1 has been proposed within Policy SER5. The policy proposes that facilities that cannot be delivered on-site are provided on the site identified in Policy SER8 which is in proximity to the site in Policy SER5. |
| South West Hullbridge | Option SWH2 performs well against the sustainability objectives, however, Option SWH1 performs even stronger due to its potential lesser impact on landscape character. Pedestrian links to the east should be provided between the option taken forward and existing residential development rather than road connections to prevent an overburden on the village's existing highway network. | A slight variation of Option SWH1 has been proposed within Policy SER6. The proposed policy states that existing road links to the east should predominantly provide pedestrian and cycling access. |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|--|
| South Canewdon | <p>Options SC1, SC2 and SC3 perform strongly against the sustainability objectives.</p> <p>If Option SC3 is taken forward it should be amended to exclude the small site to the west of the road leading to St Nicholas Church to ensure that a defensible Green Belt boundary could be maintained, and if possible extended northwards towards St Nicholas Church.</p> <p>Careful consideration would need to be given to the design of any development if Option SC3 is taken forward given its proximity to the Canewdon Church Conservation Area which also encompasses a Grade II* Listed Building (particularly if the option is extended northwards).</p> | <p>A combination of Option SC2 and SC3 has been proposed within Policy SER7.</p> <p>This arrangement was considered in the Detailed Assessment of Potential Residential Site Options (September 2012), and the inclusion of the area to the north has been further assessed within this SA report (see Appendix 4). However, there were particular concerns in respect of impact on the historic environment given its proximity to several Listed Buildings and its situation within the Conservation Area.</p> <p>Option SC3 in addition to land to the west has been proposed within Policy SER7 to be allocated for residential development. Design of the development has been considered within the Concept Statement.</p> |
| South East Ashingdon | <p>Option SEA1 performs strongly against the sustainability objectives.</p> <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term, although this may depend on the relationship between the option taken forward and the site.</p> | <p>A small variation of Option SEA1 is proposed within Policy SER8.</p> <p>Links to the neighbouring Local Wildlife Site to the east/south east of the site are proposed to be explored within the policy. It is proposed that a management plan be prepared for this site.</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| West Great Wakering | <p>Options WGW1 and WGW5 perform strongly against the sustainability objectives.</p> <p>Cohesive development in this general location of 'West Great Wakering' would depend upon the redevelopment of Star Lane Industrial Estate for residential use if Option WGW1 is taken forward.</p> <p>The relationship between Options WGW1 to WGW5 and the options for employment land to the south of Great Wakering would need to be taken into consideration, in particular the impact on the highway network, landscape and the Green Belt.</p> <p>The impact of different land levels in the locality on accessibility would also need to be considered.</p> <p>The site to the west of Alexandra Road (part of Option WGW3) could have ecological value, and plans/policies should account for this.</p> <p>The impact of any development on the Local Wildlife Site would need to be carefully managed to avoid harm to this site – a green buffer between the Local Wildlife Site and the site should be provided, and a management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | <p>A combination of WGW1, WGW2 and WGW5 has been proposed within Policy SER9.</p> <p>The second site for the proposed policy in this general location (SER9b) has taken into consideration different scenarios for the delivery of development in this location.</p> <p>The policy has taken into consideration the location of proposed employment land to the south of London Road (NEL3), and in particular promotes the development of a multi-use junction to serve both developments.</p> <p>The policy acknowledges the different land levels in relation to SER9b and states that this should be considered further at the planning application stage.</p> <p>The proposed policy recognises that part of area to the east of the site between Alexandra Road could have ecological value, and that it should be treated sensitively. A buffer is also suggested along the eastern boundary of the site to avoid disturbance.</p> <p>The presence of the Local Wildlife Site adjacent to SER9b is acknowledged, and a green buffer and the preparation of a management plan are proposed within the policy.</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|---|---|---|
| | <p>If an option may not be able to accommodate the number of dwellings at an appropriate density then an allocation comprising parts of options presented at the Discussion and Consultation stage (as opposed to one of the options in its entirety) may be preferable. In this case, ecological protection may need to be weighed against landscape protection.</p> | <p>A combination of WG1, WG2 and WG5 has been proposed within Policy SER9.</p> |
| <p>Gypsy and Traveller Site Allocations</p> | <p>GT6, if allocated in its entirety, would entail the allocation of more Green Belt land than required.</p> <p>It is unlikely that additional sites would need to be allocated if Options GT1, GT2 or GT6 are taken forward.</p> <p>Highways access from GT6 would need to be negotiated carefully if taken forward.</p> <p>A management plan for the Local Wildlife Sites/Ancient Woodland within Option GT4 and GT5 may be required to ensure the appropriate management of the site in the medium to long term, although this may depend on the relationship between the option taken forward and the site.</p> | <p>A portion of the site has been identified in Policy GT1.</p> <p>A portion of the site has been identified in Policy GT1 to meet the pitch requirement set out in the Core Strategy.</p> <p>This site forms part of a wider allocation encompassing a proposed employment site.</p> <p><i>Not applicable as these alternative options were not taken forward to the pre-submission stage.</i></p> |
| <p>Employment Allocations</p> | | |
| <p>Baltic Wharf</p> | <p><i>N/A – this is an existing employment site</i></p> | <p>-</p> |
| <p>Swaines Industrial Estate</p> | <p><i>N/A – this is an existing employment site</i></p> | <p>-</p> |
| <p>Purdeys Industrial Estate</p> | <p><i>N/A – this is an existing employment site</i></p> | <p>-</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|---|--|--|
| Riverside Industrial Estate | <i>N/A – this is an existing employment site</i> | - |
| Rochford Business Park | Policies should accompany the allocation of Rochford Business Park which seek to improve links with new employment development in proximity to London Southend Airport, and to take advantage of transportation improvements to which this area will be subject. | <i>Allocation of new employment land and highway improvements will be deferred to the preparation of the emerging London Southend Airport and Environs Joint Area Action Plan.</i> |
| Imperial Park Industrial Estate | <i>N/A – this is an existing employment site</i> | - |
| Brook Road Industrial Estate | <i>N/A – this is an existing employment site</i> | - |
| Aviation Way Industrial Estate | Any development in this location should carefully consider the potential for surviving deposits beyond the boundary of the airport. | <i>Allocation of new employment land to the north of the airport has been deferred to the preparation of the emerging London Southend Airport and Environs Joint Area Action Plan.</i> |
| Star Lane Industrial Estate (northern section) | This option is currently in use for employment purposes. Any redevelopment of the site for residential development should be done in conjunction with the relocation of existing employment uses. Failure to provide alternative accommodation for existing employment uses will have a negative impact on sustainability objectives, particularly on terms of economy & employment. | Replacement employment land is proposed in Policy NEL3. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| | <p>Comprehensive development alongside any future development in the general location 'West Great Wakering' would enhance the sustainability credentials of this option still further. Although the cumulative impact of development in the vicinity of the village would need to be carefully considered.</p> <p>The impact of any redevelopment of this site on the Local Wildlife Site and historic environment would need to be carefully considered.</p> <p>The proximity of this site to a Local Wildlife Site could impact on biodiversity, although this could be mitigated against. Public open space within any proposal for redevelopment of this site should be located to the eastern/south eastern section of the site to provide a buffer between residential development and the Local Wildlife Site.</p> <p>This site may require decontamination before any development takes place.</p> <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | <p>The Concept Statement within the draft policy ensures that development proposed in NEL3, SER9 and BFR1 is appropriately addressed.</p> <p>The Concept Statement takes into account the presence of the Local Wildlife Site to the east. Impact on the historic environment will be considered at the planning application stage.</p> <p>The Concept Statement proposes the creation of a green buffer along the eastern boundary of the whole of the site (both the northern and southern sections).</p> <p>The Concept Statement requires a contaminated land study to be undertaken prior to development, and decontamination undertaken as required.</p> <p>The requirement for a Local Wildlife Site management plan is included within Policy BFR1 (and SER9).</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|---|---|---|
| <p>Star Lane Industrial Estate (southern section)</p> | <p>Comprehensive development alongside any future development in the general location 'West Great Wakering' would enhance the sustainability credentials of this option still further. Although the cumulative impact of development in the vicinity of the village would need to be carefully considered.</p> <p>The impact of any redevelopment of this site on the Local Wildlife Site and historic environment would need to be carefully considered.</p> <p>The proximity of this site to a Local Wildlife Site could impact on biodiversity, although this could be mitigated against. Public open space within any proposal for redevelopment of this site should be located to the eastern section of the site to provide a buffer between residential development and the Local Wildlife Site.</p> <p>Enhanced accessibility to local services and facilities would depend upon the northern section of the Industrial Estate coming forward for development prior to the southern section and the spatial relationship between any land allocated for residential development to the west of Great Wakering (which may have the potential to provide pedestrian links to the High Street).</p> <p>This site may require decontamination before any development takes place.</p> | <p>The Concept Statement within the draft policy ensures that development proposed in NEL3, SER9 and BFR1 is appropriately addressed.</p> <p>The Concept Statement takes into account the presence of the Local Wildlife Site to the east. Impact on the historic environment will be considered at the planning application stage.</p> <p>The Concept Statement proposes the creation of a green buffer along the eastern boundary of the whole of the site (both the northern and southern sections).</p> <p>The potentially different timescales for the delivery of the northern and southern sections of the industrial estate is addressed within the Concept Statement.</p> <p>The Concept Statement requires a contaminated land study to be undertaken prior to development, and decontamination undertaken as required.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| | <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | <p>The requirement for a Local Wildlife Site management plan is included within Policy BFR1 (and SER9).</p> |
| <p>Eldon Way Industrial Estate</p> | <p>Redevelopment of the site should incorporate employment generating uses in order to perform well against sustainability objectives.</p> <p>This option would act as an interim designation prior to the finalisation of the Hockley Area Action Plan. It may enable a wider scope of reasonable/appropriate options to be derived for the site.</p> <p>This site may require decontamination before any development takes place.</p> | <p><i>Allocation of Eldon Way/Foundry Industrial Estate has been deferred to the preparation of the emerging Hockley Area Action Plan.</i></p> <p><i>Allocation of Eldon Way/Foundry Industrial Estate has been deferred to the preparation of the emerging Hockley Area Action Plan.</i></p> <p><i>Allocation of Eldon Way/Foundry Industrial Estate has been deferred to the preparation of the emerging Hockley Area Action Plan.</i></p> |
| <p>Stambridge Mills</p> | <p>Concerns with this option include flood risk, its detachment from the existing residential area, and the impact of vehicular traffic from the site on the air quality in Rochford centre.</p> <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | <p>The Concept Statement requires that flood defences are implemented prior to any residential redevelopment, and it requires that a Transport Impact Assessment, including an assessment of air quality, must accompany any planning application to develop the site. The policy also proposes that links and enhancements to local pedestrian/cycling and bridleway network should also be provided, with a view to enabling the integration of the site with Rochford.</p> <p>The requirement for a Local Wildlife Site management plan is included within Policy BFR3.</p> |

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| <p>Rawreth Industrial Estate</p> | <p>This option is currently in use for employment purposes. Any redevelopment of the site for residential development should be done in conjunction with the relocation of existing employment uses. Failure to provide alternative accommodation for existing employment uses will have a negative impact on sustainability objectives.</p> <p>Comprehensive development alongside any future development in the general location 'North of London Road, Rayleigh' would enhance the sustainability credentials of this option still further. The cumulative impact of development in this location would need to be carefully considered.</p> <p>Although public transport links are available, the accessibility of local services along London Road may depend on the potential to provide an additional link (potentially a circular public transport route) with any comprehensive redevelopment in the general location 'North of London Road'.</p> <p>Public open space will be incorporated within any development coming forward on this site which may be provided to the south west of the site (where there is an area of flood zone 2).</p> <p>This site may require decontamination before any development takes place.</p> | <p>This is addressed within the Concept Statement.</p> <p>The Concept Statement within the draft policy ensures that development proposed in BFR4 and SER1 is appropriately addressed.</p> <p>A public transport route linking London Road and Rawreth Lane is proposed within Policy SER1.</p> <p>The Concept Statement requires that greenspace is provided to the south west of the site where there is a small area at risk of flooding.</p> <p>The Concept Statement requires a contaminated land study to be undertaken prior to development, and decontamination undertaken as required.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| Additional Employment Land to be Allocated | | |
| West of Rayleigh | <p>Option E13 performs strongly against the sustainability objectives. Options E14, E15, E16 and E17 perform well against these objectives, with the notable exception that these options encompass varying degrees of greenfield land in addition to the brownfield site.</p> <p>Two areas to the west of Rayleigh could be allocated for employment use:</p> <p>Option E13 could be allocated for employment use, but this could be limited to light industry/office use due to the proximity of these sites to residential development to the east. The size of the site taken forward would therefore depend on the amount of such uses required for this general location.</p> <p>A proportion of Option E18 could be allocated for employment use (depending on the amount of heavier employment development required for this general location).</p> <p>Any impact on hedgerows to the north, east and west of Option E18 would need to be taken into consideration.</p> <p>The relationship between Options E13 to E17 and the options for use to the north of London Road would need to be taken into consideration, in particular the impact on the highway network, landscape, the Green Belt, and the provision of a green buffer to the west of the residential options.</p> | <p>An area encompassing brownfield and greenfield land to the south of London Road (including the area of Option 13) has been identified within Policy NEL1.</p> <p>Two sites for employment land are identified in the Submission Document.</p> <p>An area encompassing brownfield and greenfield land to the south of London Road (including the area of Option 13) has been identified within Policy NEL1. This land is proposed to be allocated for employment use but limited to office and light industrial use.</p> <p>The majority of the site identified as Option E18 has been proposed to be allocated for employment use (specifically heavy industrial and a recycling centre) within Policy NEL2.</p> <p>The proposed policy requires that these hedgerows be retained and strengthened.</p> <p>The proposed policies for new employment land to the south of London Road and the residential options to the north of London Road in Rayleigh have been considered in conjunction. In particular a multi-use junction along London Road to serve both developments is proposed.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| <p>South of Great Wakering</p> | <p>Options E19 and E22 perform strongly against the sustainability objectives when compared against the alternatives.</p> <p>The general location to the south of Great Wakering is not considered to be an appropriate location for a large employment site – a smaller employment site to accommodate businesses displaced from the development of Star Lane Brickworks would be a more sustainable approach.</p> <p>The size of Option E19 is considered to be appropriate for this general location, but the arrangement of the site may not facilitate a strong and defensible Green Belt boundary. It is recommended that the eastern boundary of Option E19, if taken forward, should be extended further to the east towards the defined field boundary and the southern boundary is moved northwards. This would create a similar site arrangement as per Option E22 but with a site area akin to Option E19.</p> <p>The options may have significant implications on the highway network at certain locations; therefore this impact would need to be considered. The cumulative impact of development in this location would need to be carefully considered.</p> | <p>A much smaller area than considered within the Discussion and Consultation Document has been proposed within the Submission Document (Policy NEL3). This is located to the south of Option E19 and E22 along Star Lane.</p> <p>A much smaller area than considered within the Discussion and Consultation Document has been proposed within the Submission Document (Policy NEL3). This area of new employment land would compensate for the loss of northern section of the industrial estate which is currently in use.</p> <p>The site identified in Policy NEL3 has a similar arrangement to Option E19 but it is smaller and is located further to the south away from the Local Wildlife Site. Landscaped green buffers along the northern, eastern and southern boundaries and proposed within the policy to enhance the defensibility of the Green Belt boundary in this location.</p> <p>The Concept Statement within the draft policy ensures that development proposed in NEL3, SER9 and BFR1 is appropriately addressed. It proposes the creation of one access/egress point to serve these three developments. Improvements to the Star Lane/Poynters Lane junction are specifically referred to.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| | <p>Any potential impact of development on the historic environment and the potential for surviving archaeological deposits would need to be carefully considered.</p> <p>The relationship between residential development (on the reallocated Industrial Estate and Brickworks) and employment land within the recommended employment allocation (particularly with Options E19, E20 and E22) would need to be carefully considered. The cumulative impact of development in this location would need to be carefully considered.</p> <p>The relationship between new employment land and the options for residential use to the west of Great Wakering would need to be taken into consideration, in particular the impact on the highway network, landscape, and the Green Belt.</p> <p>Options E19 and E22 are in close proximity to a Local Wildlife Site. Any development at this location would have to be carefully managed to avoid harm to this site. The proximity of this site to a Local Wildlife Site could impact on biodiversity, although this could be mitigated against.</p> <p>A green buffer should be provided to the north and/or east of Options E19, E20, E21 and E22 if taken forward.</p> <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | <p>Impact on the historic environment will be considered at the planning application stage.</p> <p>The Concept Statement within the draft policy ensures that development proposed in NEL3, SER9 and BFR1 is appropriately addressed.</p> <p>The Concept Statement within the draft policy ensures that development proposed in NEL3, SER9 and BFR1 is appropriately addressed.</p> <p>The site identified in NEL3 is not in close proximity to the Local Wildlife Site. In addition landscaping is proposed to the along the northern, eastern and southern boundaries of the proposed site. The Concept Statement also requires this green area to be of ecological value as a wildlife corridor.</p> <p>As above, a buffer along the northern, eastern and southern boundaries is proposed.</p> <p>As the site is not in close proximity to the Local Wildlife Site which is located to the north east, a management plan to be prepared along the development of the employment site is not required.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|---|--|--|
| Environment | | |
| Local Wildlife Sites | <p>The option to allocate the 39 identified Local Wildlife Sites performs very strongly against the sustainability objectives.</p> <p>New development which would impact on Local Wildlife Sites should prepare a management plan to ensure the appropriate management of the site in the medium to long term.</p> | <p>The Local Wildlife Sites are proposed to be allocated within Policy ELA1.</p> <p>Local Wildlife Site management plans are proposed to be prepared alongside development in BFR1, BFR3, SER8 and SER9.</p> |
| Upper Roach Valley | The option to allocate the Upper Roach Valley performs very strongly against the sustainability objectives. | The Upper Roach Valley is proposed to be allocated within Policy ELA3. |
| Coastal Protection Belt | The option to allocate the Coastal Protection Belt performs very strongly against the sustainability objectives. | The Coastal Protection Belt (as amended) is proposed to be allocated within Policy ELA2. |
| Community Facilities – Education | | |
| Site North of London Road Rayleigh | <i>N/A – a new primary school will be provided as part of the development proposed in Policy SER1</i> | - |
| Site to the West of Rochford | <i>N/A – a new primary school will be provided as part of the development proposed in Policy SER2</i> | - |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|--|
| King Edmund School | <p>All of the options perform strongly against the sustainability objectives in terms of providing for local education needs and enabling to school to expand as appropriate, although Option KES2 and KES3 may force potential residential development in the general location of East Ashingdon further to the north and may have an impact on the provision of improved access to the school from Brays Lane.</p> <p>A proportion of the existing playing fields which are not required for expansion would retain their Green Belt designation to prevent unnecessary encroachment. In effect a proportion of the existing playing fields, in addition to new playing fields would have a dual designation of educational use and Green Belt.</p> <p>Option KES1 should not be accessed from Oxford Road as it would not relate well to existing or additional school buildings (if provided on the current site). It is also a narrow residential road and the provision of access along this road would have a negative impact on community cohesion in this locality.</p> <p>Improved access to the school should be provided from the north along Brays Lane.</p> <p>The impact on the historic environment would need to be considered with any development.</p> | <p>A site in the location of Option KES1 has been proposed within Policy EDU3.</p> <p>The existing playing field will not retain its Green Belt designation as this land is required to enable the appropriate expansion of the secondary school. However, the new playing field will have a dual designation of educational use and Green Belt.</p> <p>The policy states that access should not be provided from Oxford Road.</p> <p>The area identified in Policy SER5 will provide improved access to King Edmund School.</p> <p>Impact on the historic environment will be considered at the planning application stage.</p> |

Rochford District Council – Allocations Submission Document Sustainability Appraisal Report

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|---|
| Great Wakering | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the open countryside. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Barling | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Canewdon | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Rochford | The existing playing field for Waterman Primary should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The schools identified have been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| King Edmund School (existing) | The existing or new playing field would retain a Green Belt designation to prevent unnecessary encroachment into the Green Belt. This would depend on the option taken forward for the expansion of King Edmund School (Options KES1, KES2 or KES3). | King Edmund School (Policy EDU4) plus the area set aside for the expansion (identified in Policy EDU3) will be allocated for educational use. Only the area for expansion will have a dual designation of education and Green Belt to enable the expansion of this secondary school. |
| Ashingdon | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the open countryside. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Greensward Academy, Hockley | <i>N/A – this is an existing secondary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |
| The Westerings Primary School, Hawkwell | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt and to protect the character of the Upper Roach Valley Special Landscape Area. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Hockley Primary School, Hockley | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| Riverside Junior and Infant School, Hullbridge | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt and to protect the character of the Coastal Protection Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| St. Nicholas C of E Primary School, Rayleigh | <i>N/A – this is an existing primary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |
| Our Lady Of Ransom Primary School, Rayleigh | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Sweyne Park School, Glebe Junior School | <i>N/A – this is an existing primary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |
| Down Hall Primary School | <i>N/A – this is an existing primary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |
| Edward Francis Junior and Infant School | <i>N/A – this is an existing primary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| Fitzwimarc Secondary School | <i>N/A – this is an existing secondary school within the existing residential area, and will be allocated within Policy EDU4.</i> | - |
| Wyburns Primary School | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Grove Wood Primary School, Rayleigh | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the Green Belt. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |
| Stambridge Primary School | The existing playing field should retain a dual designation of Green Belt and educational use to prevent unnecessary encroachment into the open countryside. | The school has been allocated for educational use within Policy EDU4, and as expressed within the policy, the existing developed area of those schools residing within the Green Belt will not retain their Green Belt designation to enable the appropriate expansion of the school. The playing fields will have a dual designation. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|---|
| Community Facilities | | |
| Open Space | <p>Option OS1 to allocate existing areas of public open space performs strongly against the sustainability objectives.</p> <p>All areas of public open space as identified in the Open Space Study 2009 should be included within the open space designation.</p> | <p>Existing areas of open space are proposed to be allocated within Policy OSL1. New public open space is also proposed within Policy OSL2.</p> <p>The Submission Document proposes that the sites included in the Open Space Study are also allocated with Policy OSL1.</p> |
| Rayleigh Leisure Centre | <p>Option LF1 is an existing leisure facility which performs strongly against the sustainability objectives.</p> <p>It was noted that the playing pitches to the rear of Rayleigh Leisure Centre have now been completed. These should be included within the designated area of Rayleigh Leisure Centre to ensure that these are protected through the planning process.</p> | <p>Rayleigh Leisure Centre is proposed to be allocated within Policy OSL3.</p> <p>Rayleigh Leisure Centre, including the playing pitches to the rear, is proposed to be allocated within Policy OSL3.</p> |
| Clements Hall Leisure Centre | <p>Option LF2 is an existing leisure facility which performs strongly against the sustainability objectives.</p> <p>The existing playing field should retain a dual designation of Green Belt and leisure use to prevent unnecessary encroachment.</p> | <p>Clements Hall Leisure Centre is proposed to be allocated within Policy OSL3.</p> <p>The existing playing field is proposed to be allocated as open space and leisure use within the Green Belt. However, the existing developed area of the leisure centre will be allocated for leisure use but will not be allocated as Green Belt.</p> <p>The adjacent Spencer's Park is currently allocated as Green Belt, however, the reallocation of the developed part of Clements Hall Leisure Centre would create an island of Green Belt. As such Spencer's Park will no longer be allocated as Green Belt as shown on the Proposals map, but will continue to be protected through Policy OSL1 of the Allocations Submission Document.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| Great Wakering Leisure Centre | <p>Option LF3 is an existing leisure facility which performs strongly against the sustainability objectives.</p> <p>Great Wakering Leisure Centre became unviable to run and was closed in October 2011. It may therefore not be appropriate to allocate Option LF3 for leisure use. This site, which encompasses both the leisure centre and the playing field, may retain its existing public open space designation. However, the allocation of the existing developed part of the site may need to be reviewed in light of these recent changes.</p> | <p>Great Wakering Leisure Centre is not proposed to be allocated for leisure use within Policy OSL3 (see below).</p> <p>Great Wakering Leisure Centre is not proposed to be allocated for leisure use within Policy OSL3. Instead this area is proposed to be allocated as open space within Policy OSL1.</p> |
| Community Facilities | <p>Whilst there would be benefits to allocating community facilities for community use, it is not considered to be practical to identify and allocate all buildings/structures in community use, as there is potential that some facilities could be missed, or despite being of importance, are too small to warrant a land-use allocation.</p> <p>A general policy supporting the retention of all community facilities would also be a sustainable approach. It is noted that Policy CLT6 of the Core Strategy would provide overarching protection for all community facilities in the District.</p> | <p>The Allocations Submission Document does not include an additional policy to allocate community facilities. Policy CLT6 is considered to be sufficient to protect existing facilities.</p> <p>The Allocations Submission Document does not include an additional policy to allocate community facilities.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|---------------------------------------|--|---|
| Town Centres | | |
| Rayleigh – Town Centre Boundary | <p>The existing town centre boundary in Option TC1 performs more strongly against the sustainability objectives than the smaller area identified in Option TC2.</p> <p>The Rayleigh town centre boundary may be reviewed through the development of the Rayleigh Area Action Plan. The sustainability of any revised town centre boundary would have to be considered in conjunction with other proposals within the Area Action Plan.</p> | <p>The Submission Document proposes to allocate the town centre boundary as existing within Policy TCB1.</p> <p>The proposed policy acknowledges that amendments may be proposed within the emerging Rayleigh Area Action Plan.</p> |
| Rochford – Town Centre Boundary | <p>Whilst the options generally perform well against the sustainability objectives, Option TC5 performs more strongly.</p> <p>Whilst Option TC5 encompasses much less residential development than the existing town centre boundary (Option TC3) and includes the new retail development to the north of the Market Square, it does not include some potentially key opportunity sites for redevelopment.</p> <p>The boundary defined in Option TC5 could be extended northwards along North Street towards Weir Pond Road to include potential redevelopment sites in this area.</p> | <p>A variation of Option TC5 has been proposed within Policy TCB2 of the Submission Document.</p> <p>The boundary proposed in the Submission Document is similar to TC5 with the exception that it extends further along the eastern and western side of North Street, the northern and southern section of West Street, the eastern section of South Street and the southern section of East Street to encompass more commercial/business premises.</p> <p>The boundary proposed in the Submission Document is similar to TC5 with the exception that it extends further along the eastern and western side of North Street, the northern and southern section of West Street, the eastern section of South Street and the southern section of East Street to encompass more commercial/business premises.</p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
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| | <p>The boundary defined in Option TC5 could be extended westwards along West Street and southwards along South Street towards Bradley Way to include the area encompassing Locks Hill, the health centre facilities and Back Lane car park.</p> <p>The Rochford town centre boundary may be reviewed through the development of the Rochford Area Action Plan. The sustainability of any revised town centre boundary would have to be considered in conjunction with other proposals within the Area Action Plan.</p> | <p>The Rochford town centre boundary will be reviewed during the production of the Rochford Area Action Plan, which will supersede Policy TCB2.</p> <p>The proposed policy acknowledges that amendments may be proposed within the emerging Rayleigh Area Action Plan.</p> |
| Hockley – Town Centre Boundary | <p>Option TC8, which encompasses a slightly smaller area than existing, performs strongly against the sustainability objectives.</p> <p>This boundary may be reviewed through the development of the Hockley Area Action Plan. The sustainability of any revised town centre boundary would have to be considered in conjunction with other proposals within the Area Action Plan.</p> | <p><i>The allocation of the town centre boundary of Hockley is deferred to the emerging Hockley Area Action Plan.</i></p> <p>Policy TCB3 acknowledges that the town centre boundary will be determined in the emerging Hockley Area Action Plan.</p> |
| Reallocation of Hockley as a District Centre | <p>The option to reallocate Hockley as a District Centre does not perform well against the sustainability objectives, as retail and other business opportunities may be directed to Rayleigh and Rochford town centres which would have a significant negative impact against a range of sustainability objectives.</p> | <p><i>The allocation of the town centre boundary of Hockley is deferred to the emerging Hockley Area Action Plan.</i></p> |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|--|---|---|
| Rayleigh – Primary Shopping Area | <p>The Primary Shopping Area defined within Option TC11 performs strongly against the sustainability objectives.</p> <p>The area outside the defined Primary Shopping Area but within the defined town centre boundary should encompass a mix of appropriate town centre (retail and non-retail) uses to complement those within the Primary Shopping Area.</p> | <p>The primary shopping area/primary shopping frontage as existing is proposed within Policy TCB1.</p> <p>The existing secondary shopping area/secondary shopping frontage is proposed to be allocated in Policy TCB1.</p> |
| Rochford – Primary Shopping Area | <p>The Primary Shopping Area defined within Option TC13 performs strongly against the sustainability objectives.</p> <p>The area outside the defined Primary Shopping Area but within the defined town centre boundary should encompass a mix of appropriate town centre (retail and non-retail) uses to complement those within the Primary Shopping Area.</p> | <p>The primary shopping area/primary shopping frontage as existing is proposed within Policy TCB2.</p> <p>The existing secondary shopping area/secondary shopping frontage is proposed to be allocated in Policy TCB2.</p> |
| Hockley – Primary Shopping Area | <p>The Primary Shopping Area defined within Option TC15 performs strongly against the sustainability objectives.</p> <p>The area outside the defined Primary Shopping Area but within the defined town centre boundary should encompass a mix of appropriate town centre (retail and non-retail) uses to complement those within the Primary Shopping Area.</p> | <p><i>The allocation of the primary shopping area/primary shopping frontage for Hockley is deferred to the emerging Hockley Area Action Plan.</i></p> <p><i>The allocation of the secondary shopping area/secondary shopping frontage for Hockley is deferred to the emerging Hockley Area Action Plan.</i></p> |
| Alternative Options | | |
| Option ALT1 | Although Option ALT1 is previously developed land, it does not perform well against the sustainability objectives. | This option was rejected. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|--|
| Option ALT2 | <p>Option ALT2 performs well against the sustainability objectives.</p> <p>This option would not be able to accommodate the full housing requirements for the general location of 'West Rochford' which may lead to fragmented development.</p> | This option was rejected. |
| Option ALT3 | <p>Option ALT3 does not perform well against the sustainability objectives.</p> <p>This option would create fragmented development in the general location of 'West Rochford'.</p> <p>Areas at risk of flooding could accommodate public open space, however, this would significantly reduce the capacity of the site to accommodate residential development.</p> | <p>This option was rejected.</p> <p>The area at risk of flooding within Policy SER2 is proposed to be allocated for public open space.</p> |
| Option ALT4 | <p>Option ALT4 generally performs well against the sustainability objectives compared to other West Hockley alternatives, with the exception that it promotes the development of greenfield land when brownfield alternatives are available in the general location of 'West Hockley'.</p> <p>There is potential to provide access to the existing highway network.</p> <p>Any development at this location would have to be carefully managed to avoid harm to the Local Wildlife Sites.</p> <p>An area of public open space may be provided within this option to provide a natural buffer between any development and the Local Wildlife Site (Folly Wood).</p> | This option was rejected. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| | <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term.</p> | |
| Option ALT5 | <p>Option ALT5 does not perform well against the sustainability objectives.</p> <p>The impact of providing access near to the junction of Anchor Lane and Gardeners Lane would need to be carefully considered with any development coming forward on this site.</p> <p>A management plan for one of the Local Wildlife Sites may be required to ensure the appropriate management of the site in the medium to long term, although this may depend on the relationship between the option taken forward and the site.</p> <p>Option ALT6 performs well against the sustainability objectives.</p> | This option was rejected. |
| Option ALT6 | <p>Any development on this site would either have to be at a high density or additional land would be required to meet the requirements of the Core Strategy. This has the potential to lead to fragmented development with limited opportunities for providing additional infrastructure.</p> <p>The impact of providing access near to the junction of Anchor Lane and Gardeners Lane given this site's location would need to be carefully considered with any development coming forward on this site.</p> | This option was rejected. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|---|---|
| | <p>A link may be provided outside of the site but this would require additional Green Belt land potentially to the east/north east.</p> <p>A management plan for one of the Local Wildlife Sites may be required to ensure the appropriate management of the site in the medium to long term, although this may depend on the relationship between the option taken forward and the site.</p> | |
| Option ALT7 | <p>Option ALT7 performs reasonably well against the sustainability objectives.</p> <p>Additional land potentially in the Green Belt would be required to meet the shortfall in housing and infrastructure provision in the general location of 'South Hawkwell'. This has the potential to impact negatively on community cohesion through the creation of fragmented development.</p> <p>If this site is taken forward then surrounding dwellings should be allocated as residential development. However, the development of this site may subject adjacent areas to development pressure and thus undermine the defensibility of the Green Belt boundary in the locality.</p> <p>A management plan for the Local Wildlife Sites may be required to ensure the appropriate management of the sites in the medium to long term, although this may depend on the relationship between the option taken forward and the sites.</p> | This option was rejected. |

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| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| Option ALT8 | <p>Option ALT8 does not perform well against the sustainability objectives.</p> <p>Due to the scale of the site, it may not be able to accommodate the full pitch requirement for the District.</p> <p>The lack of enclosure on three sides of this site and the creation of an isolated allocated area of land in the Green Belt raises concerns regarding the potential to ensure a robust and defensible Green Belt boundary in the locality if this site were allocated.</p> <p>There are high voltage power lines running across the site with a mast in close proximity to the eastern boundary, and there are also high voltage power lines to the west of the site. As the lines run through the site, they would have the potential to have a negative impact on health. It is unlikely to be viable to move these obstructions given the proposed land use.</p> <p>There may be some impact on the A1245, and highways access from this site will need to be negotiated carefully.</p> | This option was rejected. |
| Option ALT9 | <p>Option ALT9 performs reasonably well against the sustainability objectives.</p> <p>This option would secure more opportunities for residents to work in the District as any allocation to the west of Purdeys Industrial Estate would be designated in addition to the strategic locations identified in the Core Strategy Submission Document, and appraised through the Sustainability Appraisal process.</p> | This option was rejected. |

| Initial Options/ Draft Policy | Recommendations for policy development and mitigation | How have the SA recommendations for policy development and mitigation been taken into account? |
|----------------------------------|--|---|
| | <p>Although it would ensure access to jobs in this area, it has the potential to detract from future employment opportunities to the west of Rayleigh, south of Great Wakering and to the north of London Southend Airport.</p> <p>Whilst this option would be able to create a defensible Green Belt boundary, it would result in the loss of Green Belt land in the District where no justification for such loss is evidenced and would impact on the local landscape and openness of the area.</p> <p>There are physical barriers between the site and the airport.</p> <p>There is potential to create a public open space buffer between this option and existing communities.</p> <p>A management plan for the Local Wildlife Site may be required to ensure the appropriate management of the site in the medium to long term, although this may depend on the relationship between the option taken forward and the site.</p> | |

Appendix 13 – Summary of Responses to Consultation on the Updated SA and the Discussion and Consultation Document

As per the recommendation in the previous SA, given the delay between the publication of the Discussion and Consultation Document and the draft SA Report, a consultation on the updated SA and the Allocations DPD: Discussion and Consultation Document took place for a period of four weeks between 13 August 2012 and 10 September 2012. Stakeholders were therefore provided with an additional opportunity to comment on both documents together, and in particular the implications of the SA Report for the initial stage of the Allocations DPD on the options within the Discussion and Consultation Document.

The comments received during this consultation and officers' responses to these are set out below.

| Issues Raised | Responses |
|--|--|
| <p>The Evidence Base of Site 17 (Land to the south east of the junction of Hullbridge Road and Lower Road, Hullbridge) in the draft Strategic Housing Land Availability Assessment 2012 – SHLAA Review is somewhat incomplete, via some important details which appear to have been overlooked.</p> <p>Additional information relating to 'Suitability Assessment, Planning Permission/History' and 'Site Map and Site Photo' submitted.</p> | <p>Noted. The information submitted will be considered in the finalisation of the 2012 SHLAA Review.</p> |
| <p>Option SWH4 should be taken forward, for the following reasons:</p> <ul style="list-style-type: none"> • It would direct daily traffic away from the centre and reduce pressure on the highway to the north west of Ferry Road. • The bus route on the main road (Hullbridge Road and Lower Road) would be more accessible to the community than the alternative options. | <p>Noted. The information submitted will be considered in the finalisation of the 2012 SHLAA Review.</p> |

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| Issues Raised | Responses |
|--|--|
| <ul style="list-style-type: none"> The southern part of the site would facilitate improvements to the Watery Lane/Hullbridge Road/Lower Road junction and the proposed cycle network. | |
| <p>Less drainage infrastructure would be required as the southern part of SWH4 (Site 17) contains the current main surface water drainage route from the higher ground to the east.</p> | <p>Noted. The information submitted will be considered in the finalisation of the 2012 SHLAA Review.</p> |
| <p>Option SWH4 could minimise the required improvements to Watery Lane, deferring more extensive improvements to a later date when the financial input from the locality has been consolidated.</p> <p>Other reasons for selecting this option over the alternatives have been previously submitted to the Council.</p> | <p>Noted. The information submitted will be considered in the finalisation of the 2012 SHLAA Review.</p> |
| <p>The Environment Agency commented that the report does not appear to reflect the flood risk concerns previously raised relating to option GT2. As gypsy and traveller sites are deemed to be 'highly vulnerable' by the NPPF, they are considered to be an inappropriate land use in Flood Zone 3. The SA should have picked up on this issue.</p> | <p>Disagree. The report acknowledged that the southern section of Option GT2 is located within flood zone 2 and 3 on page 717 of the Updated SA Report (July 2012) and quoted the Environment Agency accordingly:</p> <p>“The Environment Agency have stated that "This option encroaches into areas of Flood Zone 2 and 3 and would therefore not be in line with PPS25 or the emerging Policy H7 of the Rochford Core Strategy. According to PPS25, gypsy and travellers sites are deemed to be 'highly vulnerable' and are therefore not appropriate in Flood Zone 3 and would require the Exception Test".” (Updated SA Report July 2012; page 717).</p> |

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| Issues Raised | Responses |
|--|--|
| <p>Anglian Water commented that the findings of the South Essex Water Cycle Study, Strategic Flood Risk Assessment and Surface Water Management Plan should be taken into consideration.</p> | <p>Noted.</p> |
| <p>The assessment for Option SEA1 should be amended to include reference to additional retail along the Ashingdon Road.</p> | <p>Noted. The assessment broadly identifies the nearest parade of shops, but does not seek to identify specific retail units by address.</p> |
| <p>Reference to the location of 'south east Ashingdon' in the assessment for Option SEA1 should be replaced with 'north of Rochford (adjacent to Ashingdon)'.</p> | <p>Whilst it is acknowledged that Options SEA1 to SEA3 are located to the north of Rochford, they are considered to be situated within the general location of 'South East Ashingdon'.</p> |
| <p>Hullbridge Parish Council raised objections to any large development site to the South West of Hullbridge due to:</p> <ul style="list-style-type: none"> • Loss of Green Belt • Insufficient infrastructure/facilities in Hullbridge including transport network, capacity at doctor's surgery, lack of secondary school, sewerage network • Lack of community cohesion • Increased vehicle movements, including commuter traffic through lack of local jobs • Frequent flooding on the site and Watery Lane and concern that the flooding at the southern part of the area near Watery Lane has been underestimated • Impact to nearby existing properties with regard to flooding | <p>Noted. However, the need to reallocate a minimal amount of Green Belt has been identified through the adopted Core Strategy (December 2011).</p> <p>Appropriate infrastructure is also required to accommodate new development as set out in Appendix H1 of the Core Strategy.</p> <p>A wide range of issues such as community cohesion, the highway network and surface water flooding have been addressed within the Concept Statement for Policy SER6.</p> |

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| Issues Raised | Responses |
|---|---|
| <p>Hullbridge Parish Council commented that the dwelling allocation for Hullbridge within the Core Strategy is an unfair proportion compared with other parishes. They also commented that they understand that Hockley has only 50 new dwellings planned.</p> | <p>The strategic approach set out in the Core Strategy was found to be sound by an independent planning inspector, and whilst the Core Strategy does stipulate that the general location of West Hockley should a minimum of 50 dwellings (Policy H2), an area action plan is also being prepared for the centre of Hockley (Hockley Area Action Plan – Policy RTC6).</p> |
| <p>The representations submitted to the Allocations Development Plan Document: Discussion and Consultation Document in April 2010 in relation to land at Great Wheatleys, Rayleigh (Site 195) remain relevant and valid, and will, as understood, continue to be taken into account. The availability and suggested benefits of the site located to the south west of Rayleigh were reiterated.</p> | <p>Noted. This site is not situated within one of the general locations identified in the adopted Core Strategy (as set out in the Site Screening Report September 2012). It has therefore not been considered further in the development of the Allocations Document.</p> |
| <p>Infrastructure cannot cope with additional houses.</p> | <p>The infrastructure required to support the quantum of development identified for the general locations within the Core Strategy are set out within Appendix H1 of the document.</p> |
| <p>Rayleigh Town Council noted that comments originally submitted during the 2010 consultation are still valid and that it is not necessary to resubmit them.</p> | <p>Noted.</p> |
| <p>Rayleigh Town Council commented that the former EON site and the present site of Timber Grove care home (which is proposed for redevelopment) should be incorporated into the proposals for Options NLR1 to NLR5.</p> | <p>Both these sites have been included in the 2012 SHLAA Review, as they are predominately located within the existing residential area. In addition the Green Belt part of the 'Timber Grove' site referred to has been included within Policy SER1 to facilitate the provision of a robust and defensible Green Belt boundary.</p> |

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| Issues Raised | Responses |
|--|---|
| Rayleigh Town Council commented that with the demise of the East of England Regional Assembly, the requirement for the provision of gypsy and traveller sites must be revisited giving due weight to the differences in the needs of true Romany gypsies and Irish travellers. | The requirement within the adopted Core Strategy (Policy H7) accords with the East of England Plan 2008 which is still in place. |
| In relation to Option E6 Imperial Park Industrial Estate, Rayleigh town Council commented that there is very poor public transport provision with the likelihood of further cuts and/or cancellations to bus services in 2013. | The assessment acknowledges that there is an existing bus service along Rawreth Lane, and that there is potential to improve this provision (Updated SA Report July 2012; page 823). |
| Rayleigh Town Council commented in relation to Education Option EDU12 Our Lady of Ransom Primary School, that by its' nature as a catholic faith School there are limitations as to how effective expansion can be achieved serving the whole community. | Noted. |
| In relation to Education Option EDU14 Downhall Primary School, Rayleigh Town Council commented that this school has poor access being at the far end of a residential no through road. | Noted, however, this school can still serve the local community. |
| Rayleigh Town Council commented that they strongly support the recommendation regarding the playing pitches at Rayleigh Leisure Centre. | Noted. |
| It was noted that the Sustainability Appraisal (SA) has been published following the delay since the publication of the Allocations Discussion and Consultation Document, back in March 2010. There appear to be very little changes in terms of the overall direction and support of the previously published and consulted upon Allocations DPD. | Noted. Stakeholders were provided with an additional opportunity to comment on both the original Discussion and Consultation Document (February 2010) and the Updated SA Report (July 2012) together. |

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| Issues Raised | Responses |
|--|---|
| <p>Comments in relation to the availability and suggested benefits of Site 86 (Land at Poyntens, Rayleigh) located to the south west of Rayleigh were reiterated. It was commented that representations have been made during the 2012 SHLAA consultation, the 2011 Core Strategy Sustainability Appraisal Addendum consultation and the 2010 Allocations DPD: Discussion and Consultation Document.</p> | <p>Noted. This site is not situated within one of the general locations identified in the adopted Core Strategy (as set out in the Site Screening Report September 2012). It has therefore not been considered further in the development of the Allocations Document.</p> |
| <p>Comments were made criticising the assessment of the general locations identified in the Core Strategy, specifically in relation to the SA and sites such as Site 86. It was commented that the approach to considering options and alternatives has not been thorough or appropriate (a specific test to be satisfied).</p> | <p>The adopted Core Strategy was subject to a legal challenge which was heard in the High Court on 31 May and 1 June 2012. This challenge sought to quash certain policies namely; H1, H2, H3 and paragraphs 4.1 to 4.31 in the Core Strategy which relate to Housing. On 21 September, the Judge ruled in favour of Rochford District Council.</p> |
| <p>Natural England commented that they are pleased to note that a number of changes to the SA and in particular the additional decision aiding questions within the revised SA framework were made in response to our earlier advice.</p> | <p>Noted.</p> |
| <p>Natural England also notes that fewer amendments appear to have been made in light of their most recent consultation response (27 February 2012). The Council may wish to consider whether there is further scope to take account of those comments.</p> | <p>Natural England's comments have been addressed within Appendix 12 of the Updated SA Report (July 2012) and amendments have been made to the report as appropriate.</p> |
| <p>The additional decision aiding questions under accessibility, biodiversity, landscape and townscape and water in the Revised SA Framework (Table 5) are all supported by Natural England.</p> | <p>Noted.</p> |

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| Issues Raised | Responses |
|--|--|
| <p>Natural England commented that they also welcome the addition to a definition for green infrastructure under healthy and safe communities in the Revised SA Framework (Table 5) but would question whether this is sufficiently clear and descriptive of the range of assets concerned. They recommend use of the definition in the National Planning policy Framework (NPPF) (page 52) or Natural England Green Infrastructure Guide.</p> | <p>Noted. The definition of green infrastructure in the NPPF has been included within the Submission SA report.</p> |
| <p>The addition of reference to provision of open space secured through new developments under Balanced Communities and Healthy and Safe Communities in the Potential Indicators section is welcome. Natural England promotes standards for Accessible Natural Greenspace (ANGSt) in view of the particular ecosystem services and health and wellbeing benefits that these provide for communities. Natural England encourage the Council to consider the inclusion of ANGSt or similar as a potential indicator.</p> | <p>Noted. Reference has been made to Natural England’s Accessible Natural Greenspace Standard (ANGSt) in the potential indicators section.</p> |
| <p>The additional potential biodiversity and geodiversity indicators in the Potential Indicators section are also supported by Natural England and are appropriate in light of the weight that these matters are afforded in the NPPF.</p> | <p>Noted.</p> |
| <p>On biodiversity in the Potential Indicators section, Natural England point out that habitat mitigation should only be necessary where avoidance of impact is not possible and so this is not necessarily a straightforward measure of success. They recommend that the Council considers separating the proportion of new developments delivering habitat mitigation from the proportion of new developments delivering wildlife corridors.</p> | <p>Noted. The suggested amendment has been made accordingly in the pre-submission SA report.</p> |

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| Issues Raised | Responses |
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| <p>With regard to geodiversity in the Potential Indicators section Natural England would appreciate clarification as to the purpose of areas of geological significance “extracted” as an indicator.</p> | <p>This relates to the preservation of geological diversity, and is considered to be an appropriate indicator to be included within the Report.</p> |
| <p>The addition of a proposed indicator relating to the number and types of Sustainable Drainage Systems approved and implemented is welcome. Natural England is supportive of such systems and in particular those that make use of natural processes and habitat creation to deliver amenity and water quality benefits in addition to flood attenuation.</p> | <p>Noted.</p> |
| <p>None of the ‘North of London Road’ options seem satisfactory. A better option would be to provide the 550 ‘North of London Road’ by a combination of the Timber Grove proposal, the eoN site and the site suggested by Rawreth Parish Council. These locations are almost all brownfield sites. If there was any shortfall, a small development could be added on the southwestern boundary of the Rawreth Industrial Estate site (assuming that is developed).</p> | <p>As above, both these sites have been included in the 2012 SHLAA Review, as they are predominately located within the existing residential area. In addition the Green Belt part of the ‘Timber Grove’ site referred to has been included within Policy SER1 to facilitate the provision of a robust and defensible Green Belt boundary.</p> <p>The option proposed by Rawreth Parish Council, in essence a new settlement to the north west of the District around the village of Rawreth, was considered at primarily at the Issues and Options stage in the development of the Core Strategy. The approach to the location of new residential development was found sound by an independent inspector and the document was adopted on 13 December 2011.</p> |
| <p>There is no mention of the impact on secondary school places for any of the NLR options within the general location to the ‘North of London Road’.</p> | <p>This is a strategic issue that has been addressed through the preparation of the Core Strategy (Policy CLT3).</p> |
| <p>NLR1 (page 149) – The cumulative impact on the highway network make NLR1 an unsuitable option.</p> | <p>The potential impact on the highway network has been considered as part of the assessment.</p> |

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| Issues Raised | Responses |
|--|---|
| <p>NLR1, NLR4 and NLR5 – Community identity will be harmed. Many residents already living in housing off Rawreth Lane already feel detached from Rayleigh and may not often visit the town centre. NLR1 is even further away from the Town Centre and would disrupt the current very positive community identity of Rawreth.</p> | <p>Any development in the general location ‘North of London Road’ would be well related to the existing residential area of Rayleigh. Opportunities exist for improvements to public transport in particular to connect new development to the town centre.</p> |
| <p>NLR1 (page 151) although the document states that development here would avoid coalescence with the village of Rawreth, the land is inside the parish of Rawreth. Development here would not produce any sense of community identity.</p> | <p>Although located within the parish of Rawreth, any development in the general location ‘North of London Road’ would be well related to the existing residential area of Rayleigh.</p> |
| <p>NLR1 and NLR4 – there is no mention here of the archaeological discoveries in Priory Chase – the Anglo-Saxon burial site.</p> | <p>Noted. The appraisal has taken a consistent approach in using the 2006 Rochford District Historic Environment Characterisation Project when considering the cultural heritage objective for each of the proposed policies and alternative options.</p> |
| <p>NLR1, NLR2 and NLR4 should be avoided if possible because it uses a greenfield site.</p> | <p>The need to identify some Green Belt to meeting housing and associated infrastructure needs in the adopted Core Strategy was found to be a sound approach.</p> |
| <p>NLR 1 (page 158) it is an unsuitable option because of its impact on the landscape to the West of Rayleigh.</p> | <p>This issue has been assessed in detail with the Detailed Assessment of Potential Residential Site Options (September 2012) and has been addressed within the Concept Statement.</p> |
| <p>NLR2 (page 162) access to this site may depend on the redevelopment of the Rawreth Industrial Estate, which is by no means certain.</p> | <p>The potential accessibility issues with Options NLR2 are noted within the assessment.</p> |
| <p>NLR2 (page 165) this site is quite isolated, which makes it less suitable for development.</p> | <p>The isolation of Options NLR2 is acknowledged within the assessment.</p> |

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| Issues Raised | Responses |
|--|---|
| NLR2 (page 167) the site is likely to be well away from any bus routes. | The less accessible nature of this site to London Road and Rawreth Lane, and subsequently the existing bus routes is acknowledged within the assessment. |
| NLR3 (page 176) this is the worst of the NLR options because of the loss of the site of the Rayleigh Sports and Social Club. | Whilst the playing field is recommended to be retained within the Updated SA Report (July 2012). It is acknowledged that there is potential to reallocate this facility to the west of the site identified within Policy SER1. The proposed relocation of the playing field is considered further in the Concept Statement. |
| NLR4 – the cumulative impact on the highway network make NLR4 an unsuitable option. | The potential impact on the highway network has been considered as part of the assessment. |
| NLR4 – community identity will be harmed. Many residents already living in housing off Rawreth Lane already feel detached from Rayleigh and may not often visit the town centre. NLR4 is even further away from the Town Centre and would disrupt the current very positive community identity of Rawreth. | Any development in the general location ‘North of London Road’ would be well related to the existing residential area of Rayleigh. Opportunities exist for improvements to public transport in particular to connect new development to the town centre. |
| NLR5 (page 203) the playing field and premises of Rayleigh Sports and Social Club should be protected. | Whilst the playing field is recommended to be retained within the Updated SA Report (July 2012). It is acknowledged that there is potential to reallocate this facility to the west of the site identified within Policy SER1. The proposed relocation of the playing field is considered further in the Concept Statement. |
| GT1 and GT2 (page 698 and 709) this location has been examined by an inspector on an appeal and found to be unsuitable. | Noted. |
| GT6 – This site has good transport connections and would seem to be most suitable of the sites listed. | Noted. |

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| Issues Raised | Responses |
|--|--|
| GT7 – This site is small and unsuitable for this purpose. Infrastructure is poor. | Noted. |
| Canewdon Parish Council commented that throughout the document there are references to an existing bus service to Ashingdon, which really should be deleted, as it is only once per week. Also references to a Doctor’s Surgery, which has now closed and good access to pubs, whereas we only have 1 pub. The golf course is not in the village itself and private transport is needed to get there. If this is to remain in the report, then perhaps the Wetlands Site at Wallasea should also be mentioned. | Noted. The assessments for Canewdon have been amended as appropriate. |
| Canewdon Parish Council commented that walking and cycling are mentioned, but the roads are narrow, with no footways and are therefore quite dangerous for walkers and cyclists. | Noted. However, improvements to the local walking and cycling network may be required to accompany development of the site within the general location of South Canewdon. This is considered within the Concept Statement for Policy SER7. |
| Canewdon Parish Council noted that the Cultural Heritage Statement on pages 486 & 497 differs from that on pages 508 & 520. They questioned whether there is a reason for this and whether they should be combined. | Noted. Whilst both Options SC1 and SC2 are located within the same Historic Environment Character Zone, they are likely to have a varied impact on the Conservation Areas and Listed Buildings due to their different location in relation to these historic assets. |
| Canewdon Parish Council commented that archaeological digs have been done in the village by Rochford Hundred Field Archaeological Group and their findings may be useful to the report. | Noted. |

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| Issues Raised | Responses |
|---|--|
| <p>Canewdon Parish Council commented that the points made in the report regarding village cohesion and defensible Green Belt boundaries are considered to be well made. The Parish Council can see merit in not allowing development to the south of Anchor Lane or west of the lane leading to St. Nicholas Church, albeit that our preferred option was originally the land to the south of Anchor Lane, east of Scotts Hall Road. However, it is noted that a defensible Green Belt boundary could be defined for this site.</p> | <p>Noted.</p> |
| <p>A respondent commented that they were pleased to note that the potential ecological value of the site 'Land West of Alexandra Road' has been acknowledged within the Updated SA Report. However, there is no detail on how this would be progressed.</p> | <p>Noted.</p> |
| <p>The site to the west of Alexandra Road in Great Wakering should be considered as an extension to the adjacent wildlife site designation. The Essex Wildlife Trust also believes that this area should be designated a Local Wildlife site.</p> | <p>Noted. A review of the Local Wildlife Sites was undertaken in 2007 and forms part of the evidence base for the Local Development Framework. This document has been used to inform the appraisal of each of the proposed policies and alternative options considered. The potential ecological value of the site has been acknowledged within the Allocations Submission Document.</p> |
| <p>This site 'Land West of Alexandra Road' gives the Council the opportunity to conserve and enhance the biological and geological diversity of the environment by preserving this area.</p> | <p>Noted.</p> |
| <p>Site 7/202 Land South of the High Street – The SHLAA which is being reviewed suggests a reduction in density per hectare of dwellings. As only part of the south boundary abuts the wildlife site and because of the shape of the site it seems excessive to me to reduce the estimated density of the whole site by one third (i.e. reduced from 45 to 30).</p> | <p>Noted, this will be addressed within the SHLAA 2012 Review.</p> |

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| Issues Raised | Responses |
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| <p>The density calculations for Star Lane Industrial Estate (north) and the Star Lane Industrial Estate (south, former brickworks) were queried. It was suggested that the actual density per hectare achieved is greater than that used in the SHLAA. Therefore less land may be needed to achieve the number of dwellings required.</p> | <p>Noted, this will be addressed within the SHLAA 2012 Review.</p> |
| <p>Option LF3 – Great Wakering Leisure Centre – the centre was well supported, and it is needed in the village. The centre is closed and residents must commute elsewhere to exercise or don't take exercise. The existing centre could be demolished and a more sustainable building built in its place. This could be funded by developers. The centre should be designated a Leisure Facility.</p> | <p>Noted. However, as this facility is no longer in use and its future use is uncertain, it was considered appropriate to not allocate this as a leisure facility as detailed within Policy OSL3 of the Allocations Submission Document.</p> |
| <p>The relationship between the SHLAA and the Allocations SA documents is not very clear. Whilst the SHLAA (section 2.11) makes reference to the Allocations SA, the Allocations documents do not make references to the SHLAA.</p> <p>There is some confusion, as both documents refer to the same areas of land but at significantly different levels of detail and assessment.</p> | <p>Noted. Both the SHLAA and the SA are background documents that inform the development of the Allocations Document.</p> <p>The purpose of the SHLAA is to identify sufficient specific sites for housing in the District for the next 10-15 years. It is not a one-off study – an annual review of the schedule of sites in the SHLAA will be included within each successive AMR.</p> <p>In contrast, the purpose of the SA is to assess the environmental, economic and social implications of policies and options with development plan documents i.e. the each stage of the Allocations Document.</p> |
| <p>It was questioned which analysis (in the SHLAA or SA) takes precedence when identifying which Green Belt sites are to be allocated for residential housing development.</p> | <p>The identification of sites is based on a wide range of evidence, including the SA and the SHLAA.</p> |

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| <p>Greater clarity of the relationship between the documents is needed.</p> | <p>Noted.</p> |
| <p>It is not completely clear what density figure(s) is/are being used in arriving at the Recommendations / Key Observations made in the Updated SA Report, where references tend to be qualitative rather than quantitative. For example in considering the WGW options it is unclear how the SHLAA references to “<i>high density would not be recommended</i>” for those sites which are “<i>in close proximity to Local Wildlife site (R35)</i>” have been dealt with in the Allocations SA.</p> <p>This is particularly confusing given that the Star Lane Brickworks planning application (12/00252/FUL) had a density of 42 dwellings per hectare; this seems at odds with statement referred to above.</p> <p>Greater clarity is required as to what quantitative assumptions have been made regarding dwelling density in arriving at these recommendations.</p> | <p>The Updated SA Report has not considered actual figures <i>per se</i> but has acknowledged as appropriate, where higher density development is likely, given the size of the site proposed.</p> <p>The SHLAA does not set policy. It forms part of the evidence base of the Local Development Framework, alongside other documents that have been used to inform the development of the Allocations DPD.</p> |
| <p>Concern raised in respect of bullet 11 (page 48), that this adds to the uncertainty about what site will be allocated.</p> | <p>This point recommends that if the options in the document are not considered to be appropriate, for example in density terms, then a combination of options may be taken forward. As such two sites have been identified within the Allocations Submission Document (Policy SER9).</p> |

| Issues Raised | Responses |
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| <p>Paragraph 6.68-6.79 – Suggest that in Recommendations/Key Observations (no 2) explicit reference is made to the Star Lane Brickworks site in addition to the existing reference to the Industrial Estate, especially as these are treated as two separate sites later in the report. It would also reflect the fact that planning application has already been made for the Brickworks whereas the other part of the industrial estate would need re-siting before it could become available for residential development.</p> | <p>Noted. However, the Allocations Submission Document takes into account the potential scenarios for the development of Policy SER9b, and the two sections of the industrial estate. This has been considered within the appraisal of the proposed policies.</p> |
| <p>The Recommendations/Key Observations (bullet 7; page 48) made in recognition of the ecological and biodiversity value of the site to the west of Alexandra Road (WGW3) are welcome.</p> | <p>Noted.</p> |
| <p>The Recommendations/Key Observations (no 8; page 48) recognising of the value of the Local Wildlife Site, the need for careful management of the impacts of all developments in the WGW area (excluding WGW5) are also most welcome. Also the Recommendations/Key Observations page 76 regarding the importance of Local Wildlife Sites are endorsed.</p> | <p>Noted.</p> |
| <p>The Recommendations/Key Observations (bullet 9; page 48) regarding the need for a green buffer between the Local Wildlife Site and future development is noted. It will be interesting to see how this need for a buffer is interpreted in the case of the site to the west of Alexandra Road (WGW3) as this shares a common boundary with the LWS and already provides a supporting environment to the LWS.</p> | <p>Noted. The Concept Statement for Policy SER9 suggests that a green buffer between the eastern edge of SER9b and the adjacent land ('land west of Alexandra Road') would be beneficial as detailed within the Allocations Submission Document.</p> |

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| <p>Both Option WGW2 and WGW3 require access to Great Wakering High Street. Given the current layout of this area there are limited options to achieve this access. In the case of the site to the west of Alexandra Road (WGW3) this could only be through Exhibition Lane. The Lane is completely inadequate for such use, and this would put at risk the character and buildings of the Lane. It is suggested that an explicit Recommendation/ Key Observation be made drawing attention to this aspect.</p> | <p>Detailed assessments have been undertaken of all the sites in the Discussion and Consultation Document, as well as those submitted through the ‘Call for Sites’ that conform to the Core Strategy. These are contained in the Detailed Assessment of Potential Residential Site Options (September 2012) document which forms part of the evidence base for the Allocations Document.</p> <p>Access has been addressed within the Concept Statement for Policy SER9.</p> |
| <p>Option E9 Star Lane Brickworks – It is suggested that an extra bullet point be inserted in this section (paragraph 6.122) to acknowledge that a planning application has already been submitted for this site.</p> | <p>Noted.</p> |
| <p>The Updated SA Report (paragraph 6.68) refers to the short-term detrimental effects of development on communities. However, the development proposed to the west and south of Great Wakering (residential and employment) is unlikely to be ‘short-term’ development.</p> | <p>Noted.</p> |
| <p>It is noted that throughout the document reference is made to the need to “carefully consider” the cumulative impact of developments on WGW options and Great Wakering village. Clarification is required as to what practical form this consideration will take.</p> | <p>This issue is considered further within the Allocations Submission Document and SA.</p> |

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| Issues Raised | Responses |
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| <p>Section 9 'Conclusion and Next Steps' really does not present any firm details or proposals as to how the impact and implications of this proposed scale of development in Great Wakering and the cumulative impact of development on the community will be monitored and managed by the Council. This section should provide much greater clarity in respect of this.</p> | <p>An implementation, delivery and monitoring section has been included within the Allocations Submission Document.</p> |
| <p>Questions were raised in previous representations in regard to matter of due process. Those questions remain unanswered and unjustified by RDC to date. We would appreciate confirmation therefore from RDC as to whether the issues raised have been taken into account as part of the SA process.</p> | <p>Issues raised during the previous consultation on the SA (in January/February 2012) have been addressed within the Updated SA Report (Appendix 12).</p> |
| <p>A number of matters raised have referred to the content of, or context provided by, Appendix 1 of the Allocations DPD Discussion and Consultation Document. It is clearly relevant to refer to information contained within the document to which the SA relates. In this instance, it appears that the distance of time between the two documents is the principal matter of concern rather than the efforts of consultees to reference comments between the two documents. Had the two documents accompanied each other, such matters could indeed have been raised at the same time.</p> | <p>The Updated SA Report assessed the options within the Discussion and Consultation Document, as opposed to the Appendix 1 of the Discussion and Consultation Document which provided an assessment of the sites that were put forward for consideration through the 'Call for Sites'. Comments in relation to Appendix 1 should have been raised during the initial 2010 consultation, or the later July/August 2012 consultation when both documents were considered together.</p> |
| <p>The continued deference to the matters considered during the preparation of the Core Strategy should be treated with caution prior to the judgement on the soundness of the Core Strategy. This judgement will have significant implications for the Allocations DPD and its accompanying Sustainability Appraisals (SA).</p> | <p>On 21 September 2012 the Judge ruled in favour of Rochford District Council.</p> |

| Issues Raised | Responses |
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| <p>The delay between the production of the Discussion and Consultation Document in 2010 and the publication of the draft SA in January 2012 fails to accord with the requirements of the SEA Directive for it to accompany the plan and for it to be carried out during the preparation of the plan – in this case the Allocations DPD: Discussion and Consultation Document.</p> <p>Consultees have been deprived of an early and effective opportunity within appropriate timeframes to express an opinion on the plan and accompanying SA.</p> <p>The publication of a further SA six months later does nothing to improve the ability of the SA to address the requirements of the SEA Directive.</p> | <p>SA is an iterative process, and the results of the SA work undertaken has been integrated into the development of the final document. The previous SA acknowledged the delay between the publication of Discussion and Consultation Document in 2010, and the publication of the draft SA in January 2012. It recommended that stakeholders should be provided with an additional opportunity to comment on the finalised Updated SA and the Discussion and Consultation Document together. Consequently an additional consultation (to which these comments have been submitted) has been undertaken.</p> <p>How the recommendations within the Updated SA Report (July 2012) have been integrated into the preparation of the Allocations Submission Document are detailed within Appendix 12 of this report.</p> <p>A 'Critical friend/ compliance review of <i>Rochford Allocations DPD: Discussion & consultation document Sustainability Appraisal</i>' was undertaken by Enfusion for the initial SA to assess whether it met the requirements of the SEA Directive and whether it is in accordance with current guidance. A copy of this for the Updated SA Report (July 2012) for the Discussion and Consultation Document can be found in Appendix 14.</p> |

| Issues Raised | Responses |
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| <p>RDC has also considered a paper on the potential routes available to extend the life of the Core Strategy by rolling it forward to cover a period of at least 15 years. It is significant that the preferred route, whilst being accepted by officers as failing to address the requirements of the NPPF, will pursue the designation of further land within the broad locations for growth for future development. The effect of this decision is such that future growth beyond 600 dwellings in West Rochford can be expected to come forward.</p> | <p>An early review of the Core Strategy (predominantly Policy H3) was agreed with the Inspector who conducted the examination into the soundness of the document.</p> <p>In addition the Core Strategy and the Allocations Submission Document are flexible to enable development to be brought forward in the plan period, if necessary.</p> |
| <p>Emphasis is placed on the importance of public transport connectivity between land to the west of Rochford and Southend. There is concern that development in West Rochford would undermine the role of Rochford. The SA appears to support this assumption (i.e. that the future residential of any development to the west of Rochford will look to Southend to satisfy their employment and recreational/shopping needs).</p> <p>This raises concerns regarding the sustainability of the proposed general location, it adds to the notional merging of the two settlements as RDC clearly expects future residential to travel west away from Rochford rather than look to the town centre to meet their needs.</p> | <p>The sustainability of the general location of West Rochford has been addressed through the preparation of the adopted Core Strategy. The Allocations DPD: Discussion and Consultation Document identified four alternative options with differing relationships to the existing residential area, and the services and facilities within the town centre, as well as the train station and bus routes along West Street and Ashingdon Road. Consequently a site has been proposed within the Submission Document (Policy SER2).</p> <p>Emphasis is not considered to be greatly placed on the connection between Rochford and Southend. The adopted Core Strategy recognises the relationship between different parts of the District and neighbouring local authority areas (see page 34 of the adopted Core Strategy). In this case, Rochford has links with the neighbouring area of Southend, and the appraisal acknowledges that there is potential for the creation of a “bus service heading west from the site, towards the main routes into Southend and to proposed employment growth at Southend Airport.” (page 221; Updated SA Report July 2012).</p> |

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| | The Updated SA does not support this assumption that development would undermine the role of Rochford. It simply acknowledges the relationship between Rochford, Southend and London Southend Airport, and seeks to ensure that sustainable transport provision is available in this location. |
| There was a failure to consult key stakeholders on the scope of the SA. | The statutory consultees were consulted on both the scope of the overarching LDF scoping report as well as the scope of the SA as set out in the report. |
| There is a lack of transparency as to the manner in which stakeholder opinion on the issues raised during the consultation on the Allocations DPD have been taken into account during its preparation. | This will be detailed within Consultation Statement prior to submission of the Allocations Submission Document to the government for independent examination. |
| Description of the effects of the proposals set out within the SA fail to address matters of magnitude, timescale, permanence, probability and nature (i.e. secondary, cumulative and/or synergistic). | These have been appropriately addressed within the Updated SA (July 2012), as confirmed by the compliance review. These have also been addressed within this report, in accordance with the SEA Directive. |
| Inconsistencies in the comparative assessment of the different allocations considered. | The assessments are not considered to be inconsistent. |
| RDC has failed to provide for a high level of protection or the environment in undertaking the SA and has failed to sufficiently integrate environmental considerations into the preparation of the Allocations DPD. | The Updated SA (July 2012) has considered the environmental, economic and social implications of the options included in the Discussion and Consultation Document, and has also considered additional alternative options suggested through consultation on the DPD. The Updated SA (July 2012) is supported by a compliance review (Appendix 14). |

| Issues Raised | Responses |
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| <p>There is concern as to whether the SA of the Allocations has been an integral part of the plan-making process that is transparent and open to public participation.</p> | <p>The SA is an iterative process and has been used, alongside the wider evidence base, to inform the development of the Allocations Submission Document.</p> |
| <p>Identified spatial options proposed in regard to West Great Wakering have not been logically produced. Some Options (specifically WGW2, WGW3 and WGW4) relate to land parcels which have no spatial relevance to one another. In response to previous comments, RDC have responded that they were drawn up having regard to the need to accommodate the <i>‘dwelling and infrastructure requirements of the RDC Core Strategy’</i> (Source: p.1586, Appendix 12- Summary of responses to SA Consultation).</p> <p>However, infrastructure requirements are often specific to the needs of individual development proposals, and are best reflected in how individual sites might meet the future sustainable development needs of local communities.</p> <p>In terms of meeting the strategic housing requirement, it is evident that any identified shortfall in dwelling numbers arising from WGW2 can be met through the delivery of additional housing on land formed by WGW5 or potentially other sites within Great Wakering, without the need to use Green Belt land south of the High Street.</p> | <p>Noted.</p> <p>The response quoted from Appendix 12 of the Updated SA (July 2012) relates to the specific infrastructure requirements to accompany development in the general location of West Great Wakering set out in Appendix 1 of the adopted Core Strategy. These include public open space, play space, youth facilities and community facilities.</p> <p>The Updated SA recommended/observed that “If an option may not be able to accommodate the number of dwellings at an appropriate density then an allocation comprising parts of options presented at the Discussion and Consultation stage (as opposed to one of the options in its entirety) may be preferable. In this case, ecological protection may need to be weighed against landscape protection.” (bullet 11 page 48; Updated SA July 2012). Consequently a policy consisting of two sites has been identified for the general location of West Great Wakering (Policy SER9).</p> |

| Issues Raised | Responses |
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| <p>The updated SA Consultation fails to recognise the benefits of land west of Little Wakering Road, West Great Wakering and how the site might meet the future sustainable growth and development needs of West Great Wakering. The site is immediately available and has the potential to accommodate a range of alternative uses as well as housing, including elderly car accommodation.</p> | <p>Disagree. The assessment acknowledged that Option WGW5, alongside Option WGW1, performed strongly against the sustainability objectives. Specifically it noted that these options “promote development on one site which is well related to the existing residential settlement and have the potential to promote a defensible Green Belt boundary.” (bullet 1 page 47 Updated SA July 2012). However, concern was expressed with regard to the extension of the site westwards. Consequently a policy consisting of two sites has been identified for the general location of West Great Wakering (Policy SER9).</p> |
| <p>The updated SA assessment of ALT9- Land West of Purdey’s Industrial Estate fails to recognise the benefits which the site can bring in terms of the delivery of new employment land to meet the authority’s future employment needs, combined with new infrastructure to serve the town as a whole.</p> <p>The site has the potential to accommodate displaced businesses in addition to other start-up employment uses, through which to support economic growth and activity at a local level.</p> | <p>Disagree. The assessment recognises that the site has the potential to provide additional employment land, but also notes that this site is not located within one of the general locations for new employment land in the Core Strategy (west of Rayleigh, south of Great Wakering and north of London Southend Airport). Previous representations on this assessment have acknowledged that the site can provide employment provision.</p> <p>Noted. However, it should be noted that the Allocations DPD is required to conform to the Core Strategy. The Core Strategy identifies areas for employment growth, including areas where existing Green Belt land will be allocated for employment purposes. The allocation of this site would not accord with the adopted Core Strategy.</p> |

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| <p>The provision of new highways infrastructure may not only facilitate the diversion of Heavy Goods Vehicles away from established residential areas, but could ease traffic flows, whilst delivering broader network capacity improvements.</p> | <p>The assessment has been amended following previous representations on the potential to redirect heavy goods vehicle movements away from Southend Road (page 1550 of the Updated SA). Improvements to the highway network in this location are being explored through the preparation of the Joint Area Action Plan.</p> |
| <p>The representations submitted to the Allocations Development Plan Document: Discussion and Consultation Document in April 2010 in relation to land at Hambro Hill, Rayleigh (Site 194) remain relevant and valid, and will, as understood, continue to be taken into account. The availability and suggested benefits of the site located to the north east of Rayleigh were reiterated.</p> | <p>Noted. This site is not situated within one of the general locations identified in the adopted Core Strategy (as set out in the Site Screening Report September 2012). It has therefore not been considered further in the development of the Allocations Document.</p> |
| <p>Option NLR5 should be given significant weight in view of its performance against the sustainability objectives.</p> | <p>The Updated SA Report acknowledges that Option NLR5 performs strongly against the sustainability objectives. A site similar to Option NLR5 has been identified within Policy SER1.</p> |
| <p>It was questioned why Rawreth Industrial Estate must be redeveloped for housing in order for NLR1, 4 or 5 to be acceptable. Whilst this consultation document describes it as a bad neighbour to the housing which it currently adjoins, there could be scope for a mix of housing and alternative employment within its boundaries, so that it could continue to provide some employment opportunities, thus reducing the distance to travel to work for some local residents. With a suitable landscape/visual buffer to its western boundary, it need not be an impediment to those NLR Options. Only NLR2 would appear to be reliant on its redevelopment to link with the existing community.</p> | <p>The principle of reallocating Rawreth Industrial Estate for residential use is included within the adopted Core Strategy (Policy H1 and ED3) which was subject to independent examination. The approach within the Core Strategy was found to be sound.</p> <p>The industrial estate is currently allocated an AQMA, and there are a number of heavy industrial uses on site which are not considered to be compatible with the surrounding residential uses. The Concept Statement has/will? Taken into account different scenarios and potential mitigation measures for the phasing of development, for example if development to the north of London Road precedes that on Rawreth Industrial Estate.</p> |

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| Cohesive development would be assisted more if the Timber Grove land, including its Green Belt element, and the adjoining land, were included in the Residential Development Area 'NLR'. | This area of land has been included within the site to the North of London Road, Rayleigh (Policy SER1). |
| The Timber Grove care home is a valuable community facility, the preservation of which should be assisted by the Council, via the grant of planning permission for enabling development comprising housing. | <p>The community facilities, including the care home, are not proposed to be reallocated within the Allocations Submission Document. Community facilities will continue to be protected through Policy CLT6 of the adopted Core Strategy.</p> <p>Planning applications are determined through the development management process.</p> |
| Option NLR1 (Objective 1; Question 2; Page 149) – Access to 50 dwellings could be via Timber Grove, London Road, if that is redeveloped for Care Home and housing also. | Noted. This site has been subject to a planning application (12/00279/FUL) which was refused by notice of 9 October 2012. |
| The allocation of Timber Grove, including the Green Belt land to the north, would have sustainability benefits for Options NLR1-5, for example through linking NLR1, NLR2 and NLR5 to London Road and the former Eon site, creating a defensible boundary, opportunity to create pedestrian and cycle links. | Noted. |
| Option NLR2 (Objective 1; Question 2; Page 162) – The wider regeneration benefits of NLR2 would appear low, given its need for connection through existing residential streets and the redeveloped Rawreth Industrial Estate. | Noted. |
| Option NLR3 (Objective 1; Question 1; Page 176) – Agree that NLR3 satisfies this objective very well. The loss of the playing field could easily be mitigated. | Noted. |

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| <p>Option NLR3 (Objective 1; Question 2; Page 176) – With residential redevelopment of the former Eon site under way, if the Timber Grove site between the Eon site and NLR3 is redeveloped for housing also, NLR3 would not be isolated from the existing residential environment. Therefore it would promote regeneration and enhancement of the existing community, by creating a new residential entrance to town.</p> | <p>Noted.</p> |
| <p>The representations submitted to the Allocations Development Plan Document: Discussion and Consultation Document in April 2010 in relation to land at Canewdon (Site 193) remain relevant and valid, and will, as understood, continue to be taken into account.</p> <p>The availability and suggested benefits of the site located to the south west of Rayleigh were reiterated.</p> | <p>Noted.</p> |
| <p>Landscape and visual appraisal (Site 193) – The Appraisal suggests that development should be restricted to the lower half of the site, where building heights should be predominantly two storeys. The upper part would include a new area of open space respecting views of the Church tower and the Conservation Area.</p> | <p>Noted.</p> |
| <p>Highways, Drainage and Utilities Statement (Site 193) – Information provided including:</p> <ul style="list-style-type: none"> • that a new access has been agreed in principle with Essex County Council highways to connect Lark Hill Road via a simple ‘T’ junction approximately 55m west of Church Lane; | <p>Noted.</p> |

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| <ul style="list-style-type: none"> • the site is within walking distance to local services and is also accessible by bus, with bus stops located a short distance from this site; • there is scope to provide a new footway along Lark Hill Road; • the Environment Agency has confirmed that the site falls within Flood Zone 1 and is therefore at low risk of flooding; • a SUDs strategy can be devised and potentially include the provision of off-line detention basins; • Essex and Suffolk Water has confirmed that the existing water supply distribution main is capable of serving the proposed development; and • Gas distribution mains are in close proximity to the site. | |
| <p>Masterplanning for Site 193 demonstrates that a range of house types in terms of tenure and affordability can be accommodated on the site, a concern which was raised at page 41, section 6.48 of the Updated Sustainability Appraisal.</p> | <p>Noted.</p> |
| <p>Site 193 is sensitive in landscape terms. The plans clearly show the original area of land submitted to Rochford has diminished in size quite significantly and tapers off towards the Church.</p> | <p>Noted.</p> |
| <p>In consultation with the Highways Authority it has been agreed that access to Site 193 should be provided off Lark Hill Road with footpaths and an area of public open space proposed to link to the existing footpath network.</p> | <p>Noted.</p> |

| Issues Raised | Responses |
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| <p>Option WGW3 includes three separate and unrelated plots. It is misleading to assess SA objectives collectively under WGW3 when each plot exhibits different locational and other planning characteristics.</p> <p>One of the three plots comprises land to the west of Alexandra Road. This plot has a good relationship with the existing built-up area of Great Wakering, and is located closer to existing village services on the High Street than any other WGW option. It is therefore incorrect to assert in relation to this plot, under SA Objective 4, that this option is not well related to the High Street, and that local services would be less accessible than for other options.</p> <p>The plot is also capable of providing a defensible Green Belt boundary. Furthermore, due to its visual containment, development in this location would not harmfully extend the developed envelope of the village in landscape quality terms. This contrasts strongly with the damage to Green Belt openness and rural character which would result from development at WGW2, WGW4 (also part of WGW3) and WGW5.</p> | <p>The land to the west of Alexandra Road has been identified as being potentially of ecological value, and the recommendations in the Updated SA Report have been amended to reflect this.</p> <p>This site has not been included within the proposed sites in the general location to the West of Great Wakering (Policy SER9).</p> |

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| <p>The brickworks site (Option E9 southern section of Industrial Estate) is a substantial brownfield plot which forms the larger part of the Core Strategy (Policy H1) re-allocation of the 'Star Lane Industrial Estate'. It is not accepted that the development of the brickworks site for housing purposes could reasonably be described as 'piecemeal' in the event that the existing industrial land to the north does not come forward for housing. The latter is unlikely in the short-term due to multiple ownership and operational issues. Residential development of the brickworks site is not dependent upon any future housing scheme for the industrial land, and offers wide ranging sustainability benefits.</p> | <p>Policy BFR1 in the Allocations Submission Document recognises the different characteristics of the northern and southern sections of the industrial estate. The Concept Statement for development of the industrial estate and residential development in West Great Wakering take into account potential scenarios for development in this location.</p> |
| <p>Residential use of the vacant and derelict brickworks site would provide regeneration and local visual enhancement, and would make beneficial use of a brownfield asset which is located within the general location of West Great Wakering where new housing development is deemed to be appropriate. Other specific sustainability and community need issues related to this site are identified within the Core Strategy, and are currently being addressed at development management stage. As the SA Report confirms, pedestrian links from the brickworks site to the centre of the settlement are provided via the existing footway/footpath network. These links can be enhanced irrespective of whether the existing industrial estate site to the north comes forward.</p> | <p>Noted.</p> |

| Issues Raised | Responses |
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| <p>The key observations of the SA are supported. The brickworks site performs strongly against the SA's objectives within the context of being allocated for residential use. In particular, it would positively impact on the balanced communities, housing, landscape, and land & soil objectives of the SA.</p> | <p>Noted.</p> |
| <p>It was previously suggested that none of the 5 suggested options for residential development north of London Road would be suitable to meet the dwelling and infrastructure requirements for this general location. It was also commented that an employment allocation north of London Road, as part of a comprehensive mixed-use development, would have sustainability benefits.</p> | <p>Noted.</p> |
| <p>It is noted that in the Updated SA, the 5 previously suggested options for residential development are still assessed separately, but it is noted and welcomed that the new recommendation 6 on the bottom of page 32 recognises that a site made up of parts of the previously presented options may be preferable to selection of one of the original options in its entirety.</p> | <p>Noted.</p> |

| Issues Raised | Responses |
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| <p>Key recommendations/observations (page 32), Point 1 and 5 are inconsistent with each other. Point 1 appears to support Option NLP5 on the basis that it could provide a north-south public transport route, whereas point 5 supports the retention of the playing fields which would make point 1 impossible in this configuration.</p> | <p>The previous assessment recognised that the existing playing field is an important local facility which is accessible to the general location. Appendix 12 also noted that representations were received during the consultation on the Discussion and Consultation Document opposing the inclusion of this facility within the options 'North of London Road'. Consequently the Updated SA Report suggested that "The existing playing field to the south of the site is an established community facility which should be retained." (Recommendation/Key Observations 5; page 32). However, to enhance the inclusiveness of the site identified, and given that playing fields are an appropriate form of development in the Green Belt, it is proposed that this facility be relocated to the west of the site on a like for like basis.</p> |
| <p>Key recommendations/observations (page 32), Point 2 states that cohesive development at west Rayleigh would be dependent upon the reallocation and redevelopment of Rawreth Industrial Estate. With appropriate mitigation, development is not dependent upon redevelopment of Rawreth Industrial Estate. If the Estate is redeveloped at some point in the future, then equally the Masterplan would not preclude this, and the layout of the site can take account of this eventuality.</p> | <p>Noted. The Concept Statement takes into account potential different scenarios for the site to the north of London Road and Rawreth Industrial Estate.</p> |
| <p>Key recommendations/observations (page 32), Point 3, the easiest way to ensure that development of residential and employment land is co-ordinated and makes best use of available infrastructure is to incorporate the London Road employment allocation within a mixed-use development to the north of the road.</p> | <p>New employment land to the south of London Road has been identified in accordance with the Core Strategy. This is considered to be well related to proposed new residential development to the north of London Road. Additionally the Concept Statement proposes the development of small-scale neighbourhood shops within the residential allocation.</p> |

| Issues Raised | Responses |
|---|---|
| Key recommendations/observations (page 32), Point 4, we agree with the finding that residential development can be accommodated in a manner that avoids areas at risk of flooding. | Noted. |
| The Updated SA at pages 69-72 includes a discussion of the different options E13-E18, and the inference from paragraphs 6.169-6.170 is that the preference is to use E18 for relocation of uses from Rawreth Industrial Estate, and that E13 is favoured in terms of providing an element of office/light industrial use, presumably to meet the 2 ha requirement in the Core Strategy. | The Allocations Submission Document proposes to relocate the heavier industrial uses present on Rawreth Industrial Estate to an alternative location to the west of the A1245 as identified within Policy NEL2. Light industrial and office uses (including an additional 2 hectares for office use) are proposed to the south of London Road as identified within Policy NEL1. |
| Although noting that the site is previously developed land, the SA doesn't appear to contain any recognition that E13 is an existing employment site, and therefore redevelopment also includes the loss of existing employment land. | The assessment acknowledges (page 851) that this option, if allocated, could result in a loss of some local employment. However, it would not result in a loss of employment land as it is not designated as such. |
| Although E13 is previously developed, the existing uses are relatively low key in nature in terms of comprising principally single storey structures and open parking and storage areas. The intensification of use through redevelopment would create a largely isolated enclave of development in the Green Belt. | The proposed allocation of employment land to the south of London Road does not seek to affect the existing uses, but seeks to formalise the existing uses for employment. However, it proposes additional land to the east and west to accommodate light industrial and office uses. |

Appendix 14 – Compliance Review of the Updated SA (July 2012) – Prepared by Enfusion

**Critical friend/ compliance review of
*Rochford Allocations DPD: Discussion &
consultation document Sustainability Appraisal***

**By Enfusion Ltd for
ROCHFORD DISTRICT COUNCIL**

July 2012



CONTENTS

1 INTRODUCTION

2 RECOMMENDATIONS & CONCLUSIONS

Table 1: COMPLIANCE & QUALITY ASSURANCE REVIEW

| | |
|---------------------------|--|
| <i>date:</i> | <i>V 1.0 March 2012 V2.0 July 2012</i> |
| <i>prepared for:</i> | <i>Rochford District Council</i> |
| <i>prepared by:</i> | <i>Toney Hallahan</i> |
| <i>quality assurance:</i> | <i>Barbara Carroll</i> |



1. Introduction

- 1.1 In March 2012 Enfusion was commissioned to undertake a compliance review and independent assessment of the SA work undertaken by Rochford District Council for its Allocations DPD Discussion and Consultation Document. This report details the findings of the review of the SA report, titled: *Rochford District Council – Allocations Development Plan Document: Discussion and Consultation Document – Sustainability Appraisal*.
- 1.2 The compliance review considered whether the work meets the requirements of the SEA Directive and whether it is in accordance with current guidance¹.
- 1.3 Following the initial compliance review in March 2012, Council Officers have taken forward the recommendations of the review; subsequently revising the SA report- ready for consultation in July 2012. The report will be available on the Council's website at:
http://www.rochford.gov.uk/PDF/planningpolicy_allocations_sa.pdf.
- 1.4 This compliance report has been updated to consider the changes made to the SA report since Enfusion's earlier (March 2012) review.

2. Recommendations & conclusions

- 2.1 The initial compliance review found that the work undertaken to date, for the most part, met the requirements of the SEA Directive and current guidance and provided a thorough and detailed review of the alternatives available to plan-makers in developing the allocations DPD. The main report is clear and appropriately refers to the further detailed appraisal work available in the appendices.
- 2.2 Whilst a number of areas of non-compliance were highlighted to the Council Officers, this was generally due to the current, early stage in the SA process; these areas of non-compliance (e.g. outlining which alternatives were selected or rejected in decision-making) will need to be addressed through the production of the final SA or Environmental Report, and could not be expected to be addressed at this current early stage of development.

■ ¹ ODPM 2005 A Practical Guide to the SEA Directive :
<http://www.communities.gov.uk/publications/planningandbuilding/practicalguidesea>

■ Plan Making Manual produced by the Department for Communities and Local Government (available at: www.pas.gov.uk/planmakingmanual).

■ PAS 2010 Sustainability Appraisal Advice Note <http://www.pas.gov.uk/pas/aio/627078>

2.3 Other deficiencies in the current Discussion and Consultation Document SA were considered to be of a relatively minor nature, and have since been remedied by Officers in the draft consultation SA report. This will help to ensure both compliance and the following of good practice SA/SEA.

Specifically:

- The purpose of the plan and its objectives has now been described in the SA report.
- The requirements of the SEA Directive and how they have been met has been signposted in Appendix 1. (Note: SA Framework objectives should be clearly linked to the SEA topics, as per Enfusion's track changes 13 July).
- A compatibility analysis of plan and SA/SEA objectives has been included at Appendix 2.
- Technical, procedural and other difficulties encountered, assumptions and uncertainties have been made explicit in section 5 of the report.
- Short, medium and long term effects, temporary and permanent effects are considered throughout the report.
- A Non-Technical Summary has been included and can be updated for the final SA Report.
- Reference to the Habitats Regulations Assessment work undertaken to date has been included and should be updated in the final SA report, including discussion of findings.

2.4 Of key importance, the final SA report should include the following further information:

- The reasoning for selection and elimination of strategic alternatives.
- Reasons for choosing the plan or programme as adopted.

2.5 Table 1 below contains the updated compliance review undertaken in July 2012, after Enfusion's original recommendations were adopted.

Table 1: Detailed Compliance review of Discussion & Consultation SA Report with SEA Directive and good practice

| | | Requirements of SEA Directive | Compliance | Reference to Rochford Allocations DPD Discussion & Consultation Document Sustainability Appraisal *Denotes non-compliance, but where compliance can be met through completion of the final SA report. |
|---|---|------------------------------------|------------|--|
| | Objectives and Context | | | |
| 1 | The plan's or programme's purpose and objectives are made clear. | Directive 2001/42/EC Article 5(1)a | Yes | Detailed in section 1 of the SA Report. |
| 2 | Sustainability/environmental issues and constraints, including international and EC protection objectives, are considered in developing objectives and targets. | Directive 2001/42/EC Article 5(1)e | Yes | The SA Framework has been derived from a review of the plans and programmes and strategic analysis of the baseline information. Refer to para 6.37 of the SA Report. Refer also to 6.27 for discussion of International and European objectives. |
| 3 | SA/SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate. | | Yes | Section 4 of the SA report includes the SA framework of objectives (Table 3). A new section 17 on implementation and monitoring clearly sets out indicators and targets. |
| 4 | Links with other related plans, programmes and policies are identified and explained. | Directive 2001/42/EC Article 5(1)a | Yes | Section 4, para 6.27-6.30 illustrate these links and where relevant linkages are also made in the appraisals. The report also refers readers to the SA of the Core Strategy for further detail. |

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| 5 | Conflicts that exist between SA/SEA objectives, between SA/SEA and plan objectives, and between SA/SEA and other plan objectives are identified and described. | | Yes | Compatibility analysis, including conflicts is now provided at Appendix 2 of the SA Report. |
| Scoping | | | | |
| 6 | Consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report. | Directive 2001/42/EC Article 6.1 & 6.2 | Yes | Refer to Section 4, Task A4 for information on consultation with Statutory Authorities. |
| 7 | The assessment focuses on significant issues. | | Yes | The SA Framework was drafted to ensure that significant issues are addressed in the appraisal. The detailed appraisals and summaries clearly illustrate how key significant issues such as flood risk, transport and landscape have been considered. |
| 8 | Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit. | | Yes | Identified where relevant throughout the SA report (e.g. in appraisal matrices) and summarised in new section on uncertainties and assumptions in Section 5 of the SA report. |
| 9 | Reasons are given for eliminating issues from further consideration. | | N/A | No issues were eliminated. This is typical for SAs of spatial plans as all issues are often considered to be relevant. |
| Alternatives | | | | |

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| 10 | Realistic alternatives are considered for key issues, and the reasons for choosing them are documented. | Directive 2001/42/EC Article 5(1)h | No* | <p>The Discussion and Consultation version of the DPD specifies potential site allocation options for general locations for development having regard to the proposals and areas set out in the Core Strategy Document. For the purposes of SA, any options that were not in conformity with the Core Strategy would not be considered to be realistic alternatives. This approach is consistent with Government advice on the tiering of SA.</p> <p>Section 4 Task A4 of the SA Report detail the various alternatives considered and reasons why these alternatives have been considered.</p> <p>The reasons for selecting or rejecting alternatives will need to be given in the final SA report produced once decisions have been made about which sites are being taken forward.</p> |
| 11 | Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant. | | Yes | <p>The 'do minimum' or 'business as usual' scenario (i.e. to not prepare the Allocations Document) is not considered relevant as it would result in the inability to deliver the Core Strategy.</p> <p>Notwithstanding, the appraisal has been undertaken against the existing baseline conditions and trends, which effectively constitutes a business as usual approach.</p> <p>This is explained in the SA report, Section 5, Task B2 (para 6.300</p> |
| 12 | The sustainability/ environmental effects (both adverse and beneficial) of each alternative are identified and compared. | Directive 2001/42/EC Article 5(1)b | Yes | The adverse and beneficial effects of each alternative are detailed in the appendices to the Discussion and Consultation SA Report. |
| 13 | Inconsistencies between the alternatives and other relevant plans, | | Yes | Where relevant, any inconsistencies are described in the appraisal matrices. |

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| | programmes or policies are identified and explained. | | | |
| 14 | Reasons are given for selection or elimination of alternatives. | Directive 2001/42/EC Article 5(1)h | No* | The sustainability performance of the options is described in the SA Report. The reasoning for selection and elimination of strategic alternatives will need to be included in the final SA report, which is the appropriate place to do this. |
| Baseline information | | | | |
| 15 | Relevant aspects of the current state of the environment/sustainability and their likely evolution without the plan are described. | Directive 2001/42/EC Article 5(1)b | Yes | Section 4, Task A2 of the report refers to the Baseline, produced annually by Essex County Council, which contains this information. |
| 16 | Environmental/sustainability characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan. | Directive 2001/42/EC Article 5(1)c & Article 5(1)d | Yes | Where relevant and available, information regarding particular areas has been included in the Baseline, produced annually by Essex County Council. |
| 17 | Difficulties such as deficiencies in information or methods are explained. | | Yes | Uncertainties and difficulties are described in the appraisal matrices, and summarised in a new section on uncertainties and assumptions in Section 5. |
| Prediction and evaluation of likely significant environmental effects | | | | |
| 18 | Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as | Directive 2001/42/EC Article 5(1)f | Yes | Relevant sustainability topics addressed in the SA Framework, however the correlation with SEA topics should be made clear in the framework. |

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| | relevant; other likely environmental/sustainability effects are also covered, as appropriate. | | | |
| 19 | Both positive and negative effects are considered, the duration of effects (short, medium or long-term), and temporary/permanent effects are addressed. | Directive 2001/42/EC Article 5(1)f | Yes? | Positive and negative effects are detailed in the appraisal matrices. Short, medium and long term effects, temporary and permanent effects are considered throughout the SA report and also in the conclusion. |
| 20 | Likely secondary, cumulative and synergistic effects are identified where practicable. | Directive 2001/42/EC Article 5(1)f | Yes | Cumulative impacts are considered, in the options appraisal, as relevant. This will be more relevant in the SA of the final plan, where the cumulative impacts of all the selected sites should be considered. |
| 21 | Inter-relationships between effects are considered where practicable. | Directive 2001/42/EC Article 5(1)f | Yes | Where relevant these are outlined in the appraisal matrices. As above, this may also be more relevant to the final SA report. |
| 22 | The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds. | | Yes | These are referred to in the appraisal matrices , where relevant, however due to the high level nature of the appraisal, this is not always appropriate. |
| 23 | Methods used to evaluate the effects are described. | | Yes | The appraisal methods are described in section 5 of the Discussion and Consultation SA Report |
| Mitigation measures | | | | |

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| 24 | Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated. | Directive 2001/42/EC Article 5(1)g | Yes | At this stage of the Allocations DPD, the sustainability effects of the different options have been assessed comparatively against each other to identify the most sustainable option. Potential mitigation measures to offset adverse effect have been explored, but this will need to be further considered in the final SA report. |
| 24 | Issues to be taken into account in project consents are identified. | | Yes | Yes, where appropriate, and should also be a consideration for the final SA report. |
| The Environmental Report | | | | |
| 25 | <p>The final Environmental report is also known as the SA report, and is yet to be produced by the Council. However, the current draft has progressed as many of the following requirements as is possible at this stage:</p> <ul style="list-style-type: none"> ▪ Be clear and concise in its layout and presentation. Yes ▪ Use simple, clear language and avoids or explains technical terms. Yes ▪ Use maps and other illustrations where appropriate. Yes (refer to the SEA Baseline) ▪ Explain the methodology used. Yes, sections 4 & 5 ▪ Explain who was consulted and what methods of consultation were used. Yes discussed throughout report- especially in Section 7. ▪ Identify sources of information, including expert judgement and matters of opinion. Yes ▪ Contain a non-technical summary (NTS) covering the overall approach to the SA/SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA. Yes (and to be updated for final SA report) | | | |
| Consultation | | | | |
| 32 | The SA/SEA is consulted on as an integral part of the plan-making process. | | Yes | The SA has been consulted on as an iterative and ongoing process – and integral to the plan-making process. Discussed throughout report- and especially in Section 7. |
| 33 | Consultation Bodies and the public likely to be affected by, or having an | Directive 2001/42/EC | Yes | Statutory and public consultation has been undertaken according to statutory timeframes i.e. 5 weeks for SA scoping with statutory |

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| | interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report. | Article 6.1 & 6.2 | | consultees; at least 6 weeks for this discussion and consultation stage. |
| Decision-making and information on the decision | | | | |
| 34 | The environmental report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme. | Directive 2001/42/EC Article 8 | ? | This will become evident at the next stage of assessment. Refer also Appendix 12. |
| 35 | An explanation is given of how they have been taken into account. | Directive 2001/42/EC Article 9 (1) b | Yes | Refer Appendix 12, consultation responses to date. |
| 36 | Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered. | Directive 2001/42/EC Article 9 (1) b | No* | Reasons for choosing the plan or programme as adopted will need to be outlined in the final SA report. |
| Monitoring measures | | | | |
| 37 | Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA. | Directive 2001/42/EC Article 5 (1) i | Yes | Refer to Section 8 Implementation and Monitoring of the SA Report. |
| 38 | Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies | Directive 2001/42/EC | N/A | This will be an ongoing process after adoption of the plan through the Annual Monitoring Review. |

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| | in baseline information in the SEA. | Article 10 | | |
| 39 | Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.) | | N/A | As above. |
| 40 | Proposals are made for action in response to significant adverse effects. | | N/A | As above. |
| Appraisal of Significant Changes & SEA Statement | | | | |
| This should be considered in further detail in the final SA Report | | | | |

Appendix 15 – Addendum to Sustainability Appraisal

The draft Allocations Submission Document was presented to Members at Full Council on 27 November 2012. Members agreed the document for pre-submission consultation provided that the site identified for residential development in the general location of West Hockley was amended to exclude greenfield land to the east (Policy SER3).

The site identified in the consultation document (November 2012) therefore includes a slightly smaller area than previously assessed within Appendix 4. This revised site would still have the capacity to accommodate the dwelling and infrastructure requirements in this general location as set out in the adopted Core Strategy, and as such, this change is not considered to have a significant impact on the SA objectives for Policy SER3.

Appendix 16 – New/Updated Plans and Programmes

A.1.1 Sustainable Development & Environmental Policy

National

Zero Carbon Homes, DCLG July 2010

Sustainable New Homes: The Road to Zero Carbon: Consultation on the Code for Sustainable Homes and the Energy Efficiency standard for Zero Carbon Homes, December 2009

Zero Carbon for New Non-domestic Buildings: Consultation on Policy Options, November 2009

A.1.2 Air Quality & Noise

A.1.3 Climatic Factors

National

DfT Local and Regional Climate Change Research Report, DfT, July 2010

Energy Act 2011

Regional

East of England Renewable and Low Carbon Energy Capacity Study - For the Department for Energy and Climate Change (2011)

County

Essex and South Suffolk Shoreline Management Plan 2010

A.1.4 Economy

A.1.5 Landscape, Open Space & Recreation

Local

Open Space Study 2009

A.1.6 Cultural Heritage including Architectural & Archaeological Heritage

A.1.7 Biodiversity, Fauna, Flora & Soil

National

Biodiversity 2020: A Strategy for England's wildlife and ecosystem services

A.1.8 Water

National

Flood and Water Management Act 2010, Royal Ascent April 2010

Regional

River Basin Management Plan - Anglian River Basin District (December 2009)

Essex and Suffolk Water Resource Management Plan (2010)

County

South Essex Outline Water Cycle Study Technical Report (September 2011)

South Essex Surface Water Management Plan 2012

Local

Strategic Flood Risk Assessment Level 1 & 2 Final Report (February 2011)

A.1.9 Material Assets

Regional

Essex and Southend- on Sea Joint Waste Management Strategy (2009)

A.1.10 Transport

National

Department for Transport White Paper Creating Growth, cutting carbon, making sustainable transport happen (2011)

County

Essex Transport Strategy: the Local Transport Plan for Essex (June 2011)

Essex Schools and Colleges Sustainable modes of Transport Strategy 2009

A.1.11 Housing

National

Creation of Local Housing Trusts DCLG June 2010

County

Essex Gypsy and Traveller Accommodation Assessment (2009)

Local

Affordable Housing Viability Study (2010)

A.1.12 Communities & Health

County

Essex Gypsy and Traveller Accommodation Assessment (2009)

A Golden Opportunity – Health in South West Essex - NHS SWE Strategic Plan 2009-2014

Local

Rochford Sustainable Community Strategy 2010-2015

A.1.13 Other Spatial Development Policy

National

National Planning Policy Framework (2012)

Community Infrastructure Levy (CIL) (2010)

Community Right to Build, DCLG (2010)

Positive Planning for New Free Schools, DCLG, July 2010

Structural Reform Plan, DCLG, July 2010

Regional

East of England Plan: (May 2008) (Revoked - 3 January 2013)

Thames Gateway South Essex Strategic Housing Market Assessment: Update Report (2010)

Local

Rochford District Core Strategy DPD (adopted December 2011)

Rochford District Development Management Preferred Policy Options Document

Appendix IV: Review of Relevant Plans and Programmes

A.1 INTRODUCTION

The review of relevant Plans and Policies has been presented in a detailed data table.

- A.1.1 Sustainable Development & Environmental Policy
- A.1.2 Air Quality & Noise
- A.1.3 Climatic Factors
- A.1.4 Economy
- A.1.5 Landscape, Open Space & Recreation
- A.1.6 Cultural Heritage including Architectural & Archeological Heritage
- A.1.7 Biodiversity, Fauna, Flora & Soil
- A.1.8 Water
- A.1.9 Material Assets
- A.1.10 Transport
- A.1.11 Housing
- A.1.12 Communities & Health
- A.1.13 Other Spatial Development Policy

A.1.1 Sustainable Development and Environmental Policy

International

| The Johannesburg Declaration of Sustainable Development 2002 | |
|--|---|
| <p>This declaration was signed at the World Summit on Sustainable Development, where the principles of international commitment to sustainable development were reaffirmed, 30 years after the Stockholm Summit and ten years after the Stockholm Declaration of 1992.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Undertake to strengthen and improve governance at all levels, for the effective implementation of Agenda 21.</p> |
| Environment 2010: Our Future, Our Choice (EU Sixth Environment Action Programme) | |
| <p>The latest Environment Action Programme gives a strategic direction to the Commission's environmental policy over the next decade, as the Community prepares to expand its boundaries. The new programme identifies four environmental areas to be tackled for improvements:</p> <ul style="list-style-type: none"> ▪ Climate Change; ▪ Nature and Biodiversity; ▪ Environment and Health and Quality of Life; and ▪ Natural Resources and Waste. | |
| <p>Objectives, Targets & Indicators</p> | <p>Recognises that land use planning and management decisions in the Member States can have a major influence on the environment, leading to fragmentation of the countryside and pressures in urban areas and the coast. Also includes objectives on stabilising greenhouse gases, halting biodiversity loss, reducing pollution and resource use. Under the EAP framework, Thematic Strategies are being developed on:</p> <ul style="list-style-type: none"> ▪ Air quality; |

| | |
|--|--|
| | <ul style="list-style-type: none"> ▪ Soil Protection; ▪ Sustainable use of Pesticides; ▪ Waste Prevention and Recycling; ▪ Sustainable Use of Natural Resources; and ▪ Urban Environment. |
|--|--|

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| A Sustainable Europe for a Better World: A European Union Strategy for Sustainable Development (2001); Communication from the Commission to the Council and the European Parliament on the review of the Sustainable Development Strategy - A platform for action 2005 | |
| The document sets the challenge to maintain a momentum that mutually reinforces economic growth, social welfare and environment protection. | |
| Objectives, Targets & Indicators | <p>The Review highlights a number of key issues which need a strong push at the highest political level to engage the public, speed up decision-making and action at all levels, encourage more 'joined up' thinking and accelerate the uptake of new and better ideas. These are:</p> <ul style="list-style-type: none"> ▪ Climate change and clean energy ▪ Public health ▪ Social exclusion, demography and migration ▪ Management of natural resources ▪ Sustainable transport ▪ Global poverty and development challenges |

National

| | |
|--|--|
| PPS1: Delivering Sustainable Development 2005 | |
| The document sets out the key policies and principles and the Government's vision for planning. It includes high level objectives and sets out the framework for specific policies further developed in the thematic Planning Policy Statements which will substitute the current PPG documents. | |

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| Objectives, Targets & Indicators | <p>Sustainable development is the purpose of planning. Communities need to be actively involved in the planning process, which is not simply regulations and control but must become a proactive management of development. These overarching objectives inform specific objectives such as promotion of urban and rural regeneration, of local economies, of inclusive, healthy and safe communities</p> |
|---|---|

| Planning and Climate Change – Supplement to PPS1 Consultation Document 2006 | |
|--|--|
| Objectives, Targets & Indicators | <p>Sets out how spatial planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable. Spatial planning, regionally and locally, provides the framework for integrating new development with other programmes that influence the nature of places and how they function. Forms part of a wider package of action being taken forward by Communities and Local Government to help deliver the Government's ambition of achieving zero carbon development. This includes the <i>Code for Sustainable Homes</i> and a consultation document, <i>Building a Greener Future</i>, which sets out how planning, building regulations and the <i>Code for Sustainable Homes</i> can drive change, innovation and deliver improvements to the environment. The Council should aim for carbon neutral new development and monitor the amount of development which meets agreed targets.</p> |

| PPS 7 – Sustainable Development in Rural Areas 2004 | |
|---|--|
| <p>Quality of life and the environment in rural areas need to be enhanced through the sustainable development of communities and their environment.</p> | |
| Objectives, Targets & Indicators | <p>Requires that development within and outside existing villages should be permitted where it meets local economic and community needs, where it maintains or enhances the environment and does not conflict with other policies. Priority should be given to the conservation of the natural beauty of the landscape in AONBs and National Parks. When determining planning applications the presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations.</p> |

| Defra: Securing the Future: The Government's Sustainable Development Strategy 2005 | |
|---|--|
| This is a review of the original sustainable development strategy produced in 1999. | |
| Objectives, Targets & Indicators | <p>The new objectives included within the strategy are:</p> <ul style="list-style-type: none"> ▪ Living within environmental limits; ▪ Ensuring a strong healthy and just society; ▪ Achieving a sustainable economy; ▪ Promoting good governance; and ▪ Using sound science responsibly. |

| PPG20: Coastal Planning, 1992 | |
|---|---|
| PPG20 covers the character of the coast, designated areas, heritage coasts and the international dimension and outlines policies for related development. | |
| Objectives, Targets & Indicators | PPG20 defines the role of the planning system in coastal locations to be reconciling development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities on the coast. |

Regional

| Sustainable Futures: Consultation Draft of the revised Integrated Regional Strategy for the East of England, 2007. | |
|--|--|
| The Integrated Regional Strategy (IRS) is a statement of the regional priorities and challenges for the sustainable development of the East of England. It acts as the high-level sustainable development strategy for the Region, bringing the previous IRS published in 2005, together with the Regional Sustainable Development Framework (RSDF) of 2001, into a single strategic document. Publication of the final Framework is scheduled for October 2008. | |

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| Objectives, Targets & Indicators | <p>The purposes of the IRS are:</p> <ul style="list-style-type: none"> ▪ To provide a joined up statement of regional priorities, specifically to inform central government ▪ To provide a clear statement of direction to inform other regional, sub-regional and local strategies and plans ▪ To provide a monitoring framework that will enable an overview of progress on the sustainable development of the East of England ▪ To set a clear direction for the sustainable development of the Region that can inform sustainability appraisal of other plans and strategies. |
|---|---|

County

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| Essex Design Guide, ECC (2005) | |
| The Design Guide provides sustainable and vernacular design guidance for new developments across the County. | |
| Objectives, Targets & Indicators | <ul style="list-style-type: none"> • The visual and physical character of developments and the visual and physical relationship of the development to its townscape and landscape context • The views into and out of developments, landmarks and the surrounding area • Existing movement patterns and access across, around, in and out of developments • Existing and potential nodal points within or near the development • Existing buildings and structures on and adjacent to the site and whether they are to be retained • Slopes, wind shelter and overshadowing • Trees, their spread, height and condition, hedges, boundary features and whether they are to be retained • Wildlife habitats and whether they are to be preserved. • The development should be located in proximity to a town centre or similar set of facilities, and to public transport access • The development has a mix of residential and employment uses, tenures and dwelling sizes in order to reduce the need to travel |

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| | <ul style="list-style-type: none"> • The development is laid out in such a way as to maximise proximity to facilities and public transport and to encourage walking and cycling • The development is laid out in such a way as to safeguard the existing ecology, improve the natural habitat and minimise heat loss from buildings |
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Local

| Urban Place Supplement , ECC/RDC (2006) | |
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| <p>The Urban Place Supplement is a local articulation of the Essex Design Guide. It provides a design framework for the delivery of compact, mixed-use sustainable urban development. The guidance emphasises design quality while ensuring the improvement of infrastructure and the sustainability of existing urban places.</p> | |
| Objectives, Targets & Indicators | <p>The key sections are:</p> <ul style="list-style-type: none"> - Urban Context, detailing the process of context appraisal to ensure that new development responds to the need, aspirations and opportunities of its local context - Influences upon Quality, requiring new development to create urban environments that are attractive, safe and well-maintained - Influences upon Sustainability, requiring all buildings to achieve high standards of environmental performance in order to reduce resource consumption during their construction and use. This section details the requirements for renewable energy technology, water management and conservation measures, and explains how a green points system will help achieve biodiversity within new urban areas |

Sustainable Development and Environmental Policy – Implications for the LDF

The LDF and SA/SEA should have regard for the major challenges posed to the environment of RDC:

- Climate change - to reduce emissions and implications for wildlife, countryside and settlements;
- Growth and development - the level of growth has been set in national and regional targets. The LDF should promote Sustainable Development through objectives for sustainable design, construction and occupation to produce more resource efficient and quality development, and to ensure it is built in the right place at the right time);
- Transport – measures to reduce car-based transport and its impacts on climate, health, air quality and tranquility.

A.1.2 Air Quality and Noise

International

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| <p>Directive 96/62/EC: the Air Quality Framework Directive; Directive 99/30/EC: the First Air Quality Daughter Directive; Directive 2000/69/EC – the Second Air Quality Daughter Directive; Directive 2002/3/EC – the Third Air Quality Daughter Directive; Directive 2004/107/EC- the Fourth Daughter Directive</p> | |
| <ul style="list-style-type: none"> ▪ 96/62/EC: sets the framework for how EU Member States must monitor and report ambient levels of air pollutants. The UK has been divided into zones and agglomerations within which the pollutants will be monitored. ▪ 99/30/EC: sets ambient air limit values for nitrogen dioxide and oxides of nitrogen, sulphur dioxide, lead and particulate matter. ▪ 2000/69/EC: ambient air limit values for benzene and carbon monoxide. ▪ 2002/3/EC: seeks to establish long-term objectives, target values, an alert threshold and an information threshold for concentrations of ozone in ambient air. ▪ 2004/107/EC: sets health-based limits on polycyclic aromatic hydrocarbons, cadmium, arsenic, nickel and mercury, for which there is a requirement to reduce exposure to as low as reasonably achievable. <p>These Directives have been transposed into legislation and implemented in England by the Air Quality Limit Values Regulations 2003. SI 2003 No. 2121. Regulation 14 extends powers, under section 85(5) of the Environment Act 1995, for the Secretary of State to give directions to LAs for the implementation of these Directives</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>LAs have a central role through their duties to work towards meeting the national air quality objectives, which are similar or, in some cases, more stringent than the EU limit values (see paragraph 1B.6) but other organisations – such as the Highways Agency and the Environment Agency – will also be involved.</p> <p>Indicators include the number of Air Quality Management Areas, and water quality.</p> |

National

| Planning Policy Statement 23: Planning and Pollution Control 2004 | |
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| This Guidance advises on matters relating to how the development control process should deal with pollution which may arise from or may affect land use. | |
| Objectives, Targets & Indicators | <p>A strategic approach should be taken to the location of potentially polluting developments and the location of sensitive developments.</p> <p>Development presents the opportunity of remediation and developing on contaminated land in order to reduce the risks currently posed by such land.</p> <p>Where new potentially polluting activities are planned a proactive approach should be taken between the developer and the pollution control authorities.</p> <p>There are no specific targets or indicators.</p> |
| PPG 24 – Planning and Noise 1994 | |
| This PPG gives guidance to local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise sensitive developments and for those activities which will generate noise and introduces the concept of noise exposure categories, recommending appropriate levels for exposure to different sources of noise; and advising on the use of conditions to minimise the impact of noise. | |
| Objectives, Targets & Indicators | Noise-sensitive developments should be located away from existing sources of significant noise (or programmed development such as new roads) and potentially noisy developments should be located in areas where noise will not be such an important consideration or where its impact can be minimised. |

| Environment Act Part IV- LAQM 1995 | |
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| Requires local authorities to review and assess the current, and likely future, air quality in their areas. | |
| Objectives, Targets & Indicators | Where an LA considers that one or more of the air quality objectives, as prescribed in regulations, is unlikely to be met by the required date, it must declare an air quality management area (AQMA), covering the area where the problem is expected. It must then draw up an action plan setting out the measures it intends to take in pursuit of the air quality objectives in the area. |

| Air Quality Strategy: Working Together for Clean Air 2000 | |
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| Objectives, Targets & Indicators | Sets objectives for the eight main air pollutants to protect health. |

| Air Quality and Noise – Implications for the LDF | |
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| Air and noise pollution are increasing concerns and the LDF must incorporate policies specifically relating to the management and avoidance of these sources of pollution, particularly with regard to managing high levels of vehicle use. These policies will be implemented in conjunction with other relevant policies in the plan especially location of development. | |

A.1.3 Climatic Factors

International

| Kyoto Protocol on Climate Change 1997 | |
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| <p>Signing up to the 1997 Kyoto Protocol, 38 Countries (plus the EU) have committed to individual, legally-binding targets to limit or reduce their greenhouse gas emissions. These add up to a total cut in greenhouse-gas emissions of at least 5% from 1990 levels in the commitment period 2008-2012. The UK has committed to an 8% reduction (base year = 1990).</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Achieve a reduction in anthropogenic CO2 levels to at least 5% below 1990 levels by 2012. Consider afforestation and reforestation as carbon sinks.</p> |

National

| Climate Change Bill 2007 | |
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| <p>The Climate Change Bill contains provisions that will set a legally binding target for reducing UK carbon dioxide emission by at least 26 per cent by 2020 and at least 60 per cent by 2050, compared to 1990 levels.</p> | |
| <p>Objectives, Targets &</p> | <p>Key areas</p> <ul style="list-style-type: none"> ▪ Requires the Government to publish five yearly carbon budgets as from 2008 ▪ Creates a Committee on Climate Change |

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| Indicators | <ul style="list-style-type: none"> ▪ Requires the Committee on Climate Change to advise the Government on the levels of carbon budgets to be set, the balance between domestic emissions reductions and the use of carbon credits, and whether the 2050 target should be increased ▪ Places a duty on the Government to assess the risk to the UK from the impacts of climate change ▪ Provides powers to establish trading schemes for the purpose of limiting greenhouse gas ▪ Confers powers to create waste reduction pilot schemes ▪ Amends the provisions of the Energy Act 2004 on renewable transport fuel obligations. |
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| PPS 1 Supplement Planning and Climate Change 2005 | |
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| <p>As a supplement to PPS1, the strategy sets out how spatial planning should contribute to reducing emissions and stabilising climate change and take into account the unavoidable consequences of climate change. The supplement reflects the expectations of the Government's Planning Green Paper, <i>Planning – delivering a fundamental change</i> and focuses on national policy to provide clarity on what is required at regional and local levels and should be taken into account by Local Authorities.</p> | |
| Objectives, Targets & Indicators | <p>Regional planning bodies, and all planning authorities should prepare and deliver spatial strategies that:</p> <ul style="list-style-type: none"> ▪ make a full contribution to delivering the Government's Climate Change Programme and energy policies, and in doing so contribute to global sustainability; ▪ in enabling the provision of new homes, jobs, services and infrastructure and shaping the places where people live and work, secure the highest viable standards of resource and energy efficiency and reduction in carbon emissions; ▪ deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, overall, reduce the need to travel, especially by car; ▪ secure new development and shape places resilient to the effects of climate change in ways consistent with social cohesion and inclusion; sustain biodiversity, and in doing so recognise that the distribution of habitats and species will be affected by climate change; ▪ reflect the development needs and interests of communities and enable them to contribute effectively to tackling climate change; and, ▪ respond to the concerns of business and encourage competitiveness and technological innovation. |

| PPS1 Companion Guide, 2008 | |
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| The companion guide provides practice guidance and support for the implementation of the policies in this PPS. | |
| Objectives, Targets & Indicators | <p>To deliver sustainable development, and in doing so a full and appropriate response on climate change, regional planning bodies and all planning authorities should prepare, and manage the delivery of, spatial strategies.</p> <p>Decision-making principles Regional planning bodies and all planning authorities should apply the following principles in making decisions about their spatial strategies:</p> <ul style="list-style-type: none"> ▪ the proposed provision for new development, its spatial distribution, location and design should be planned to limit carbon dioxide emissions; ▪ new development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy; ▪ new development should be planned to minimise future vulnerability in a changing climate; ▪ climate change considerations should be integrated into all spatial planning concerns; ▪ mitigation and adaptation should not be considered independently of each other, and new development should be planned with both in mind; ▪ sustainability appraisal (incorporating strategic environmental assessment) should be applied to shape planning strategies and policies that support the Key Planning Objectives; and appropriate indicators should be selected for monitoring and reporting on in regional planning bodies' and planning authorities' annual monitoring reports. Such monitoring should be the basis on which regional planning bodies and planning authorities periodically review and roll forward their planning strategies. |

| PPS 22: Renewable Energy 2004 | |
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| This Statement sets out the Government's planning policies for renewable energy, which planning authorities should have regard to when preparing Local Development Documents and when taking planning decisions. | |

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| <p>Objectives, Targets & Indicators</p> | <p>Regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. Except where these developments are likely to have an adverse effect on designated conservation sites (historic and natural), or designated landscapes. Targets: should be expressed as the minimum amount of installed capacity for renewable energy in the region, expressed in megawatts, and may also be expressed in terms of the percentage of electricity consumed or supplied. Targets should be set for achievement by 2010 and by 2020. Regional targets have been set and these have been expressed for each strategic planning authority.</p> |
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| <p>Our Energy Future – Creating a Low Carbon Economy 2003</p> | |
| <p>The White paper defines a long-term strategic vision for energy policy combining our environmental, security of supply, competitiveness and social goals.</p> | |
| <p>Objectives, Targets and Indicators</p> | <p>Stimulate new, more efficient sources of power generation, and cut emissions from the transport and agricultural sector. Indicator: amount of energy generated from renewable sources</p> |

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| <p>Climate Change: The UK Programme 2006</p> | |
| <p>The UK's programme is a significant contribution to the global response to climate change. It sets out a strategic, far reaching package of policies and measures across all sectors of the economy, to achieve the targets set.</p> | |
| <p>Objectives, Targets and Indicators</p> | <p>Cutting UK Carbon Dioxide emissions by 60% by 2050. Indicator: -amount of energy generated from renewable sources -number of new dwellings achieving level 6 Code for Sustainable Homes (carbon neutral status).</p> |

Regional

| Placing Renewables in the East of England Final Report Arup and White Consultants for East of England Regional Assembly (EERA) (February 2008) | |
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| <p>Arup and White Consultants were commissioned by the East of England Regional Assembly (EERA) to conduct a study to inform the next review of the East of England Plan, with regard to renewable energy generation. The work focused on a selection of grid-connected onshore renewable energy technologies - wind, biomass and landfill gas - which currently amount to around 92% of all renewable electricity production in the East of England.</p> | |
| <p>Objectives, Targets & Indicators</p> | <ul style="list-style-type: none"> ▪ define the resource potential of the region for electricity generation from renewable energy technologies; ▪ test, revise if appropriate and give spatial expression to the current Plan's 2020 targets for renewable energy production in the region2; ▪ recommend a waymark target for 2015; ▪ define broad areas of greater potential for particular technologies; ▪ propose sub-regional (/county) targets for renewable energy production; ▪ propose targets for renewable heat production; ▪ advise on likely trajectories for renewable heat and electricity beyond 2020, to inform the Review and the formulation of regional Climate Change Action Plan targets; and ▪ prepare the relevant draft text for the Review of the Plan, incorporating suitable criteria based policy. |

| Climatic Factors – Implications for the LDF |
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| <p>The production of the LDF is an opportunity to ensure that planning plays its vital role in minimising, managing, and adapting to, the effects of climate change. The SA should ensure the cross-cutting causes and effects of climate change are acknowledged and include mitigation measures and recommendations for policy changes, wherever possible.</p> |

A.1.4 Economy

National

PPS4: Planning for Sustainable Economic Development

The new PPS on Planning for Sustainable Economic Development sets out how planning bodies should, in the wider context of delivering sustainable development, positively plan for sustainable economic growth and respond to the challenges of the global

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| economy, in their plan policies and planning decisions. | |
| Objectives, Targets & Indicators | <p>The Government's key policy outcomes for economic development are to:</p> <ul style="list-style-type: none"> i) Raise the productivity of the UK economy; ii) Maximise job opportunities for all iii) Improve the economic performance of all English regions and reduce the gap in economic growth rates between regions; iv) Deliver sustainable development, the key principles of which, including responding to climate change, are set out in Planning Policy Statement 1¹ and the annex to PPS1 on Climate Change; v) Build prosperous communities by improving the economic performance of cities, sub-regions and local areas, promoting regeneration and tackling deprivation. <p>Regional planning bodies and local planning authorities should plan to encourage economic growth. In seeking to achieve positive planning for economic development, the Government's desired objectives are:</p> <ul style="list-style-type: none"> ▪ A good range of sites identified for economic development and mixed-use development; ▪ A good supply of land and buildings which offers a range of opportunities for creating new jobs in large and small businesses as well as start-up firms and which is responsive to changing needs and demands; ▪ High quality development and inclusive design for all forms of economic development; ▪ Avoiding adverse impacts on the environment, but where these are unavoidable, providing mitigation; ▪ Shaping travel demand by promoting sustainable travel choices wherever possible. |

PPS6 – Planning for Town Centres, 2005

Planning Policy Statement 6 (PPS6) on planning for town centres states that the core principle underpinning planning is facilitating and promoting sustainable and inclusive patterns of development. In terms of town centre planning, this means the creation of vital and viable town centres, in order to ensure successful, thriving, safer and inclusive communities. The provisions of PPS6 are designed to protect and enhance town centres by encouraging new development to be located as centrally as possible and imposing strict

¹ Planning Policy Statement 1: *Delivering Sustainable Development* (ODPM, 2005). The approach to delivering sustainable economic development also forms part of Planning Policy Statement 1.

limits on the circumstances in which developments can be allowed outside the centre.

**Objectives,
Targets &
Indicators**

Development control - As well as proactively planning for development, local authorities must make certain considerations when assessing planning applications for any town centre use. Local authorities have to try to direct growth into town centres through the development control process by ensuring that the application is in as central a site as is appropriate. To ensure all development fulfills this, PPS6 sets out 5 tests which need to be satisfied for the development to be acceptable:

- The need for the development (this only has to be demonstrated for applications outside the town centre)
- That the development is of an appropriate scale
- The sequential approach to site selection – for any site that is outside an existing town centre, it needs to be shown that there is no more central site appropriate for the development
- That there are no unacceptable impacts on existing centres
- That the location is accessible

The Sequential Approach to site selection - The sequential approach is the basis for allowing development only where there are no more central sites available and viable. PPS6 states that “in selecting sites, all options in the centre should be thoroughly assessed before less central sites are considered.”

Assessing impact - Impact assessments should be undertaken for any application for a main town centre use which would be in an edge of centre or out-of-centre location. This includes the impact on other centres of in the region. PPS6 states that in assessing sites, LPAs should consider the impact of the proposal on the vitality and viability of existing centres within the catchment area of the proposed development, including the likely cumulative effect, and points out that the identification of need does not necessarily indicate that there will be no negative impact.

Other matters - Other relevant matters are:

- Physical regeneration - the benefits of developing on previously-developed sites which may require remediation
- Employment – net additional employment opportunities... particularly in deprived areas
- Economic growth – increasing investment

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| Good Practice Guide on Planning for Tourism 2006 | |
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| The guide replaces PPG21 and states that the planning system has a vital role to play in terms of facilitating the development and improvement of tourism in appropriate locations. | |
| Objectives, Targets & Indicators | <p>The stated purpose of the guide is to:</p> <ul style="list-style-type: none"> ▪ ensure that planners understand the importance of tourism and take this fully into account when preparing development plans and taking planning decisions; ▪ ensure that those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications; and ▪ ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism development in a sustainable way. <p>Potential indicators include the estimated tourist spend in the area, visitor numbers and nights.</p> |

| Barker Review of Land Use Planning: Final Report 2006 | |
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| <p>Commissioned by the Chancellor and Deputy Prime Minister the report reviews the planning system in England in the context of globalisation and how planning policies and procedures can better deliver economic growth and prosperity alongside other sustainable development goals. The final report sets out recommendations under the key themes:</p> <ul style="list-style-type: none"> - enhancing the responsiveness of the system to economic factors; - improving the efficiency of the system to reduce the costs associated with delivering desired outcomes; - and ensuring that there is an appropriate use of land. | |
| Objectives, Targets & Indicators | <ul style="list-style-type: none"> ▪ Streamlining policy and processes through reducing policy guidance, unifying consent regimes and reforming plan-making at the local level so that future development plan documents can be delivered in 18-24 months rather than three or more years; |

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| | <ul style="list-style-type: none"> ▪ Updating national policy on planning for economic development (PPS4), to ensure that the benefits of development are fully taken into account in plan-making and decision-taking, with a more explicit role for market and price signals; ▪ Introducing a new system for dealing with major infrastructure projects, based around national Statements of Strategic Objectives and an independent Planning Commission to determine applications; ▪ Ensuring that new development beyond towns and cities occurs in the most sustainable way, by encouraging planning bodies to review their green belt boundaries and take a more positive approach to applications that will enhance the quality of their green belts; ▪ Removing the need for minor commercial developments that have little wider impact to require planning permission (including commercial microgeneration); ▪ Supporting the 'town-centre first' policy, but removing the requirement to demonstrate the need for development; ▪ In the context of the findings of the Lyons Inquiry into Local Government, to consider how fiscal incentives can be better aligned so that local authorities are in a position to share the benefits of local economic growth; ▪ Enhancing efficiencies in processing applications via greater use of partnership working with the private sector, joint-working with other local authorities to achieve efficiencies of scale and scope, and an expanded role of the central support function ATLAS; ▪ Speeding up the appeals system, through the introduction of a Planning Mediation Service, better resourcing, and allowing Inspectors to determine the appeal route. From 2008-09 appeals should be completed in 6 months; and |
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Regional

The Draft Regional Economic Strategy 2008-2031 – EEDA 2007

The Regional Economic Strategy sets out the East of England's economic objectives and how it can achieve them. The current version was published in December 2004. In 2007 EEDA has been reviewing progress and developing a new strategy for the East of England for 2008-31.

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| <p>Objectives, Targets & Indicators</p> | <p>The regional economic strategy sets three overarching ambitions for sustainable economic development in the East of England to 2031:</p> <ul style="list-style-type: none"> ▪ to raise growth in GVA per capita and employee above past trends. This would significantly increase output across the regional economic strategy period to 2031 ▪ to increase the employment rate, to ensure more people contribute to, and benefit from, economic growth ▪ to reduce the levels of CO2 emissions, and to accelerate the decoupling of resource use from economic growth. <p>Five key themes run through the strategy:</p> <ul style="list-style-type: none"> ▪ (1) The international dimension- The East of England is an international gateway region for the UK. Increasing levels of international business activity, migration and cultural exchange will play a major role in determining the future success of the region. ▪ 2) Open Innovation and the ideas economy- In economic terms, if the region is to thrive in the global economy, then it will increasingly be on the basis of ideas and knowledge, and not cost. ▪ (3) Low carbon future- The Stern Review demonstrated that the effects of climate change will increasingly have an impact on the functioning of the economy and have major costs to society. The region needs to deliver a transformational reduction in CO2 emissions and resource use. ▪ (4) Culture and leadership- An outward-facing, innovative region, at the forefront of the low carbon economy, managing the scale and scope of change envisaged over the next generation, places huge demands on people. The regional economic strategy seeks to encourage a leadership and culture which is: entrepreneurial; ideas-driven and innovative in character; embracing learning and continuous personal development; socially and environmentally aware; manifesting itself regionally, sub-regionally and locally – in business, the public and third sectors. ▪ (5) Getting the basics right- If the East of England is to compete successfully for investment and adapt to changing global circumstances, then the region needs strong foundations for the future economy. The region needs the ambition, leadership and unity to drive forward growth ...and... to ensure the fundamental building blocks of the economy - transport infrastructure, housing and places, the skills base and labour market - are resourced appropriately to enable us to compete with leading knowledge regions. |
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Local

| Economic Development Strategy for Rochford District (2008/9 - interim) RDC | |
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| <p>The aim of this particular strategy is to work with partners to maximise the economic well being of businesses in the area, making the District a better place to live and work. It sets out the Council's medium term commitment to economic development in the district, links with the Thames Gateway South Essex Strategic Framework, and takes account of the Regional Economic Strategy</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>The purpose of the strategy is to:</p> <ul style="list-style-type: none"> - Provide a strategic vision for economic development in the District which is in line with the Council's overall vision - Provide a framework to coordinate the achievement of the vision in line with the Council's 6 corporate objectives - Assist in identifying key priorities and the allocation of the necessary resources - Coordinate activity with other local, regional and sub-regional strategies and bodies - Set targets and a monitoring framework to measure progress |

| Economy – Implications for the LDF |
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| <ul style="list-style-type: none"> ▪ The SA and the LDF should seek to support national, regional and local economic objectives, within the context of socially and environmentally sustainable development. In particular the SA can assist with ensuring the plan considers the Regional Economic Strategy objective of working towards a low carbon future. ▪ The scale of development planned presents an opportunity to transform the image of the area and to significantly increase the size of, and contribution from, the visitor economy. |

A.1.5 Landscape, Open Space and Recreation

National

| PPG 17 – Planning for Open Space, Sport, and Recreation 2002 | |
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| This guidance comprises the planning guidance to support outdoor and recreational activities which contribute to the delivery of broader sustainable development objectives such as the support of urban renaissance and rural renewal, the promotion of social inclusion and community cohesion, health and well being. | |
| Objectives, Targets & Indicators | The recreational quality of open spaces can be eroded by insensitive development or incremental loss. In considering planning applications - either within or adjoining open space - local authorities should weigh any benefits being offered to the community against the loss of open space that will occur. Accessibility should be promoted by sustainable modes of transport (including disabled facilities). |
| Framework for Sport in England: making England an Active and Sporting Nation: Vision for 2020 2004 | |
| The Framework has been developed through independent analysis of the facts and the figures underpinning sport, and through research and impact evaluation – finding out what works best to make England an active and successful sporting nation. | |
| Objectives, Targets & Indicators | Game Plan established two broad targets, related to activity and success. “Increasing significantly levels of sport and physical activity with the target of achieving 70% of the population as reasonably active – defined as participating in 30 minutes of moderate exercise five times a week – by 2020”. “Our target is for British and English teams and individuals to sustain rankings within the top 5, particularly in more popular sports”. Targets are as defined above and indicators will include the regional analysis of sporting activity. |

| Countryside and Rights of Way Act 2000 (CRoW) 2000 | |
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| <p>CROW extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new statutory right of access to open country and registered common land, modernise the rights of way system, give greater protection to Sites of Special Scientific Interest (SSSIs), provide better management arrangements for Areas of Outstanding Natural Beauty (AONBs), and strengthen wildlife enforcement legislation.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Emphasises the public's right of access to open country and common land, and gives additional protection to Sites of Special Scientific Interest (SSSI). The Act imposes a duty on public bodies, including WCC to have regard to the conservation and enhancement of the AONBs in the County.</p> <p>Indicators : area of land with open access increase/decrease in footpaths, bridlways, RUPPs</p> |

| Natural Environment and Rural Communities Act 2006 | |
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| <p>The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. The Act implements key elements of the Government's Rural Strategy published in July 2004, and establishes flexible new structures with a strong customer focus.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Key Elements of the Act:</p> <ul style="list-style-type: none"> ▪ The establishment of Natural England will, for the first time ever, unite in a single organisation the responsibility for enhancing biodiversity and landscape – in rural, urban and coastal areas - with promoting access and recreation. ▪ Formal establishment of the new Commission for Rural Communities. ▪ The Act delivers a commitment to curtail the inappropriate use of byways by motor vehicles by putting an end to claims for motor vehicle access on the basis of historical use by horse-drawn vehicles. ▪ Powers for the Secretary of State to directly fund activities within Defra's remit, as a tidying up measure following the creation of Defra and to provide maximum flexibility. ▪ Powers to allow both the Secretary of State, and designated bodies, to delegate Environment, Food and Rural Affairs (EFRA) functions to one another by mutual consent, to provide simple and more effective access to customers. |

Regional

| The East of England Plan for Sport (2004-2008) | |
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| Sport England | |
| The East of England Plan for Sport outlines Sport England (East of England)'s aspirations, priorities and strategies for increasing sports participation in the East of England. | |
| Objectives, Targets & Indicators | <p>Our long term vision for sport and physical activity by 2020 is: 'to increase significantly levels of sport and physical activity, particularly among disadvantaged groups; and to achieve sustained levels of success in international competition'</p> <p>Relevant Headline priorities identified for action (2004 to 2008):</p> <ol style="list-style-type: none"> 1. That sport will contribute to a 1% year on year increase in participation across the region through a 30 minutes a day campaign. 3. We will maximise the investment into sport and active recreation through the land-use planning system. 5. We will create a best practice forum to recognise, showcase and celebrate the value of sport and active recreation through innovation and creativity. 8. There will be greater opportunities for low participation groups through the promotion of effective partnerships and targeted communication. 9. We will strengthen the London 2012 Olympic and Paralympic bid in the East of England through focused activity and promotion. 10. We will increase participation in the region's isolated rural communities through innovation and creativity. 11. We will maximise the role of education by increasing participation through the support of the PESSCL project and the promotion of greater community use of educational facilities. 12. We will increase participation in wider forms of active recreation and sport, such as extreme sports, utilising innovation, promotion and support. 13. Opportunities will be increased for people to participate in sport and active recreation in their sports club, school, workplace or home through better access and improved understanding. 14. We will develop a comprehensive evidence base that will be used to measure and promote the value of sport |

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| | and active recreation. |
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| Woodland for Life-Regional Woodland Strategy for the East of England Forestry Commission | |
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| The Regional Woodland Strategy (RWS) for the East of England is the regional expression of the Government's National Strategy, "England's Trees, Woods and Forests" (ETWF). In turn the ETWF sits within the context of the growing importance of trees, woodland and forestry across Europe. | |
| Objectives, Targets & Indicators | <p>The Strategy vision is that trees and woodlands be widely recognised as bringing high quality sustainable benefits to all who live and work in the East of England.</p> <p>Underpinning the regional Strategy's core vision are six inter-related strategic themes:</p> <p>Quality of Life-We want improved health and well-being for all of the people of the East of England.</p> <p>Education & Learning-We want improved opportunities for lifelong learning and skills development for everyone in the East of England.</p> <p>Economic Development-We want the East of England to be a creative and competitive economy, using resources sustainably.</p> <p>Renewable Energy-We want an increasing proportion of regional energy from renewable sources.</p> <p>Spatial Planning-We want the East of England to be a sustainable, well designed and attractive place in which people will live and work.</p> <p>Natural Environment-We want a high quality natural environment that and enhanced.</p> |

| Landscape, Open Space and Recreation – Implications for the LDF |
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| Regional and sub-regional plans for greenspace will need to be translated into plans for delivery at the local level and brought together with plans for housing and other development. Local Development Frameworks, which set out the key elements of the planning framework for the area, will be the main vehicles for planning and delivering greenspace. These should be informed by local greenspace strategies, as recommended in Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (2002). Evidence-based local greenspace strategies are key to the effective planning and prioritisation of expenditure on green |

spaces. The SA should also help to ensure that the LDF accommodates the aims and objectives for the country parks proposed within the Core Strategy.

A.1.6 Cultural heritage including Architectural and Archeological Heritage

National

| PPG 15 – Planning and the Historic Environment 1994 | |
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| <p>This PPG provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains the role played by the planning system in their protection. It complements the guidance on archaeology and planning given in PPG 16.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Objectives are for the effective protection of all aspects of the historic environment. It is important that new uses are found for buildings whose original use has become obsolete to ensure their continued conservation.</p> |

| PPG 16 – Archaeology and Planning 1990 | |
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| <p>This guidance is for planning authorities in England, property owners, developers, archaeologists, amenity societies and the general public. It sets out the Secretary of State's policy on archaeological remains on land, and how they should be preserved or recorded both in an urban setting and in the countryside. It gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions.</p> | |

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| <p>Objectives, Targets & Indicators</p> | <p>Development plans should reconcile the need for development with the interests of conservation including archaeology. Detailed development plans should include policies for the protection, enhancement and preservation of sites of archaeological interest and of their settings.</p> |
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| <p>The Historic Environment: A Force for Our Future 2001</p> | |
| <p>This statement sets out the intention of the Government to protect the historic environment recognising its major contribution to the economy in rural and deprived communities as well as in traditional economic centres. It also states the need for the development of new policies to further realise economic and educational potential.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>The historic environment should be protected and sustained for the benefit of our own and future generations.</p> |

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| <p>Cultural Heritage including Architectural and Archeological Heritage – Implications for the LDF</p> | |
| <p>The protection of cultural heritage, which includes the built and natural environments and culture, has traditionally been reinforced in local plan policy and this should continue in the LDF. To meet the objectives of the SA, cultural heritage should be seen in its widest sense, including the protection of the historic landscape.</p> | |

A.1.7 Biodiversity, Fauna, Flora and Soil

International

| EU Habitats Directive [Directive 92/43/EC] 1992 | |
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| <p>The Habitats Directive is a major European initiative that aims to contribute towards protecting biodiversity - the variety of life - through the conservation of natural habitats and wild plants and animals. Recognising that wildlife habitats are under pressure from increasing demands made on the environment, the Directive provides for the creation of a network of protected areas across the European Union to be known as 'Natura 2000' sites. This network includes Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), which, on land, are already Sites of Special Scientific Interest (SSSIs).</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Maintain or restore in a favourable condition designated natural habitat types and habitats of designated species listed in Annexes I and II respectively of the Directive. If a project compromising one of these habitats must proceed in spite of negative conservation impacts due to it being in the public interest, compensatory measures must be provided for. Linear structures such as rivers/streams, hedgerows, field boundaries, ponds, etc., that enable movement and migration of species should be preserved.</p> |

| The EC Directive on the Conservation of Wild Birds 79/409/EEC 1979 |
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| <p>The Birds Directive has created a protection scheme for all of Europe's wild birds, identifying 194 species and sub-species (listed in Annex I) among them as particularly threatened and in need of special conservation measures. There are a number of components to this scheme. Within others, Member States are required to designate Special Protection Areas (SPAs) for the 194 threatened species and all migratory bird species. SPAs are scientifically identified areas critical for the survival of the targeted species, such as wetlands. The designation of an area as a SPA gives it a high level of protection from potentially damaging developments.</p> |

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| Objectives, Targets & Indicators | Imposes duty on Member States to sustain populations of naturally occurring wild birds by sustaining areas of habitats in order to maintain populations at ecologically and scientifically sound levels. |
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The Convention on Biological Diversity - Rio de Janeiro, 1992

This convention was agreed among the vast majority of the world's governments and sets out their commitments to maintaining the world's biodiversity so to achieve a more sustainable economic development. The Convention establishes three main goals: the conservation of biological diversity, the sustainable use of its components, and the fair and equitable sharing of the benefits from the use of genetic resources.

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| Objectives, Targets and Indicators | Article 6a requires each Contracting Party to develop national strategies, plans or programmes for the conservation and sustainable use of biological diversity. |
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European Community Biodiversity Strategy, 1998

The European Community Biodiversity Strategy focuses specifically on the integration of biodiversity concerns into sectoral policies, including conservation of natural resources, agriculture, fisheries, regional policies and spatial planning, forests, energy and transport, tourism, development and economic cooperation.

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| Objectives, Targets and Indicators | <p>During the last decades reduction and losses on biodiversity at a global scale have accelerated dramatically. Existing measures have proved to be insufficient to reverse present trends.</p> <p>This strategy aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source. This will help both to reverse present trends in biodiversity reduction or losses and to place species and ecosystems, including agro-ecosystems, at a satisfactory conservation status, both within and beyond the territory of the European Union (EU).</p> <p>The best way forward is for actors in the relevant policy areas to assume the responsibility for the impacts of their policies on biodiversity. With this strategy, the EU reinforces its leading role world-wide in the efforts to find solutions for biodiversity within the framework of the United Nations' Convention on Biological Diversity (CBD).</p> |
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National

| PPS9- Biodiversity and Geological Conservation 2005 | |
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| <p>PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system. <i>Working with the grain of nature: a biodiversity strategy for England</i> sets out the Government's vision for conserving and enhancing biological diversity in England, together with a programme of work to achieve it. It includes the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.</p> | |
| <p>Objectives, Targets & Indicators</p> | <ul style="list-style-type: none"> ▪ to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations. ▪ to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support. ▪ to contribute to rural renewal and urban renaissance by: <ul style="list-style-type: none"> – enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and <ul style="list-style-type: none"> - ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment. The planning system has a significant part to play in meeting the Government's international commitments and domestic policies for habitats, species and ecosystems. Points specific to LDDs are: ▪ When identifying designated sites of importance for biodiversity and geodiversity on the proposals map, clear distinctions should be made between the hierarchy of international, national, regional, and locally designated |

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| | <p>sites.</p> <ul style="list-style-type: none"> ▪ Biodiversity objectives that reflect both national and local priorities, including those which have been agreed by local biodiversity partnerships, should be reflected in policies in local development documents and proposals. Local planning authorities should ensure that all policies in local development documents and proposals are consistent with those biodiversity objectives. <p>Other areas covered by the guidance are:</p> <ul style="list-style-type: none"> ▪ Biodiversity interest of: <ul style="list-style-type: none"> ○ International sites, SSSIs, regional and local sites ○ Ancient woodlands ○ Networks of natural habitats ○ Previously developed sites ○ Biodiversity within developments ○ Species protection |
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| UK Biodiversity Action Plan | |
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| The UK BAP was published in response to the requirements of the Convention on Biological Diversity (1992). | |
| Objectives, Targets and Indicators | It highlights a number of priority habitats and species with associated action plans. |

| 'Working with the Grain of Nature': A Biodiversity Strategy for England 2002 | |
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| The Strategy seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a programme for the next five years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them | |
| Objectives, Targets & Indicators | Ensures biodiversity considerations are embedded in all main sectors of economic activity. (It is the principal means by which the government will comply with duties under section 74 of the CROW Act). |

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| Habitats Regulations (The Conservation (Natural Habitats, & c.)(Amendment) (England and Wales) Regulations 2007 |
| <p>Translates the requirements of the Habitats Directive into UK law. The Regulations require the application of Appropriate Assessment to all land use plans – including Supplementary Planning Documents that form part of the Local Development Document suite. The purpose of AA is to assess the impacts of a land-use plan, in combination with the effects of other plans and projects, against the conservation objectives of a European Site and to ascertain whether it would adversely affect the integrity² of that site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects.</p> |

Sub-Region

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| Thames Gateway South Essex Draft Green Grid Strategy (2004) | |
| <p>This is the Green infrastructure strategy the South Essex segment of the Thames Gateway growth area. It is a long-term project to develop a network of open spaces and green links throughout Thames Gateway South Essex. The Thames Gateway designation has provided an opportunity for regeneration in this area, and stems from a desire for change.</p> | |
| Objectives, Targets & Indicators | <p>The aims are to:</p> <ul style="list-style-type: none"> - Embrace different habitats and land uses across rural and urban boundaries - Connect new communities with existing neighbourhoods and the regenerated riverside across spatial and conceptual boundaries providing improved 'access for all' - Conserve and enhance existing sites and links - Conserve and enhance biodiversity - Create well-designed and high quality new elements in identified areas of opportunity and need - Contribute to improved environmental sustainability and enhancement through flood risk management, improved air and water quality and noise abatement - Create a distinctive 'sense of place' through enhancement and celebration of landscape character and heritage - Enhance the image and confidence in South Essex as a high quality place in which to live, work and invest |

² Integrity is described as the sites' coherence, ecological structure and function across the whole area that enables it to sustain the habitat, complex of habitats and/or levels of populations of species for which it was classified, (ODPM, 2005).

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| | <ul style="list-style-type: none"> - Engage all communities with an interest in the planning, management and celebration of the network - Plan and promote the network as part of a broader sustainable environmental agenda including the transport system - Promote use of the network for recreation and tourism, education and healthy living - Promote employment creation, and learning and skills development through environmental activity. |
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| Essex Biodiversity Action Plan (EBAP), 1999 | | |
| <p>Each of the action plans in the EBAP is detailed, with specific and focused objectives that concentrate on those species and habitats that are confined to, or are characteristic of Essex, as well as those that have declined regionally, nationally or globally.</p> <p>The EBAP currently contains action plans for the 25 species and 10 habitats shown below:</p> | | |
| Objectives, Targets & Indicators | <p>Mammals: Brown hare Dormouse Harbour Porpoise Otter Pipistrelle bats Water vole</p> <p>Other vertebrates: Great Crested Newt Twaite shad</p> <p>Invertebrates: Bright wave moth Desmoulin's whorl snail Fisher's estuarine moth Heath fritillary</p> | <p>Birds: Bittern Grey Partridge Skylark Song Thrush Stone Curlew</p> <p>Plants: Black poplar Hog's fennel Oxlip</p> <p>Habitats: Ancient/species rich hedgerows and green lanes Ancient woodland</p> |

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| | <p>Hornet robberfly Shining ramshorn snail Shril carder bee Stag beetle White clawed crayfish</p> | <p>Cereal field margin Coastal grazing marsh Seagrass beds Heathland Old orchards Reedbeds Saline lagoons Urban areas</p> |
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Biodiversity, Flora and Fauna – Implications for the LDF

The LDF should be consistent with the Habitat Action Plan and national, regional and local Biodiversity Action Plan objectives and targets. The documents above provide local information on biodiversity and set out the statutory obligations to protect specific flora, fauna and habitats. The LDF should reinforce the requirement that development will not be allowed with any residual significant adverse impact on any protected species or habitat and should seek enhancement wherever possible.

A.1.8 Water

International

Directive 2000/60/EC Establishing a Framework for the Community Action in the Field of Water Policy (The Water Framework Directive)

The Water Framework Directive has the following key aims:

- Expanding the scope of water protection to all waters, surface waters and groundwater;
- Achieving "good status" for all waters by a set deadline;
- Water management based on river basins;
- "Combined approach" of emission limit values and quality standards;
- Getting the prices right;
- Getting the citizen involved more closely; and
- Streamlining legislation.

Objectives, Targets & Indicators

Requires all Member States to achieve 'good ecological status' of inland water bodies by 2015, and limits the quantity of groundwater abstraction to that portion of overall recharge not needed by ecology.

Nitrates Directive (91/676/EEC)

The Directive addresses water pollution by nitrates from agriculture. It seeks to reduce or prevent the pollution of water caused by the application and storage of inorganic fertiliser and manure on farmland. It is designed both to safeguard drinking water supplies and to prevent wider ecological damage in the form of the eutrophication of freshwater and waters generally.

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| Objectives, Targets & Indicators | <p>Every four years member states shall report on polluted or likely to be polluted waters and designed vulnerable zones, and measures and actions taken to reduce the pollution from nitrates.</p> <p>Polluted waters are:</p> <ul style="list-style-type: none"> ▪ Surface freshwaters, in particular those used or intended for the abstraction of drinking water, that contain or could contain, than the concentration of nitrates laid down in accordance with Directive 75/440/EEC; ▪ Ground-water containing or that could contain more than 50 mg/l nitrates; and ▪ Natural freshwater lakes, other freshwater bodies, estuaries, coastal waters and marine waters found or likely to be eutrophic. |
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National

| Water Resources for the Future. A Strategy for England and Wales 2001 | |
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| <p>The Environment Agency's strategy on water resources for the next 25 years.</p> <p>Vision: Abstraction of water that is environmentally and economically sustainable, providing the right amount of water for people, agriculture, commerce and industry, and an improved water-related environment.</p> <p>The strategy considers the present and future needs of both society and the environment and the potential effects of climate change and changing social values on water resource and use. Areas are highlighted where water abstraction is currently unsustainable and where additional water is and is not available.</p> | |
| Objectives, Targets & Indicators | <p>Relevant objectives to spatial planning are:</p> <ul style="list-style-type: none"> - manage water resources so as not to cause long term environmental degradation; - to improve the state of existing degraded catchments; - the ensure that water is available to those who need it, and that it is used wisely; - to review feasible water management options, including innovative solutions <p>Contains 30 action points to deliver the strategy.</p> |

| PPS 25: Development and Flood Risk 2006 | |
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| <p>This guidance explains how flood risk should be considered at all stages of the planning and development process in order to reduce future damage to property and loss of life. It sets out the importance the Government attaches to the management and reduction of flood risk in the land-use planning process, to acting on a precautionary basis and to taking account of climate change. It summarises the responsibilities of various parties in the development process.</p> | |

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| Objectives, Targets and Indicators | Consider the information available on the nature of flood risk and its' potential consequences and accord it appropriate weight in the preparation of development plans and in determining applications for planning permission and attaching conditions where permission is granted. |
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Development and Flood Risk: A Practice Guide Companion to PPS 25 2007

This Guide provides advice on practical implementation of the policies described in PPS25, referring to existing guidance wherever possible. Case studies are used to illustrate the key principles. The Guide is designed for use by all those involved with the planning process. It is not intended to provide detailed technical or scientific advice, but where appropriate, it provides links to other sources of such information. Although the guide will also be of interest to specialists such as flood risk management professionals, it is aimed principally at those with a more general role in the planning process, such as planning policy makers, development control officers and developers and their advisors.

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| Objectives, Targets & Indicators | Implementation of objectives of PPS 25 |
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Regional

**Draft East of England Plan
 Policy SS14: Development and flood risk**

Policy SS14 aims to complement rather than repeat PPG25. It sets the framework for the consideration of flood risk management at a regional and local level.
 Coastal and river flood risk is a significant factor in the East of the England. The priority is to defend existing properties from flooding, and where possible locate new development in locations with little or no risk of flooding.

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| <p>Objectives, Targets & Indicators</p> | <p>Policy Requires that Local development documents will:</p> <ul style="list-style-type: none"> • promote the use of strategic flood risk assessments to guide development away from floodplains, areas at risk or likely to be at risk in future from flooding, or where development would increase the risk of flooding elsewhere • include policies to protect flood plains and land liable to tidal or coastal flooding from development, based on the Environment Agency's flood zone maps, supplemented where necessary by historical and modelled flood data (e.g. Section 105 maps) and indications as to other areas which could be at risk in future (including proposals for 'managed retreat' where appropriate) • require that all developments and, where subject to planning control, all land uses (including agricultural activities and changes to drainage in existing settlements) should not add to the risk of flooding elsewhere and should reduce flooding pressures by using appropriate sustainable drainage systems • only propose development in floodplains, areas at flood risk or at risk of flooding in future, or where development would increase the risk of flooding elsewhere, where land at lower risk of flooding is not available, where there is a significant overriding need for the development, and the risk can be fully mitigated by design or engineering measures. |
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Sub-region

Thames Gateway South Essex Strategic Flood Risk Assessment (SFRA) TGSEP/Scott Wilson, 2006

RDC forms part of the Thames Gateway South Essex Partnership (TGSEP). The SFRA responds to PPS25 and, in terms of the locality, to an area that historically has been prone to major flood events.

The study area encompassed five local authorities: Southend-on-Sea, Basildon, Castle Point, Rochford and Thurrock, extending over a length along the northern Thames Estuary of over 100 km.

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| <p>Objectives, Targets & Indicators</p> | <p>Rochford DC has been identified by the SFRA as containing a share of the 34 tidal breach cells identified across the S Essex sub-region.</p> <p>Strategically the whole of Foulness is at risk, along with many areas adjacent to the Crouch and Roach estuaries.</p> |
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| <p>The Combined Essex Catchment Abstraction Management Study (CAMS) Environment Agency, 2004</p> | |
| <p>The Environment Agency encourages all abstractors to employ water efficient methods to reduce demands for water. Much of the South Essex CAMS is coastal. Rochford district is affected by the South Essex Water Resource Management Unit (WRMU).</p> <p>The EA has a duty to consider the impact of abstraction licences upon the SPAs and SACs (Natura 2000 sites) that are located along the South Essex coastline.</p> | |
| <p>Objectives, Targets & Indicators</p> | <ul style="list-style-type: none"> • The Rivers Crouch and Roach re both currently at 'water available' status, though the 2012 status for both rivers in 'no water available'. <p>Strategy for new and existing licences</p> <p>The strategy for these WRMUs is to move to 'No Water Available'. This means that for new licences:</p> <ul style="list-style-type: none"> - The EA will continue licensing the available resource with an appropriate Hands Off Flow (HOF) condition - New licences and variations to existing licences will be subject to a time-limit of 31 March 2016 unless more restrictive measures are required to protect water related conservation sites which may be impacted by abstraction within this unit (please refer to table 46). <p>For existing licences:</p> <ul style="list-style-type: none"> - There will be a presumption of renewal, subject to the other renewal criteria and local considerations - Existing licence conditions and renewals may be subject to modifications determined by the outcome of the Review of Consents process, or the Restoring Sustainable Abstraction Programme |

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| | <ul style="list-style-type: none"> - Permissions adversely affecting the integrity of Habitats Directive Sites may only be allowed to continue if Government considers that there are no alternative solutions, there are imperative reasons of overriding public interest and adequate compensatory measures can be secured - The EA will promote water efficiency measures across all abstractors. |
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| The Crouch and Roach Estuary Management Plan |
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This Management Plan through its stakeholders is able to co-ordinate planning policies across four Local Planning Authorities within the County of Essex and examine issues that are not addressed by the planning system. It will seek to 'ensure the sustainable future of the Crouch and Roach estuaries by maximizing their potential without compromising the economy of the area, or the needs of future generations, nor its landscape, ecology or historical heritage'.

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| Objectives, Targets & Indicators | <p>These are some of the principal objectives of the Management Plan:</p> <ul style="list-style-type: none"> - To examine the interplay between the pressures of tourism, agriculture, coastal protection and ecology - To examine the potential for coastal realignment options and the potential impact on agriculture, tourism, access and fisheries - To address the affects of recreational use on the ecology of the estuaries - To consider the health of the rural economy of the area - To identify opportunities for economic activity to support the rural population - To build on the findings of market town health checks on the north and south banks of the River Crouch and aid the delivery of local actions |
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Water – Implications for the LDF

The plans and programmes listed above highlight the areas which must be considered in the forthcoming LDF :

- Flood risk: consider the information available on the nature of flood risk and its potential consequences and accord it appropriate weight in the preparation of development plans and in determining applications for planning permission and attaching conditions where permission is granted.
- Water resources: Acknowledge the shortage of water in the Region; ensure it is used wisely; include policy to reduce water use.
- Water quality: protect and improve water quality.
- Maintain and enhance natural habitats and species.

A.1.9 Material Assets

International

| Waste Framework Directive (91/156/EEC) | |
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| <p>The Waste Framework Directive (WFD) requires Member States of the EU to establish both a network of disposal facilities and competent authorities with responsibility for issuing waste management authorisations and licenses. Member States may also introduce regulations which specify which waste recovery operations and businesses are exempt from the licensing regimes and the conditions for those exemptions.</p> <p>An important objective of the WFD is to ensure the recovery of waste or its disposal without endangering human health and the environment. Greater emphasis is also placed on the prevention, reduction, re-use and recycling of waste.</p> | |
| Objectives, Targets & Indicators | <p>Article 4. Member States shall take the necessary measures to ensure that waste is recovered or disposed of without endangering human health and without using processes or methods which could harm the environment, and in particular:</p> <ul style="list-style-type: none"> ▪ Without risk to water, air, soil and plants and animals; ▪ Without causing a nuisance through noise or odours; and <p>Without adversely affecting the countryside or places of special interest.</p> |
| Council Directive 1999/31/EC on the Landfill of Waste | |
| <p>The Directive aims at reducing the amount of waste to landfill, to promote recycling and recovery and to establish high standards of landfill practice across the EU and, through the harmonisation of standards, to prevent the shipping of waste from one Country to another. The objective of the Directive is to prevent or reduce as far as possible negative effects on the environment from the landfilling of waste, by introducing stringent technical requirements for waste and landfills. The Directive also intends to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and</p> | |

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| <p>human health. It defines the different categories of waste (municipal waste, hazardous waste, non-hazardous waste and inert waste) and applies to all landfills, defined as waste disposal sites for the deposit of waste onto or into land.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Reduction of the amount of biodegradable municipal waste sent to landfill to 75% of the total generated in 1995 by 2010, 50% by 2013 and 35% by 2020. These targets have now been interpreted by DEFRA and issued as specific targets for each Waste Disposal Authority requiring a step-wise reduction year on year of BMW to landfill as introduced by the Landfill Allowance Trading Scheme.</p> |

National

| <p>PPS10 – Planning for Sustainable Waste Management 2005</p> | |
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| <p>The overall objective is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. Through more sustainable waste management, moving waste up the hierarchy (reduce, re-use, recycle) aims to break the link between economic growth and the environmental impact of waste.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Drive waste up the hierarchy- with disposal as the last option- but an option which must be catered for Provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities Targets- provided by the national waste strategy required under European legislation i.e. the Waste Management Licensing Regulations 1994. Help secure the recovery or disposal of waste without endangering human health and without harming the environment; and enable waste to be disposed of in one of the nearest appropriate installations Reflects concerns and interests of stakeholders Protect green belts but recognise the particular location needs of some types of waste management facilities. Ensure layout and design of new development supports sustainable waste management.</p> |

Regional

East of England Regional Waste Management Strategy (RWMS) 2003

The Regional Waste Management Strategy (RWMS) was published in 2003 and the waste management policies in the East of England Plan are derived from this strategy. However, Government guidance has developed since this time and European policy has given further incentives to reduce the amount of waste that is sent to landfill. A review of the RWMS will therefore begin in 2006. The current strategy takes resource management as its guiding principle to promote the necessary change in the regions production of waste. The waste hierarchy – prevent, re-use, recycle, recover and dispose places initial emphasis on minimisation and reducing the impact of disposal.

Objectives, Targets & Indicators

- A number of objectives/issues underpin the RWMS:
- The principle objective must be to reduce the amount of waste being created
- The increasing restrictions on landfill and the reality that space is running out will drive increased recovery of value, whilst long term planning will ensure new facilities are brought on stream before landfill capacity runs out
- The region should aim to become self-sufficient
- A range of sites and facilities to handle and process waste will be required in the region. However, the RWMS is not intended to be prescriptive, and local circumstances will determine local solutions
- It is vital that new businesses and facilities to process waste suitable for recycling are developed
- Waste Local Plans should identify sites for these new waste businesses and thus pro-actively encourage their establishment by reducing planning hurdles
- The region in making provision for its wastes will expect adjoining regions to do the same, including London.

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Minerals Local Plan, 1996

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| The Review provides the policy context for minerals planning in Essex until 2016 | |
| Objectives, Targets & Indicators | <p>The aim of the Minerals Local Plan is to:</p> <ul style="list-style-type: none"> - Provide a sustainable planning framework allowing the supply of basic raw materials at least cost to the environment of Essex - Provide policies and proposals for non-land won supply - Ensure extraction is matched by a high standard of restoration/site clearance |

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| The Essex and Southend Waste Local Plan, 2001 | |
| <p>The Plan seeks to ensure that the combined Southend and Essex area is self-sufficient in the disposal of waste and seeks to reduce the proportion of London's waste to be accommodated from the traditional 50% to some 12% over the plan period. Beyond 2010 only the landfilling of some residues may continue, although this will be reconsidered in the emerging Regional Spatial Strategy for the East of England (RSS14) and subsequent Waste Local Development Documents for Essex and Southend on Sea.</p> | |
| Objectives, Targets & Indicators | <p>Central to the Plans strategy are the principles of the Government's waste hierarchy, namely; 'to dispose by landfill of only that waste which cannot be treated or managed in any other way.'</p> <p>The Plan identifies sufficient land fill space to cover the plan period. However, land fill void-space is declining and the Plan proposes that in the longer-term alternative waste management processes should be pursued. This requires the identification of preferred suitable locations for waste management. The Plan identifies 6 preferred locations capable of accommodating major waste management facilities, including possible energy from waste by incineration. The Plan does not identify any sites within the Borough of Southend capable of accommodating a fully integrated waste management facility.</p> <ul style="list-style-type: none"> • To conserve minerals as far as possible, whilst ensuring an adequate supply to meet needs • To ensure that the environmental impacts caused by mineral operations and the transport of minerals are kept, as far as possible, to an acceptable minimum • To minimise production of waste and to encourage efficient use of materials, including appropriate use of high |

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| | <p>quality materials , and recycling of wastes</p> <ul style="list-style-type: none">• To encourage sensitive working, restoration and aftercare practices so as to preserve or enhance the overall quality of the environment• To protect areas of designated landscape or nature conservation value from development, other than in exceptional circumstances and where it has been demonstrated that development is in the public interest• To prevent the unnecessary sterilisation of mineral resources <p>Targets</p> <ul style="list-style-type: none">• By 2010, to recover value from 45% of municipal waste, to include recycling or composting at least 30% of household waste• By 2015, to recover value from 67% of municipal waste, to include recycling or composting at least 33% of household waste |
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Material Assets – Implications for the LDF

A robust policy background which has been subject to SA at national, regional and local exists. The LDF should reflect the objectives of the plans and guidance listed above which aim to balance the need for minerals with social and environmental objectives, including the importance of minimising waste and seeking alternatives to landfill.

A.1.10 Transport

National

| PPG 13 – Transport 2001 | |
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| <p>The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices for both people and for moving freight, so as to enhance accessibility by public transport and reduce the need to travel, especially by car.</p> | |
| Objectives, Targets & Indicators | <ul style="list-style-type: none"> ▪ Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport, and to encourage walking and cycling; ▪ Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites and effort made to prevent their loss to different land uses; and ▪ Traffic management measures should be designed to reduce environmental/social impacts, whilst fiscal measures should be used for tackling congestion. |

Regional

| East of England Regional Assembly - Regional Transport Strategy | |
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| <p>The task of the RTS is to improve accessibility to jobs, services and leisure/tourist activities whilst reducing the need to travel, minimising the environmental impact and improving safety and security. Within the context of the RTS this means enabling the provision of the necessary infrastructure and services to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth).</p> | |
| Objectives, Targets & | <ol style="list-style-type: none"> 1. improve opportunities for all to access jobs, services and leisure/tourist facilities 2. enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and |

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| Indicators | <p>further housing growth) 3. reduce the need to travel 4. reduce the transport intensity of economic activity, including freight 5. minimise the environmental impact of transport provision and travel, protecting and enhancing the natural, built and historic environment 6. improve safety and security.</p> <p>To achieve these objectives the Regional Transport Strategy (RTS) seeks to:</p> <ul style="list-style-type: none"> ▪ widen travel choice: increasing and promoting opportunities for travel by means other than ▪ the private car, particularly walking, cycling and public transport, improving seamless travel ▪ through the provision of quality interchange facilities and raising travel awareness ▪ promote the carriage of freight by rail and water and encourage environmentally sensitive distribution ▪ stimulate efficient use of the existing transport infrastructure, efficiently maintaining and ▪ managing existing road, rail, port and airport infrastructure. |
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County

| Essex Local Transport Plan 2006/2011 | |
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| <p>The Essex LTP is meant to provide a roadmap for, and integrate approaches to, sustainable transport policy across the county. This will cascade downwards national and regional policy and set a framework for Local Development Frameworks.</p> | |
| Objectives, Targets & Indicators | <p>Some of its key objectives are the following:</p> <ul style="list-style-type: none"> • Ensure consistency with national policies for transport, aviation and ports • Achieve a sustainable approach for all modes of transport • Support the initiatives for both the Thames Gateway and M11/Stansted Growth Areas • Minimise the environmental impact of travel • Deliver more integrated patterns of land-use, movement and development • Improve social inclusion and accessibility |

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| | <ul style="list-style-type: none">• Increase the regeneration of town centres ensuring that current deficiencies are resolved and development requirements met |
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Transport – Implications for the LDF

Sustainable travel could be incorporated into the sustainability objectives and indicators, incorporating aspects of the targets listed. It is important that the LDF supports the objectives listed above through the careful location of new development and the use of planning obligations to secure improvements to public transport where appropriate. The SA can help ensure that allocations include safe and convenient provision for walking and cycling.

A.1.11 Housing

National

| PPS3: Housing 2006 | |
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| PPS3, replaces Planning Policy Guidance 3: Housing (PPG3), and sets out the framework for delivering the Governments housing objectives. The main emphasis is on the commitment to improve affordability and supply of housing, especially in rural areas, to contribute to the creation and maintenance of sustainable rural communities. | |
| Objectives, Targets & Indicators | <ul style="list-style-type: none"> ▪ To achieve a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community. ▪ To widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need. ▪ To improve affordability across the housing market, including by increasing the supply of housing. ▪ To create sustainable, inclusive, mixed communities in all areas, both urban and rural. |
| Delivering Affordable Housing 2006 | |
| The document offers guidance to Local Authorities on mechanisms by which to provide affordable housing. | |
| Objectives, Targets & Indicators | <p>Affordable housing policy is based around three themes:</p> <ul style="list-style-type: none"> – providing high quality homes in mixed sustainable communities for those in need; – widening the opportunities for home ownership; – offering greater quality, flexibility and choice to those who rent. <p>The number of affordable units provided per year is a reliable indicator.</p> |
| By Design: Urban Design in the Planning System - Towards Better Practice | |
| This guide is intended as a companion to Planning Policy Guidance (PPGs) [and subsequent Planning Policy Statements (PPSs)] and | |

aims to encourage better design and to stimulate thinking about urban design. The guide is relevant to all aspects of the built environment, from the design of buildings and spaces, landscapes, to transport systems; and for planning and development at every scale, from streets and their neighbourhoods, villages and cities, to regional planning strategies.

Barker Review of Land Use Planning: Final Report 2006

Commissioned by the Chancellor and Deputy Prime Minister the report reviews the planning system in England in the context of globalisation and how planning policies and procedures can better deliver economic growth and prosperity alongside other sustainable development goals. The final report sets out recommendations under the key themes:

- enhancing the responsiveness of the system to economic factors;
- improving the efficiency of the system to reduce the costs associated with delivering desired outcomes;
- and ensuring that there is an appropriate use of land.

Objectives, Targets & Indicators

- Streamlining policy and processes through reducing policy guidance, unifying consent regimes and reforming plan-making at the local level so that future development plan documents can be delivered in 18-24 months rather than three or more years;
- Updating national policy on planning for economic development (PPS4), to ensure that the benefits of development are fully taken into account in plan-making and decision-taking, with a more explicit role for market and price signals;
- Introducing a new system for dealing with major infrastructure projects, based around national Statements of Strategic Objectives and an independent Planning Commission to determine applications;
- Ensuring that new development beyond towns and cities occurs in the most sustainable way, by encouraging planning bodies to review their green belt boundaries and take a more positive approach to applications that will enhance the quality of their green belts;
- Removing the need for minor commercial developments that have little wider impact to require planning permission (including commercial microgeneration);
- Supporting the 'town-centre first' policy, but removing the requirement to demonstrate the need for development;
- In the context of the findings of the Lyons Inquiry into Local Government, to consider how fiscal incentives can

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| | <p>be better aligned so that local authorities are in a position to share the benefits of local economic growth;</p> <ul style="list-style-type: none"> ▪ Enhancing efficiencies in processing applications via greater use of partnership working with the private sector, joint-working with other local authorities to achieve efficiencies of scale and scope, and an expanded role of the central support function ATLAS; ▪ Speeding up the appeals system, through the introduction of a Planning Mediation Service, better resourcing, and allowing Inspectors to determine the appeal route. From 2008-09 appeals should be completed in 6 months; and |
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| Planning for Gypsies and Travellers – Royal Town Planning Institute 2007 | |
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| <p>Responding to the practice issues raised by developments in research and policy the RTPI produced guidance on planning for Gypsies and Travellers, primarily intended for planning practitioners, the ideas also provide assistance for non-planning stakeholders involved in planning and service delivery processes and to planners outside England. It aims to help practitioners deliver satisfactory services to Gypsy and Traveller communities with strong focus on integrated, effective service delivery through the optimum use of stakeholder resources and partnership working.</p> | |
| Objectives, Targets & Indicators | <p>It addresses accessibility for all members of the community to jobs, health, housing, education, shops, leisure and facilities including gypsy and traveller communities. The guidance points out there are insufficient sites, services and opportunities for people who wish to pursue a nomadic lifestyle and that discrimination is still an ongoing problem.</p> <p>Indicators: number of pitches provided</p> |

| Circular 1/2006 Planning for Gypsies and Travellers 2006 | |
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| <p>The circular sets out advice for local authorities on the provision of sites for gypsies and travellers.</p> | |
| Objectives, Targets & Indicators | <p>Creating and sustaining strong communities, for the benefit of all members of society including the gypsy and traveller community, is at the heart of the Government's Respect agenda. Authorities should make allocations for site provision in LDFs based on a robust assessment of need.</p> <p>Indicators: the amount of unauthorised sites and authorised sites.</p> |

Regional

| Revised regional housing strategy for the East of England: Strategy Document 2005-2010 | |
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| <p>The strategy identifies a number of areas where policy should be developed to move beyond short- term investment decisions. These policies are closely linked to other regional strategies and actions. The RHS will not be able to deliver long - term change alone, it requires the willingness and capacity of other agencies to shape the future for housing. This strategy builds on the earlier document published shortly after the Government's Sustainable Communities Plan (SCP) was launched. This second document therefore has more clarity about the implications of the SCP for the East of England.</p> <p>Vision: <i>To ensure everyone can live in a decent home at a price they can afford in locations that are sustainable.</i></p> <p>Contributing aims</p> <ul style="list-style-type: none"> ■ To use housing investment to support economic development and ensure that the capacity of the housing sector can deliver. ■ To provide a sustainable environment and attractive places to live. ■ To promote social inclusion within sustainable communities. ■ To ensure that housing serves to improve the region's health and well-being and reduce inequalities. | |
| Objectives, Targets & Indicators | <p>The priorities for the RHS are threefold:</p> <ul style="list-style-type: none"> ■ More sustainable housing provision ■ In high quality homes and environments ■ To meet the needs of regional communities |

Sub-region

| Thames Gateway South Essex sub-regional housing strategy 2004-08, 2005 | |
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| <p>To respond to the growth agenda and develop a local vision and implement the regeneration strategy, the Thames Gateway South Essex Partnership (TGSEP) has been launched. It comprises Basildon, Castle Point, Southend-on-Sea, Thurrock and Rochford. The sub-regional housing strategy seeks to identify the principal issues that face the local housing authorities.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>The objectives are to establish South Essex as a focal point for major economic regeneration and to draw in investment. In addition the study will:</p> <ul style="list-style-type: none"> ◆ Provide robust data to inform the five Local Authority housing strategies; ◆ Meet the Sub-Region's and Councils' statutory obligations to consider housing conditions and needs in the specified areas; ◆ Provide robust data to support the Councils' Planning Policy for affordable housing; ◆ Assist in the development of detailed Social Housing Grant Investment priorities; ◆ Assist in the development and review of:- <ul style="list-style-type: none"> - Asset Management Strategies - Housing policies in Corporate plans, which include the Community Plan, Best Value Performance Plans, Statutory Development Plan documents and Local Agenda 21 - Community Care Plan and emerging Supporting People strategies - Sub-Regional Housing Strategy. |

Local

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| Housing Strategy 2004-2007 'Fit for Purpose' - RDC, 2004 |
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The Housing Strategy assesses the District's current and future Housing Needs, and sets out the Council's approach to meeting those needs. It takes account of national and sub-regional priorities and links between other relevant Council strategies.

**Objectives,
 Targets &
 Indicators**

The Council's strategic housing priorities are:

- To ensure provision of sufficient affordable and suitable housing for local people, including those with special needs, which take account of cost, size and location requirements
- To ensure all homes in the District are of suitable standard for modern living and for the promotion of safety and good health, concentrating on Council housing and private homes where the occupier is unable to maintain the property
- To improve performance in preventing and dealing with homelessness
- To ensure that older persons' housing care and support needs are effectively addressed
- To ensure that the Option Appraisal in relation to the Council's housing stock is completed to timetable.

Main indicators:

BV62 – The proportion of unfit private sector dwellings made fit or demolished as a direct result of local authority action.

Targets:

2005/06 – 2.5%

2006/07 – 3%

BV63 – Energy efficiency – the average SAP rating of local authority owned dwellings.

Targets:

2005/06 – 62

2006/07 – 65

BV64 – The number of private sector vacant dwellings that are returned into occupation or demolished during the year as a result of action by the Local Authority.

Targets:

2005/06 – 2

2006/07 - 2

| Urban Capacity Study 2007, RDC | |
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| The 2007 UCS assesses the likely ability of Rochford District to accommodate additional residential development within existing residential areas and appropriate brownfield sites. It builds upon the 2000 study. | |
| Objectives, Targets & Indicators | <p>The 2007 UCS assessed the following sources of residential development potential:</p> <ul style="list-style-type: none"> - Existing planning permissions - Redevelopment of non-residential uses in appropriate locations - Intensification of existing residential uses - Sub-division of dwelling houses - Living above shops - Employment sites potential - Hitherto undeveloped residential allocations |

| Housing – Implications for the LDF |
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| <p>The LDF must have due regard for housing objectives, such as the need to accommodate all people's housing needs, improve conformity with the Code for Sustainable Homes, develop sustainable and safe communities, and combat homelessness and discrimination. The LDF must also illustrate how the required housing growth will be accommodated without undue adverse impact.</p> <p>Sustainability indicators could include area of greenfield/brown field land used for new developments, densities achieved, energy efficiency of new developments, housing completions per year both in the private market and the provision of affordable and sheltered housing schemes. It is important for indicators to enable the monitoring of sustainability impacts, given the scale of housing growth anticipated.</p> |

A.1.12 Communities & Health

National

| Strong and Prosperous Communities - The Local Government White Paper 2006 | |
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| <p>The aim of this White Paper is to give local people and local communities more influence and power to improve their lives. It is about creating strong, prosperous communities and delivering better public services through a rebalancing of the relationship between central government, local government and local people.</p> | |
| <p>Objectives, Targets & Indicators</p> | <ul style="list-style-type: none"> ▪ Responsive services and empowered communities- Local authorities will involve and consult service users more fully and provide better information about standards in their local area ▪ Effective, accountable and responsive local government- Leadership is the single most significant driver of change and improvement in local authorities. In future there will be three choices for councils: a directly elected mayor, a directly elected executive of councillors, or a leader elected by their fellow-councillors with a clear four year mandate. ▪ Strong cities, strategic regions encourage economic development and Multi-Area Agreements which cross local authority boundaries. The greater the powers being devolved, the greater the premium on clear, transparent and accountable leadership. ▪ Local government as a strategic leader and place-shaper- Put in place a new framework for strategic leadership in local areas, bringing together local partners to focus on the needs of citizens and communities. The Local Area Agreement will include a single set of targets for improvement, tailored to local needs, agreed between Government and local partners. ▪ A new performance framework- There will be around 35 priorities for each area agreed with Government, tailored to local needs through the Local Area Agreement. ▪ Efficiency – transforming local services Ambitious efficiency gains will be required as part of the 2007 Comprehensive Spending Review. To help meet these we will encourage greater service collaboration between councils and across all public bodies. ▪ Community cohesion work with local authorities facing particular community cohesion challenges; provide support for areas facing difficulties; help share best practice between authorities; and support the |

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| | establishment of forums on extremism in parts of the country where they are necessary. |
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National Community Safety Plan 2008-2011

The document describes a shared endeavour to deliver safer communities, acknowledging that community safety cannot be delivered successfully by the police on their own but must involve broadly based partnerships at both local and national level. The Plan reflects the period 2008–11, and has been revised to ensure that it is clearly in line with Cutting Crime: A New Partnership 2008–11 and Public Service Agreements (PSAs). The National Community Safety Plan 2008-2011 emphasises a stronger focus on more serious violence; greater flexibility for local partners to deliver local priorities; a specific outcome to increase community confidence; and the need to reflect the increased threat to communities posed by violent extremists.

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| Objectives, Targets & Indicators | <p>The Government community safety objectives:</p> <ul style="list-style-type: none"> ▪ Priority Action 1 – Reduce the most serious violence, including tackling serious sexual offences and domestic violence. ▪ Priority Action 2 – Reduce serious acquisitive crime, through a focus on the issues of greatest priority in each locality and the most harmful offenders – particularly drug-misusing offenders. ▪ Priority Action 3 – Tackling local priorities; increasing public confidence. ▪ Priority Action 4 – Reduce reoffending. <p>The priority actions will be addressed through the strategic framework for tackling crime and increasing community safety, which includes:</p> <ul style="list-style-type: none"> ▪ Substance misuse ▪ Early intervention ▪ Criminal Justice system ▪ Communities ▪ Social exclusion ▪ Counter-terrorism |
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Healthy Weight, Healthy Lives: A Cross-Government Strategy for England 2008

This strategy is the first step in a sustained programme to support people to maintain a healthy weight. It will be followed by a public annual report that assesses progress, looks at the latest evidence and trends, and makes recommendations for further action. The strategies ambition for England is to be the first major nation to reverse the rising tide of obesity and overweight in the population by ensuring that everyone is able to achieve and maintain a healthy weight. Our initial focus will be on children: by 2020, we aim to reduce the proportion of overweight and obese children to 2000 levels.

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| <p>Objectives, Targets & Indicators</p> | <p>The strategy sets out both the immediate Government actions and the future direction of travel to meet the new ambition of ensuring that everyone is able to maintain a healthy weight and so lead a healthier life. The strategy lays out immediate plans to deal with topics relating to:</p> <ul style="list-style-type: none"> ▪ Children, healthy growth and healthy weight; ▪ Promoting healthier food choices; ▪ Building physical activity into our lives; ▪ Creating incentives for better health; and ▪ Personalised advice and support. <p>Success will also depend on ensuring that the programme of Government action is fully resourced. To this end, the Government will make available an additional £372 million for promoting the achievement and maintenance of healthy weight over the period 2008-11.</p> |
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Accessibility planning and the NHS: Improving patient access to health services, 2006

The document provides an overview of accessibility planning, highlighting the role of the NHS and describes some approaches. It identifies the need for the local authorities and the NHS to systematically assess whether people can get to healthcare facilities, food shops and other destinations that are important to people's health while also taking action to improve access and contribute to tackling health inequalities.

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| <p>Objectives, Targets & Indicators</p> | <p>The key lessons to emerge are the need for:</p> <ul style="list-style-type: none"> ▪ Coordinated local research to understand the transport access needs of key groups; ▪ A focus on reducing the need to travel (especially by car) to NHS sites as well as improving access through sustainable means; ▪ Effective local transport and health partnerships with senior backing and identified contacts with whom to work; |
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| | <ul style="list-style-type: none"> ▪ Joint commissioning of transport services to the NHS, linked to the broader integration of public and specialist transport services in the area; ▪ Development of local indicators and targets in order to track improvements in access to services for key groups or areas. |
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County

| Health & Opportunity for the People of Essex – Essex's Local Area Agreement (2006) | |
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| <p>The Local Area Agreement (LAAs) is a funding arrangement between central government and strategic Authorities regarding service delivery against given indicators. Partners across Essex have agreed the <i>Health and Opportunity for the People of Essex</i> LAA showing how the County Council will work with others to join up resources and services to deliver 14 agreed priorities for local people.</p> | |
| <p>Objectives, Targets & Indicators</p> | <ul style="list-style-type: none"> ▪ Increase the number of young people who take a job or stay on in education or in training ▪ Generate inward investment and stimulate business development ▪ Ensure development is designed to promote healthier living in the built environment ▪ Raise educational attainment ▪ Save lives at risk from accidents from road and fire ▪ Empower people to have a greater voice and influence over local decision making and the delivery of services ▪ Reduce the number of people who smoke in Essex ▪ Keep vulnerable children and young people safe ▪ Actively manage our environment ▪ Reduce the need for older people to go into hospital or residential care ▪ Build respect in communities and reduce anti-social behaviour ▪ Reduce crime, the harm caused by illegal drugs and to reassure the public, reducing the fear of crime ▪ Improve the quality of life for people in the most disadvantaged neighbourhoods and ensure service providers are more responsive to neighbourhood needs and improve their delivery ▪ Reduce obesity |

| Three Year Strategy Plan 2007-2010 (2007) Essex Police Authority and Essex Police | |
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| <p>The document is a combined three year strategy and annual policing plan that has been jointly prepared by Essex Police Authority and Essex Police. The strategy sets a clear direction for the policing of Essex over the next three years and provides the framework for the annual plan.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>The plan reflects the results of local consultation which shows that the public want the police to focus on the following priorities:</p> <ul style="list-style-type: none"> • To increase police visibility and reassurance • To improve both the timeliness and the quality of response to calls for assistance • To tackle anti-social behaviour and disorder |

| ECC, School Organisational Plan 2006-2011 (2007) | |
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| <p>The plan seeks to set out a requirement for places in maintained primary, secondary and special schools until 2011 and identifies areas where providers will need to match supply with demand. Information hence relates to:</p> <ul style="list-style-type: none"> - The current pattern of educational provision across the county - Forecasts of pupil numbers in future years - Details of government regulations and guidance and ECC policies concerned with school organisation issues - The current strategic thinking about school places in Essex | |

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| Objectives, Targets & Indicators | <p>In securing the provision of primary, secondary and special education the Local Authority will also promote:</p> <ul style="list-style-type: none"> - The raising of standards - Improved outcomes for all pupils - Greater diversity in the type of schools in the authority's area - Increased collaboration between schools - Greater community cohesion - Increased choice in school admissions. |
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| Essex Rural Strategy - The Essex Rural Partnership | |
| <p>The Partnership is made up of a range of organisations that deliver services to rural Essex or that represent stakeholders. In order to identify the Partners' priorities, an Essex Rural Strategy was launched in 2005.</p> | |
| Objectives, Targets & Indicators | <p>Key objectives are:</p> <ul style="list-style-type: none"> • Improving access to services • Improving availability and accessibility of transport to and from rural areas • Promoting Essex 1-General • Promoting Essex 2-Tourism • Integrated business support • Improving skills and employment opportunity • Improving infrastructure • Responding to climate change • Attracting new sources of funding • Actively encouraging community involvement • Conservation and enhancement of the built, natural and historic environment • Increasing the availability of affordable housing • Ensuring that the Planning system is responsive to the needs of rural regeneration |

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| | <ul style="list-style-type: none"> • Education and awareness of the rural environment • Exerting influence on policy and ensuring a co-ordinated approach to rural delivery • Undertaking research and analysis to inform policy and delivery |
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Shaping the future of Essex – A Community Strategy 2004-2024, Essex Partnership, 2004

The Essex Community Strategy identified 8 key areas of life for the future of Essex: Being part of a Community; Feeling safe; Being healthy; Creating opportunities; Getting around; Being served well and fairly; Conserving the environment; Having fun. The document states that change is inevitable. There are however powers and ways of influencing and directing change.

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| Objectives, Targets & Indicators | <p>The strategysets out priorities for improving the quality of life in Essex and it is envisaged that these will be reflected in the strategies and policies of Partnership members as these develop. The document identifies the main challenges for the county as:</p> <ul style="list-style-type: none"> • Balancing pressures for development with the need to protect the quality of our environment • Helping people get around Essex • Promoting active citizenship in Essex • Developing Essex's relationship with London • Taking positive action to conserve Essex's unique environment and heritage • Making the most of the image of Essex • Helping to improve people's quality of life |
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Local

| Rochford Community Strategy 2004-07, Rochford LSP (2004) | |
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| <p>The Community Strategy was led by the Local Strategic Partnership and underpins work carried out by the Council on its LDF. It promotes the economic, social and environmental wellbeing of the area and undertakes to contribute to local sustainable development.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>Consistent with its role within the Thames Gateway South Essex partnership is that Rochford has the potential to develop those themes which link to the vision in Southend, in particular developing the area for leisure, recreation and tourism activity.</p> <p>The area has a high socio-economic profile, high value housing and quality environment which balances the communities of south Essex, and provides an attractive inward investment proposition for business, particularly the developing service sector.</p> <p>The Strategy identifies key priorities including the promotion and enhancement of Rochford Town as a centre of "Arts and Crafts", and the development of walking and cycling initiatives. Leisure and tourism are sectors for planned development.</p> <p>The Strategy includes six key themes which are:</p> <ul style="list-style-type: none"> • Feeling Safe • Looking After Our Environment • A Good Education, Good Skills and Good Jobs • Healthy Living • Getting Around • An Inclusive Community |

Communities and Human Health – Implications for the LDF

The relationship between health and employment, education and good quality housing should be recognised and the LDF should encourage equality of access to decent, affordable, housing, services and facilities for all sectors of the community ensuring that equality (Race, Disability, Gender, Age, Sexual Orientation and Religion & Belief) is embedded within all documents and policies. This could be done through helping :

- Improve access to services, including education and health.
- Enable the provision of local facilities, including meeting places and educational opportunities
- Create local employment opportunities
- Create a mix of housing types and tenures in new development
- Recognise the importance of natural accessible green space and increased opportunities for walking and cycling in benefiting people's health and quality of life.

The SA will need to recognise existing problems of poverty and social exclusion (including through rural isolation) and ensure that LDF policy helps redress the issues.

A.1.13 Other Spatial Development Policy

International

| European Spatial Development Perspective 1999 | |
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| <p>By adopting the ESDP, the Member States and the Commission reached agreement on common objectives and concepts for the future development of the territory of the European Union.</p> <p>The aim of spatial development policies is to work towards a balanced and sustainable development of the territory of the European Union. The ESPD aims to ensure that the three fundamental goals of European policy are achieved equally in all the regions of the EU:</p> <ul style="list-style-type: none"> ▪ Economic and social cohesion; ▪ Conservation and management of natural resources and the cultural heritage; and ▪ More balanced competitiveness of the European territory. | |
| Objectives, Targets & Indicators | <p>European cultural landscapes, cities and towns, as well as a variety of natural and historic monuments are part of the European Heritage. Its fostering should be an important part of modern architecture, urban and landscape planning in all regions of the EU.</p> <p>A big challenge for spatial development policy is to contribute to the objectives, announced by the EU during international conferences concerning the environment and climate, of reducing emissions into the global ecological system.</p> |

National

| PPS12 – Local Spatial Planning, 2008 |
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| PPS12 sets out the Government's policy on local spatial planning, which plays a central role in the overall task of place shaping and |

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| in the delivery of land uses and associated activities. It explains what local spatial planning is, and how it benefits communities. It also sets out what the key ingredients of local spatial plans are. | |
| Objectives, Targets & Indicators | <ul style="list-style-type: none"> • PPS12 reiterates that Core Strategies must be justifiable - i.e. founded on a robust and credible evidence base • DPDs, especially Core Strategies, the most appropriate strategy when considered against the reasonable alternatives • They must be also be flexible and deliverable • To be found "sound" a Core Strategy must be justified, effective and consistent with national policy. |

| PPS 11: Regional Spatial Strategies 2004 | |
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| PPS11 provides policies that need to be taken into account by Regional Planning Bodies in their preparation of revisions to RSSs. | |
| Objectives, Targets & Indicators | <p>The Regional Spatial Strategy should provide for a fifteen to twenty year period, taking into account the following matters:</p> <ul style="list-style-type: none"> ▪ Identification of the scale and distribution of provision for new housing; ▪ Priorities for the environment, such as countryside and biodiversity protection; and ▪ Transport, infrastructure, economic development, agriculture, minerals extraction and waste treatment and disposal. |

| PPG 2: Green Belts 1995 | |
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| The Guidance indicates the underpinning aims of the Green Belt policy and its contribution to sustainable development objectives. | |

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| <p>Objectives, Targets & Indicators</p> | <p>There should be a general presumption against inappropriate development in the Green Belt. When any large scale development or redevelopment occurs within the Green Belt, it should contribute towards the objectives provided in paragraph 1.6 of the guidance note. The ODPM has recently published a Draft of the Town and Country Planning (Green Belt) Directions 2005 and these will be reviewed before the publication of the sustainability report.</p> |
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Regional

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| <p>Draft East of England Plan East of England Regional Assembly 2004.</p> | |
| <p>The East of England Plan sets out the regional strategy for planning and development in the East of England to the year 2021. The topics it covers include economic development, housing, the environment, transport, waste management, culture, sport and recreation, mineral extraction. The Plan has a key role in contributing to the sustainable development of the region. It sets out policies which address the needs of the region and key sub-regions. These policies provide a development framework for the next 15 to 20 years that will influence the quality of life, the character of places and how they function, and informs other strategies and plans. A major feature of RSS is that it identifies the significant infrastructure investment that will be needed if it is to achieve its desired results.</p> | |
| <p>Objectives, Targets & Indicators</p> | <p>The spatial planning vision for the East of England is to sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.</p> <p>Objectives:</p> <ol style="list-style-type: none"> 1 increase prosperity and employment growth to meet identified employment needs of the region, and achieve a more sustainable balance between workers and jobs 2 improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged 3 maintain and enhance cultural diversity while addressing the distinctive needs of different parts of the region 4 increase the regeneration and renewal of disadvantaged areas |

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| | <p>5 deliver more integrated patterns of land use, movement, activity and development, including employment and housing</p> <p>6 sustain and enhance the vitality and viability of town centres</p> <p>7 make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs</p> <p>8 meet the region's identified housing needs, and in particular provide sufficient affordable housing</p> <p>9 protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development</p> <p>10 protect and enhance the natural environment, including its biodiversity and landscape character</p> <p>11 minimise the demand for use of resources, particularly water, energy supplies, minerals, aggregates, and other natural resources, whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and trying to meet needs with minimum impact</p> <p>12 minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes</p> <p>13 ensure that infrastructure programmes, whether for transport, utilities or social infrastructure, will meet current deficiencies and development requirements; and that the responsible agencies commit the resources needed to implement these programmes and co-ordinate delivery with development</p> <p>14 minimise the risk of flooding.</p> <p>The Draft Plan includes:</p> <ul style="list-style-type: none">• a core spatial strategy for the region• policies relating to particular sub-regions and sub-areas• policies relating to specific topics and activities, that apply throughout the East of England• proposals for implementing the policies and for measuring how successful the strategy is in meeting its objectives |
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Sub-Regional

The Thames Gateway Delivery Plan, 2007

The Thames Gateway Delivery Plan fulfils the commitment to back the vision with clear cross-Government priorities and funding. It provides a framework for making the best use of public investment, local ownership, big project expertise and private sector entrepreneurship. And it announces the details of a spending programme from 2008–2011 to accelerate regeneration in the Thames Gateway, while showing where resources are needed longer term.

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| <p>Objectives, Targets & Indicators</p> | <p>The Plan is structured around the three driving forces for positive change in the Gateway: a strong economy, improvements in the quality of life for local communities and the development of the Gateway as an eco-region.</p> <p>The Plan outlines the following elements as key to the success of the Gateway:</p> <ul style="list-style-type: none"> ■ Economic transformation in four key areas: Canary Wharf, London Gateway, Ebbsfleet Valley, and the Olympic Park with Stratford City; ■ New housing developments in our ten priority areas for new homes; ■ The Thames Gateway Parklands initiative ■ Making the Gateway an Eco-Region; ■ Investing in a skilled workforce. |
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Vision for the Future (2001) – Thames Gateway South Essex Partnership

In 2001, the Thames Gateway South Essex Partnership published its "Vision for the Future" which set out the major aims and objectives for the regeneration of south Essex. That Vision looked forward to the creation of sustainable communities making the most of the unique characteristics of south Essex. Now, the follow-on document, "Delivering the Future" sets out the route by which that Vision can be realised in a series of initiatives covering education, health, urban renaissance, transport, prosperity, leisure and the environment. With a plan that encompasses not only these, but also culture, the arts, sport and business innovation, Thames Gateway South Essex Partnership aims to deliver a better quality of life for all those who live and work in the area.

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| <p>Objectives, Targets & Indicators</p> | <p>Key elements in the Vision for South Essex are to:</p> <ul style="list-style-type: none"> • Improve the skills and employment opportunities across a range of economic sectors, and to promote a competitive environment by stimulating the creation of effective business support networks linked to research |
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| | <p>institutions</p> <ul style="list-style-type: none">• Secure leading edge infrastructure, particularly improve sustainable transport.• Promote urban renaissance and provide employment opportunities.• Create a high quality and sustainable urban and rural environment.• Improve the health and well-being of all communities throughout South Essex.• Promote a high profile and positive image of Thames Gateway South Essex. <p><u>Skills, Learning and Employment Indicators</u></p> <ul style="list-style-type: none">- Development of centres of excellence to support businesses- Promotion and development of higher education within South Essex- Greater links with further education, training and business organisations and university provision- Fully address the need for basic and higher skills for the unemployed- Create employment opportunities- Encourage greater business involvement in training- Greater child care- Retention of employment <p><u>Transport and Infrastructure</u></p> <ul style="list-style-type: none">- Improve access within South Essex across the Thames Gateway, to London, other UK regions and Europe- Identify and develop key interchanges within South Essex- Promote the development of seaport and airport facilities- Secure investment in the railways – inc better links with existing lines, station improvements, service reliability and links to strategic rail network- Improve all forms of sustainable transport – such as bus services and infrastructure- Developing state of the art communications, signing and management systems. <p><u>Investment and Development</u></p> <ul style="list-style-type: none">- Develop Action Plans for key catalyst developments within South Essex- Innovative design of new developments- Improve accessibility to sites- Diverse range of business opportunities- Decontamination of land |
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| | <ul style="list-style-type: none"> - Maximise use of previously developed land <p><u>A Better Environment</u></p> <ul style="list-style-type: none"> - Continue to safeguard the area's environmental assets – protected areas, foreshore from development - Implement landscape improvement schemes, replace lost woodlands, trees, hedgerows and green the urban environment <p><u>Health and Community</u></p> <ul style="list-style-type: none"> - Regenerate run down estates - Raise education attainment - Reduce teenage pregnancies - Reduce crime and disorder - Improve cultural, leisure and recreational facilities <p><u>Marketing and Communications</u></p> <ul style="list-style-type: none"> - Improve communication within Thames Gateway - Promote TGSE nationally and internationally |
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| Essex and Southend-on-Sea Replacement Structure Plan, 2004 | |
| <p>Structure Plans cascaded downwards the requirements of former Regional Policy Guidance. They are being replaced by Regional Spatial Strategy (RSS) and sub-regional arrangements.</p> <p>Most of the planning policies contained in the Adopted Structure Plan expired on the 27 September 2007 and are therefore no longer in effect. This is a consequence of the provisions of the Planning & Compulsory Purchase Act 2004.</p> | |
| Objectives, Targets & | <p>Six policies from the Structure Plan have been 'saved':</p> <ul style="list-style-type: none"> ■ NR3 – Extension of Suffolk Coasts/Heaths AONB (in Tendring district) |

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| Indicators | <ul style="list-style-type: none"> ■ CC1 – Undeveloped Coast: Coastal Protection Belt ■ BIW9 – Airport Development ■ LRT6 – Coastal Water Recreation ■ EG1 – Proposals for New Power Stations ■ MIN4 – Sterilisation & Safeguarding of Minerals Sites <p>These saved policies above will continue to be a material consideration for the purposes of local planning and development control decisions. These policies have a transitional status and remain force until they are replaced by Development Plan Documents adopted by district planning authorities.</p> |
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Local

| Rochford District Council (2006) Rochford Replacement Local Plan | |
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| <p>The Replacement Local Plan covers a range of policy issues to cover new aspects of the constantly evolving development scene, including environmental and social issues. As the Local Development Framework evolves, the Local Plan will be gradually replaced. Valid parts of the Local Plan that are carried forward beyond the 15th June 2009 are to be detailed on the website and within LDF documents.</p> <p>The main challenge facing the District is to balance the protection of the Green Belt against the identified need to provide new land for housing and for industrial development.</p> | |
| Objectives, Targets & Indicators | <p>Policies areas include <i>inter alia</i>:</p> <ul style="list-style-type: none"> ■ Housing ■ Jobs ■ Shopping ■ Leisure & Recreation |

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| | <ul style="list-style-type: none"> ▪ Developer contributions to help finance: <ul style="list-style-type: none"> - affordable housing - adequate shopping facilities - health care facilities - education facilities - transportation infrastructure - nurseries, playgroups ▪ Policies on the Metropolitan Green Belt ▪ Protection of woodland Special Landscape Areas (SLAs) ▪ Coastal protection |
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| Rochford DC Core Strategy (preferred options) | |
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| <p>The Core Strategy Preferred Options document comprises an 'Issues and Opportunities' introduction; Vision; Strategies & Actions; Implementation & Delivery section; Key Diagram. The preferred options stage was extended to give stakeholders the opportunity to articulate further opinion on the issue of future housing distribution.</p> | |
| Objectives, Targets & Indicators | <p>The Strategies & Actions chapter is broken down into the following sub-sections:</p> <ul style="list-style-type: none"> • Housing – 3,489 new homes (net balance) • Green Belt • Employment – approx 3000 new jobs • Environmental Issues • Transport • Retail and Town Centres • Character of Place • Community Infrastructure, Leisure and Tourism • Upper Roach Valley and Wallasea Island |

Other Spatial Development Policy – Implications for the LDF

The LDF and SA/SEA need to support plan objectives related to sustainability, such as:

- Growth and development need to be adequately serviced by improved infrastructure.
- Importance of transport infrastructure particularly to provide access for disadvantaged groups.
- Reduce economic disparities
- Ensure local interests are not compromised by regional aspirations
- Ensure indigenous strengths are built upon with regard to economic development
- Optimise use of brown field sites and existing infrastructure
- High quality design of buildings and living environments
- Sustainable communities (access to jobs, housing and services) - will require suitable indicators
- Integration of new communities with existing centres of commerce (this may require monitoring economic performance of different locations)
- Health provision,
- Environmental management (including reducing contributions to climate change, and adapting to climate change impacts)
- Recognising and protecting international/national environmental designations.

Appendix 17 – Collated Baseline Information

Rochford District Council

Strategic Environmental Assessment Baseline Information Profile

2009 – 2010

**Prepared For
Rochford District Council
by
Essex County Council**



The information contained in this document can be made available in alternative formats: large print, Braille, audio tape or on disk. We can also translate this document in to other languages.

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1 INTRODUCTION

Local authorities need to prepare and maintain an up-to-date information base on key aspects of the social, economic and environmental characteristics of their area, to enable the preparation of sound Local Development Documents which can deliver sustainable development objectives (PAS, 2008).

The production of a sound evidence base is not just the requirement of PPS12, but also as part of Sustainability Appraisal (SA) and the Strategic Environmental Assessment (SEA) of plans and programmes. The requirement for SA and SEA emanates from a high level national and international commitment to sustainable development.

The European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the ‘SEA Directive’) was adopted in June 2001 with a view to increase the level of protection for the environment, integrate environmental considerations into the preparation and adoption of plans and programmes and to promote sustainable development. The Directive was transposed into English legislation by the Environmental Assessment of Plans and Programmes Regulations 2004 (the ‘SEA Regulation’), which came into force on 21 July 2004. It requires a Strategic Environmental Assessment to be carried out for all plans and programmes which are:

‘subject to preparation and/or adoption by an authority at national, regional or local level or which are prepared by an authority for adoption, through a legislative procedure by Parliament or Government, and required by legislative, regulatory or administrative provisions’.

The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between these factors.

Sustainability Appraisals examine the effects of proposed plans and programmes in a wider context, taking into account economic and social considerations together with environmental considerations required by the SEA Directive in order to promote sustainable development. SA is mandatory for all Development Plan Documents and Regional Spatial Strategies in accordance with the Planning and Compulsory Purchase Act 2004 as amended by the Planning Act 2008.

The County Council has entered into a Service Level Agreement with several local authorities in Essex to collect and maintain the baseline information to meet the requirements of the SEA Directive and to provide an up-to-date information base on key aspects of the social, economic and environmental characteristics of their area. This report has been prepared for Rochford District Council by Essex County Council.

The information is collected in a series of three reports:

- The first is the **Executive Summary**. This draws together the conclusions from the more detailed baseline monitoring report. The summary is intended to give an overview of the baseline report, which can be then looked at in detail for specific information on specific topics.
- The second document is the **Baseline Information Profile** which itself is organised into the following topic areas, covered by the SEA Directive. Divided into two parts:

Part I of the report deals with the Natural Environment, and includes the topics of:

- Biodiversity, flora and fauna
- Landscape
- Air Quality
- Climatic Factors
- Water Quality
- Flooding
- Soils, Minerals and Waste

Part II of the report deals with the Built Environment, and the following topics:

- Cultural Heritage and Townscape
- Health
- Population and Social
- Economy
- Housing
- Transport

Each topic is presented in its own Chapter, with each chapter divided into 3 sections,

- Introduction
- Current Baseline Information, with sub-sections defined by the subject matter, including contextual and comparative information for broader geographic areas as appropriate and where possible
- Summary

The last document is the:

- **Plans and Programmes** Annexe which sets out the policy context for each of the topics and subjects presented in the baseline information profile. It sets out a comprehensive list of International, National, Regional, County wide and Local contextual information. A brief summary of each of the Plans and Programmes is provided together with a web link to the document itself.

This report has been compiled using an extensive set of information from a variety of sources. Each source is shown alongside the information it presents, together with the hyperlink where the information originates from a web-site. The information was correct at 30th September 2009. Changes in the source information after that date may affect the continued accuracy of information contained in this report. Essex County Council takes no responsibility for the accuracy, reliability and correctness of any information produced by external sources which are outside of the control of the County Council.

PART ONE: Natural Environment

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2 BIODIVERSITY, FLORA AND FAUNA

2.1 Introduction

The term biodiversity simply describes the variety of all living things and their habitats. This can be as general as to cover the diversity of plant and animal species (and their genetic variation) globally, or more detailed to cover single ecosystems. Biodiversity is important because it provides us with many of the things that sustain our lives. It is essential that biodiversity and the 'natural balance' of ecosystems are protected because it is necessary to maintain the current quality of life and standard of living.

However, in the UK over 100 species have been lost during the last century as a result of human activity. On a global scale, the rate of loss is now recognised as a serious concern, requiring intensive international action to prevent continued loss of biodiversity.

2.2 Current Baseline Information

A. Indigenous Flagship Species

The EBAP contains action plans for 25 species and 10 habitats throughout Essex. Therefore to ensure that current and future planning policy appropriately addresses issues related to biodiversity and the natural environment, it is important that planning officers are aware of the biological factors evident in the local area. The section below illustrates the species and habitats native within the administrative boundary of Rochford District Council outlined in the BAP, the current status, factors causing loss or decline in the species and relevant policy actions that may be taken to protect and enhance the species.

All species receive extra protection if they are within a designated area, such as a SSSI or other nature or landscape designation.

i) Plants

- Native Black Poplar (*Populus Nigra* subspecies *Betulifolia*)

ii) Mammals

- Brown Hare (*Lepus Europaeus*)
- Dormouse (*Muscardinus Avellanarius*)
- Harbour Porpoise (*Phocoena Phocoena*)
- Pipistrelle Bats (*Pipistrellus Pipistrellus* and *Pipistrellus Pygmaeus*)

iii) Birds

- Grey Partridge (*Perdix Perdix*)
- Skylark (*Alauda Arvensis*)
- Song Thrush (*Turdus Philomelus*)

iv) Invertebrates

- Heath Fritillary (*Mellicta Athalia*)

v) Other

- Great Crested Newt (*Triturus Cristatus*)
- Allis Shad (*Alosa Alosa*) and Twaite Shad (*Alosa Fallax*)

Further information on the species listed above, their descriptions, status, forms of legal protection and the offences applicable should they or their habitats are detrimentally effected can be found at:

<http://www.essexwt.org.uk/main/welcome.htm> or <http://www.essexbiodiversity.org.uk/>.

B. Native Habitats

- Ancient and/or Species Rich Hedgerows and Green Lanes.
- Ancient Woodland
- Cereal Field Margins.
- Coastal Grazing Marsh.
- Saline Lagoons.
- Sea Grass Beds.
- Heathland.
- Urban Areas.

Further information on the characteristics of these native habitats, which Essex Biodiversity Partnership identified species can be found in each, and the legal status of these areas can be found at:

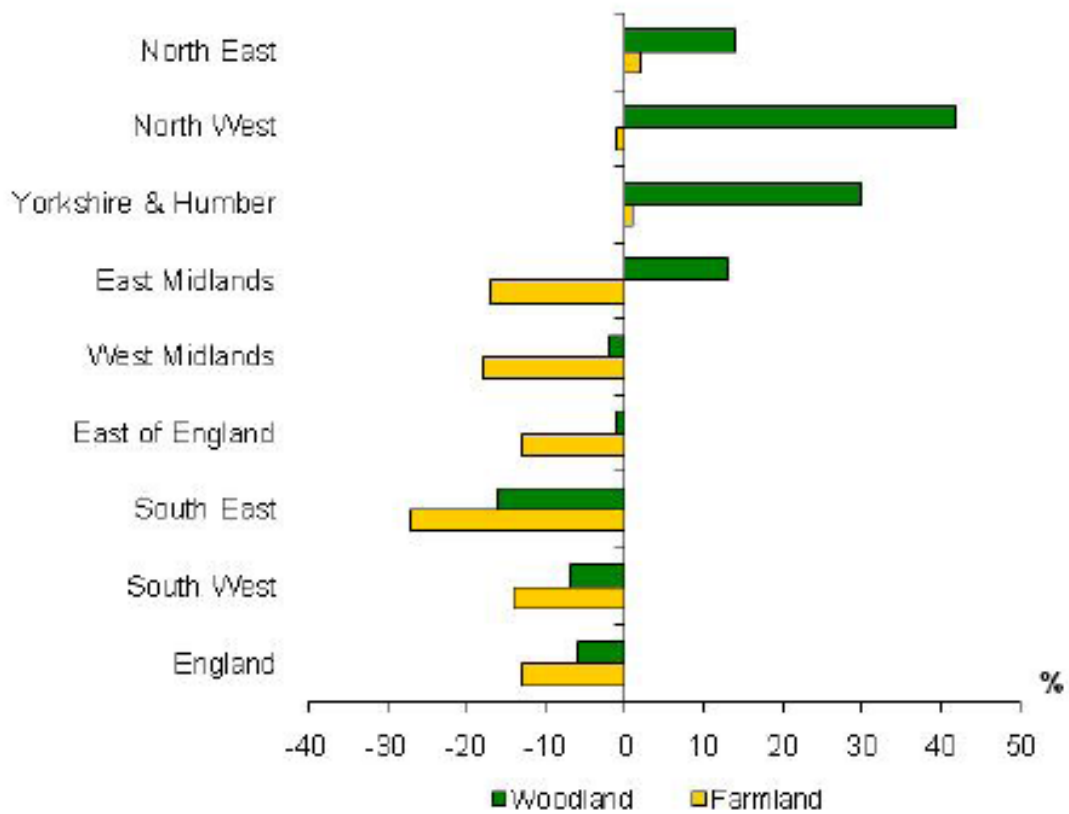
<http://www.essexwt.org.uk/main/welcome.htm> or <http://www.essexbiodiversity.org.uk/>.

C. Bird Populations

The bird population can often be a useful indicator to the biodiversity in different areas such as woodland and farmland. They are easier to locate and identify than more illusive species and from their distribution, other species numbers and types (on which the birds are dependant) can be approximated.

Figure 1 shows the change in woodland and farmland bird species across all regions in England.

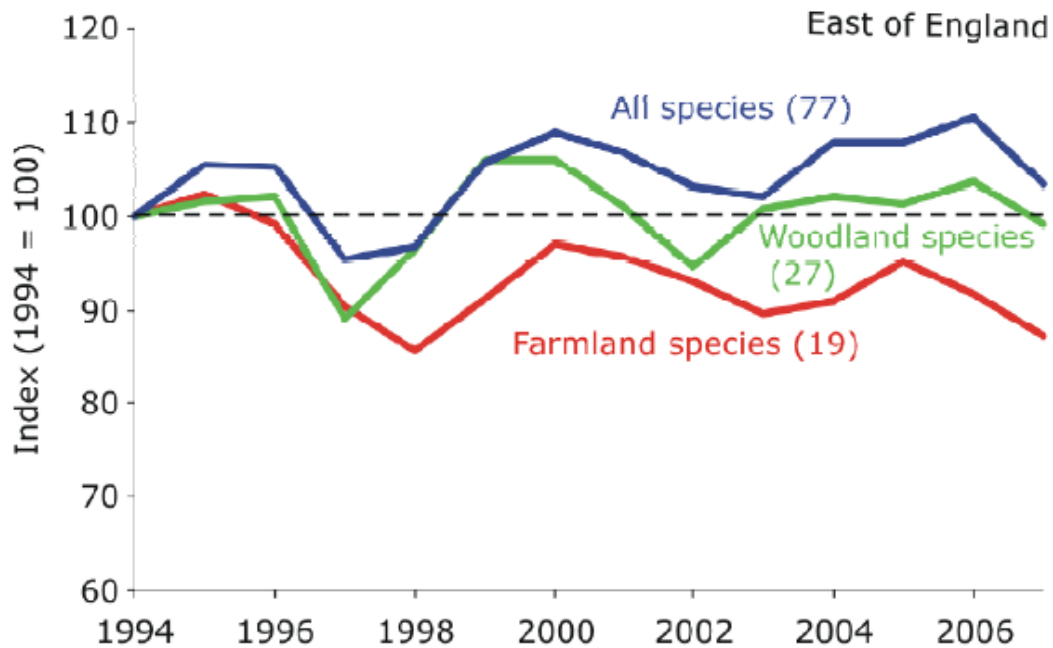
Figure 1: Percentage Changes in Wild Bird Indicators by Region 1994–2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Between 1994 and 2007, the population indices of farmland birds in five regions showed a decline of more than 10 per cent. This includes the East of England.
- During this study period woodland bird populations also decreased within the East of England.

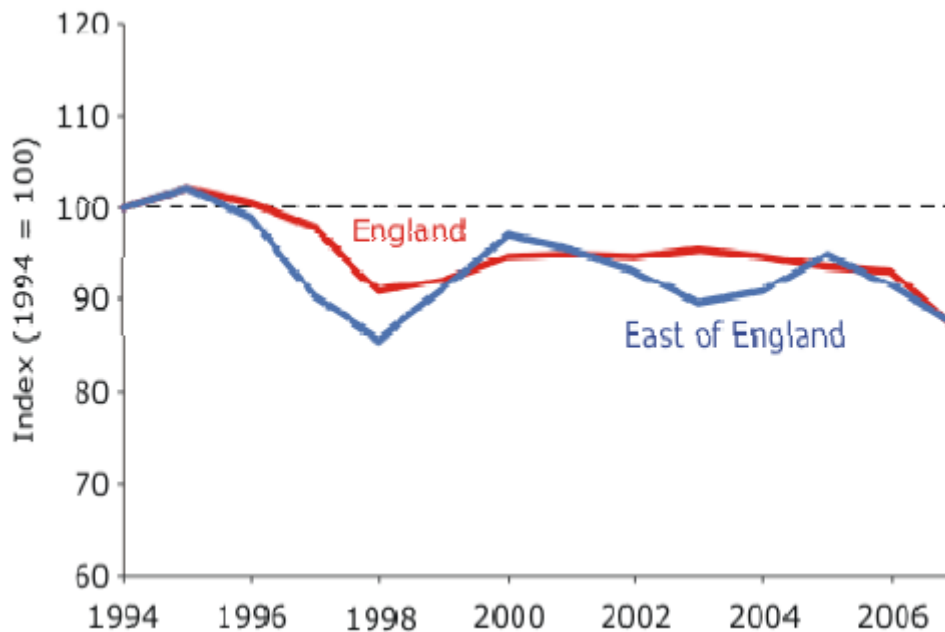
Figure 2: East of England Wild Bird Indices 1994-2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Between 1994 and 2007, the East of England population index for all native bird species increased by 3 per cent. There was a 13 per cent decrease in the farmland bird index, while for woodland birds there was a 1 per cent decrease in the index.
- There has been a decrease in both farmland and woodland species between 2006 and 2007.

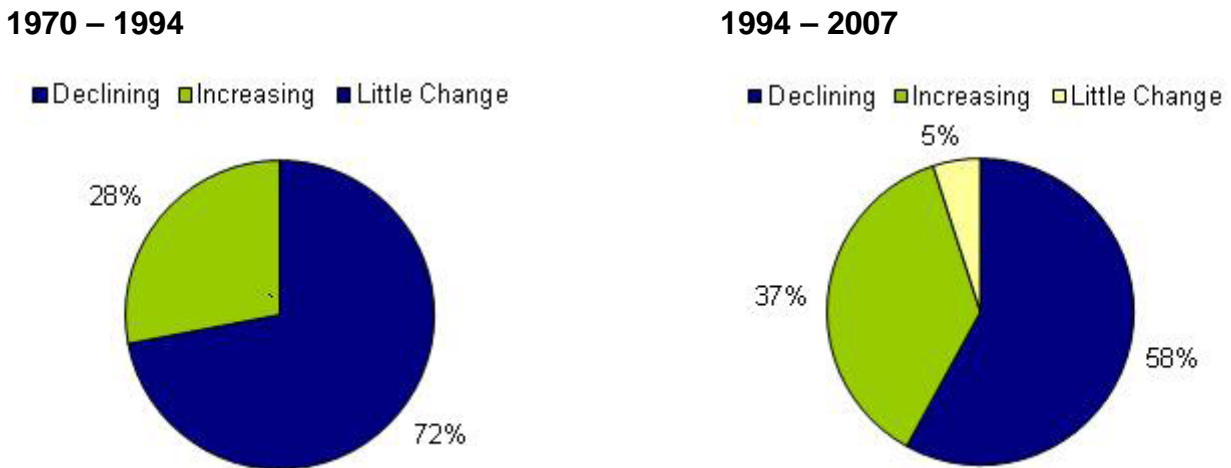
Figure 3: Change in Farmland Bird Population Indices 1994–2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Across the period of study, the index of farmland birds population decreased by 13% between 1994 and 2007 in both the East of England and England.
- The population indices for Turtle Dove, Linnet, Com Bunting and Yellow Wagtail decreased by more than 40%.
- The population index of the Jackdaw increased by more than 90%.

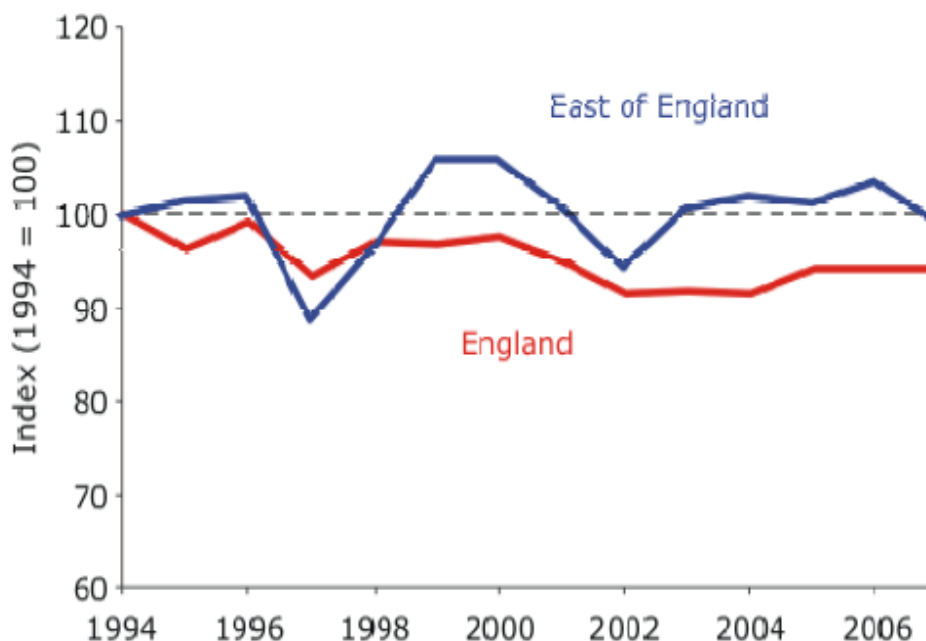
Figure 4: Proportion of Changes in Farmland Bird Species Populations in the East of England Region



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Previously published indices showed that farmland birds in the East of England declined by 44% between 1970 and 1994. Care must be taken when making a direct comparison due to different species composition and methodologies.

Figure 5: Change in Woodland Bird Population Indices 1994–2007



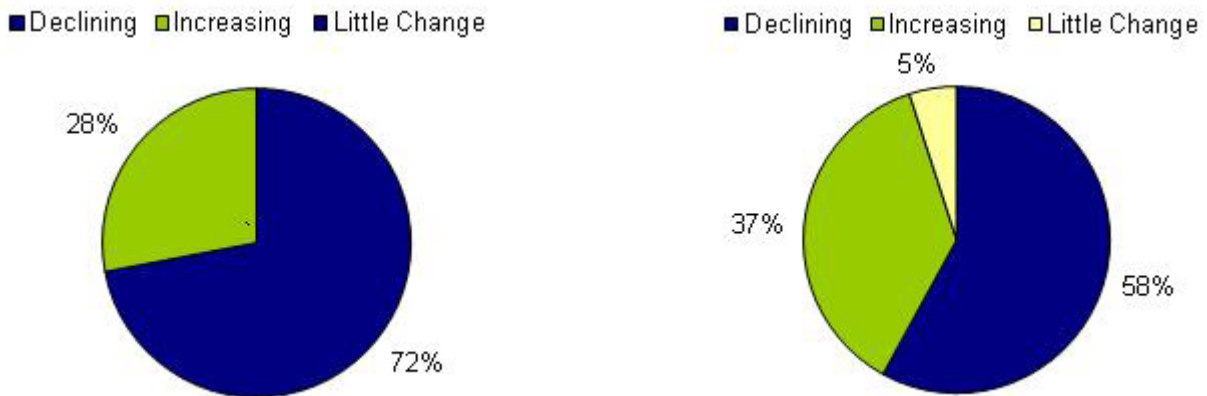
Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Across the period of study, the index of woodland bird population decreased by 1% between 1994 and 2007 in the East of England and 6% in England.
- Green Woodpecker and Green Spotted Woodpecker saw increases of more than 100% in their population indices.
- Nightingale and Spotted Flycatcher saw a decrease of more than 60% in their population index.

Figure 6: Proportion of Changes in Farmland Bird Species Populations in the East of England Region

1970 – 1994

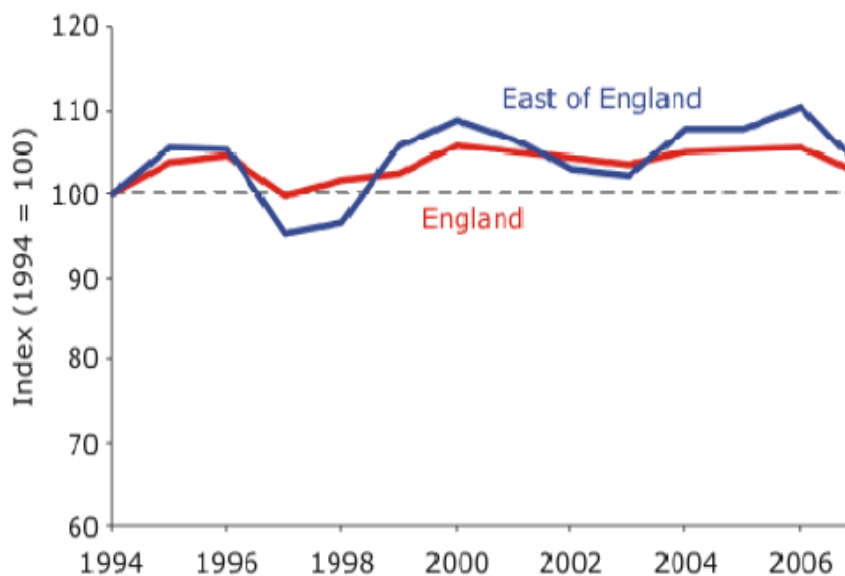
1994 – 2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Previously published indices showed woodland birds in the East of England declining by 19% between 1970 and 1994. Care must be taken when making a direct comparison due to different species composition and methodologies.

Figure 7: Change in All Native Bird Population Indices 1994–2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

Figure 8: Proportion of Changes in All Native Bird Populations in the East of England

1970 – 1994

1994 – 2007



Source: Defra Wild Bird Population Indicators for the English Regions: 1994 – 2007, 2009 (<http://www.defra.gov.uk>)

- Across the period of study, the population index of all native birds, including farmland and woodland species, increased by 3% in the East of England and 2% in England.

D. Land Designations

i) Ramsar Sites

Ramsar sites are European designated sites and part of the Natura 2000 network. The Habitat directive protects these sites and requires appropriate measures to reduce potential adverse impacts arising from development proposals.

The UK Government signed the Convention on Wetlands of International Importance especially as Waterfowl Habitat (the Ramsar Convention) in 1973. Ramsar sites are areas which have been formally 'listed' (designated) as Wetlands of International Importance by the Secretary of State. Natural England carries out consultations on the proposed listing with owners, occupiers and local authorities. Many sites qualify for both Ramsar and SPA designations.

Within Rochford District there is the Mid-Essex Coast Ramsar Sites, within which the Crouch and Roach Estuaries (incorporating River Crouch Marshes) was phase three in 1998 and Foulness was phase five listed in 1996.

Further information about Ramsar Sites can be found at:

<http://www.ramsar.org>

ii) Special Protection Areas

Special Protection Areas (SPAs) are areas classified (designated) by the Secretary of State, under the Directive 79/409/EEC on the Conservation of Wild Birds, adopted in 1979. This is a European designation and forms part of the Natura 2000 network. This Directive applies to birds, their eggs, nests and habitats, providing protection, management and control of all species of naturally occurring wild birds in the European territory. It requires Member States to take measures to preserve a sufficient diversity of habitats for these wild

bird species to maintain populations at ecologically and scientifically sound levels. It also requires Member States to take special measures to conserve the habitats of certain particularly rare and migratory species.

Within the Rochford District the same three sites meet the criteria for SPA status as those qualifying for Ramsar protection; Foulness classified in 1996, and Crouch and Roach Estuaries (classified in 1998).

Further information about SPAs can be found at:

<http://www.jncc.gov.uk>

iii) Special Areas of Conservation

Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs) are designated by the European Commission after a period of consultation under article 3 of the Habitats Directive (EC Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora, 1992). These are European designations made as part of the Natura 2000 network. This directive requires Member States to maintain or restore habitats and species at a favourable conservation status in the community. Special Protection Areas for birds (SPAs) and SACs will together make up a network of sites in Europe called Natura 2000.

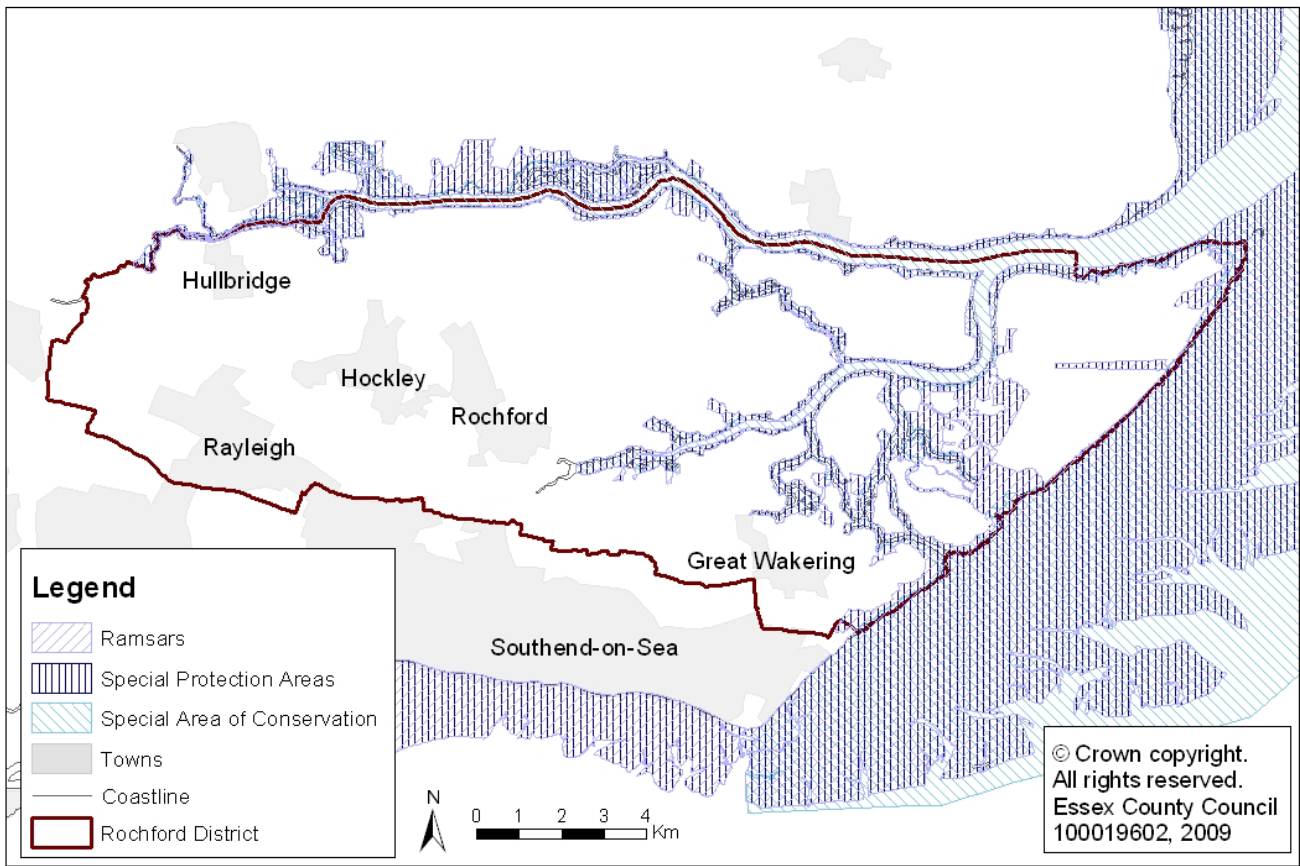
Within the Rochford District, there is part of the Essex Estuaries cSAC. This SAC covers 46,140.82 ha within Essex and covers the whole of the Foulness and Crouch and Roach Estuaries from the point of the highest astronomical tide out to sea. As such it relates to the seaward part of the coastal zone. It was designated as a cSAC due to various features of the habitat:

- Pioneer saltmarsh
- Estuaries
- Cordgrass swards, intertidal mudflats and sandflats
- Atlantic salt meadows
- Subtidal sandbanks
- Mediterranean saltmarsh scrubs

Further information about cSACs can be found at:

<http://www.jncc.gov.uk>

Figure 9: Ramsar Sites, Special Protection Areas and Special Areas of Conservation in Rochford District



Source: Essex County Council 2009

iv) The Essex Estuaries European Marine Site

Where a SPA or cSAC is continuously or intermittently covered by tidal waters, the site is referred to as a European Marine Site. The marine components of the Essex SPAs and cSACs are being treated as a single European Marine Site called the Essex Estuaries Marine site (EEEMS). Effectively the whole of the District coastline is within the EEEMS, although terrestrial parts of the SPAs (i.e. freshwater grazing marshes inside the sea walls) are not included as they occur above the highest astronomical tide.

E. Sites of Special Scientific Interest

i) Sites of Special Scientific Interest in Essex

Sites of Special Scientific Interest (SSSIs) are designated areas of land which are considered to be of special interest due to its fauna, flora, geological or physiographical features. There are over 4,000 SSSIs in England, covering around 7% of the country's land area. SSSIs are important as they support plants and animals that find it more difficult to survive in the wider countryside.

The success of SSSIs is monitored by PSA targets in which the SSSIs are put in to one of five categories, ranging from favourable to destroyed. A SSSI is deemed to be meeting the PSA target by Natural England if 95% of the total area is classed as “Favourable” or “Unfavourable Recovering”.

Table 1: Definition of Sites of Special Scientific Interest Categories

| Category | Definition |
|-------------------------|---|
| Favourable | The SSSI is being adequately conserved and meeting conservation objectives, however there is scope for enhancement. |
| Unfavourable Recovering | The SSSI is not yet fully conserved but all the necessary management measures are in place. Provided that the recovery work is sustained, the SSSI will reach a favourable condition in time |
| Unfavourable No Change | The special interest of the SSSI is not being conserved and will not reach favourable condition unless there are changes to the site management or external pressures. The longer the SSSI remains in this condition, the more difficult it will be to achieve recovery |
| Unfavourable Declining | The special interest of the SSSI is not being conserved. The site condition is becoming progressively worse. |
| Part Destroyed | There has been lasting damage to part of the conservation interest of the SSSI such that it has been irreversibly lost. |
| Destroyed | Lasting damage has occurred to all the special conservation interest of the SSSI that it has been lost. This land will never recover |

Source: Natural England Website 2008

The overall condition of SSSIs throughout Essex between 2005 and 2009 is illustrated in Table 2. Please note that data pertaining to 2008 was not obtainable. This table highlights the proportion of the SSSIs that meet the PSA target. Natural England defines the PSA target as the proportion of SSSI sites that are deemed to be in favourable or unfavourable recovering condition.

Table 2: Condition of Sites of Special Scientific Interest in Essex

| Condition of Essex SSSIs | % Area | | | | Change 2005-09 |
|--------------------------|--------|--------|--------|--------|----------------|
| | 2005 | 2006 | 2007 | 2009 | |
| Meeting PSA target | 56.47% | 57.02% | 57.05% | 61.56% | 9.01% |
| Favourable | 51.23% | 51.79% | 51.74% | 55.09% | 7.53% |
| Unfavourable recovering | 5.24% | 5.23% | 5.31% | 6.47% | 23.47% |
| Unfavourable no change | 2.74% | 2.71% | 2.64% | 5.21% | 90.15% |
| Unfavourable declining | 40.79% | 40.27% | 40.30% | 33.24% | -18.51% |
| Destroyed/part destroyed | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

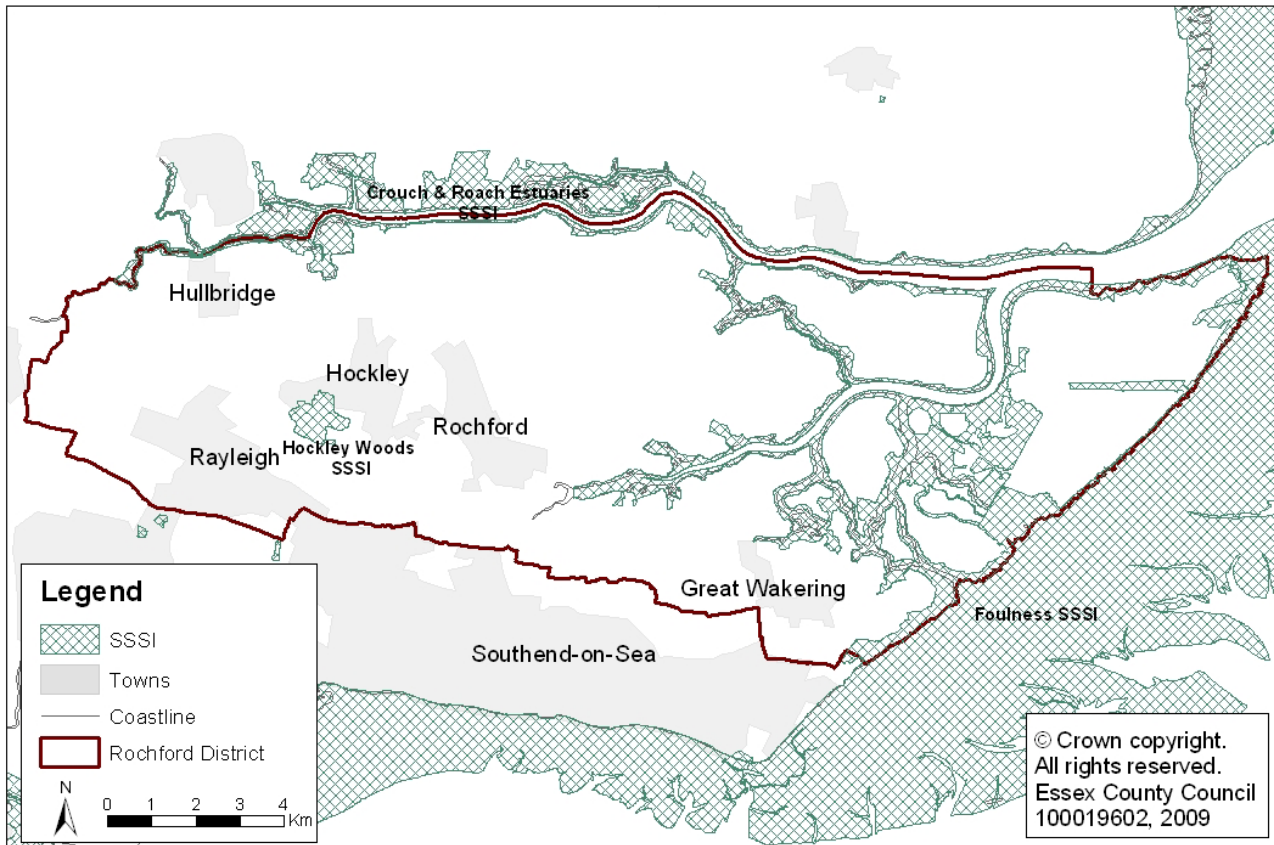
Source: English Nature Website 2009 (<http://www.english-nature.org.uk>)

- There has been a 9.01% increase in the proportion of SSSIs meeting the PSA target. 56.47% of all SSSIs were meeting the target in 2005 compared to 61.56% in 2009.
- There has been a 18.51% decrease in the proportion of SSSIs unfavourably declining, from 40.79% in 2005 to 33.24% in 2009.
- The largest proportional change can be seen in the proportion of SSSIs which are in an unfavourable condition but are showing no change. The proportion of SSSIs displaying this condition has increased from 2.74% in 2005 to 5.21% in 2009. This represents a proportional increase of 90.15%

ii) Sites of Special Scientific Interest in Rochford District

There are three SSSIs in the District, located at Hockley Woods, Foulness and the Crouch and Roach Estuaries as illustrated in the figure below:

Figure 10: Location of Sites of Special Scientific Interest within Rochford District.



Source: Essex County Council 2009

The description and condition of the above Rochford SSSIs is described in the following table.

Table 3: Sites of Special Scientific Interest - Location, Description and Condition

| Hockley Woods | | | |
|---|---|-------------------|----------|
| Location: | To the South of Hockley | Size: | 92.12 ha |
| Habitat Type | Broadleaved, mixed and yew woodland - lowland | PSA Target | 100% |
| Description & Reasons For Notification | <p>These are a contiguous group of ancient coppice woods incorporating Great Bull Wood, Great Hawkwell Wood, Beeches Wood and Parson’s Snipe. They lie on the crest and slopes of a ridge of pre-glacial gravels and clay north-west of Southend-on-Sea, forming one of the most extensive areas of ancient woodland in South Essex. The dominant stand types comprising the Sweet Chestnuts variants of Pedunculate oak-hornbeam – birch-hazel variant and acid Sessile oak-hornbeam. The population of Sessile Oak <i>Quercus petraea</i> is probably the largest in eastern England.</p> <p>The ground fauna is dominated by Bramble and creeping Soft Grass <i>Holcus Mollis</i> with substantial areas of Bracken <i>Pteridium Aquilinum</i>.</p> <p>There is evidence of active management of woodland to create temporary open space and maintain appropriate extent of permanent open space, but ideally would encourage more intervention management of permanent open</p> | | |

| | | | |
|--|--|--------------------------|--|
| | <p>space to retain desirable habitat qualities for heath fritillary butterflies. Woodland structure good with a mixture of coppice with standards and high forest, but overall understorey over c30% of area consisting of coppice layers or shrubs. Open space collectively c10% of area. The annual creation of large coppice coups creates good temporary open space, although the hornbeam/oak areas provide the suitable habitat for common cow-wheat. Three age classes present over the site with evidence of good regeneration by coppice stools and as saplings. Dead wood (standing & fallen) is adequate.</p> | | |
| <p>Condition Most recent Assessment 19th Jun 2008</p> | <p>The heath fritillary population is below desirable thresholds and consequently targeted management of open space need to be actioned to ensure continued recovery towards favourable condition status. The temporary open space created by coppicing is good within a woodland context but the permanent open space in the rides and adjacent glades are more shaded and overgrown than desirable</p> | | |
| Foulness | | | |
| <p>Location:</p> | <p>Foulness lies on the north shore of the Thames Estuary between Southend in the south and the Rivers Roach and Crouch in the north</p> | <p>Size:</p> | <p>10946.17 ha</p> |
| <p>Habitat Type:</p> | <p>Littoral Sediment Supralittoral Sediment Coastal Lagoon Neutral Grassland – Lowland Improved Grassland Broadleaved, Mixed & Yew Woodland - Lowland</p> | <p>PSA Target</p> | <p>78.24% of SSSI is Currently meeting Targets</p> |
| <p>Description & Reasons For Notification</p> | <p>A key site in “A Nature Conservation Review’ edited by D.A Ratcliffe (Cambridge University Press, 1977), thus is regarded as an essential element in the success of nature conservation in Britain. It is also proposed as part of the mid-Essex Coast Special Protection Area, under the EEC Directive on the Conservation of Wild Birds (Directive 79/409/EEC) and as a Wetland of International Importance, under the Ramsar Convention.</p> <p>It comprises extensive intertidal sand-silt flats, saltmarsh, beaches, grazing marshes, rough grass and scrubland. The flats are of national and international importance as feeding grounds for nine species of wildfowl and wader, with islands, creeks and grazing land forming an integral part as sheltered feeding and roosting sites. The shell banks support nationally important breeding colonies of Little Terns, Common Terns and Sandwich Terns. The complex matrix of habitats also supports nationally important numbers of breeding Avocets along with plants and invertebrates. Numerous species are locally restricted in their distribution and nationally uncommon or rare.</p> <p>March 2009 – Units 6 to 9, 11 – 16, 18, 20, 23, and 30 were the most recently assessed.</p> | | |
| <p>Condition There are 31 Unit areas in total. The latest assessments were carried out March 2009 on those units detailed</p> | <p>Most of the SSSI is managed well. The areas for concern are due to</p> <ul style="list-style-type: none"> - Coastal squeeze - Agriculture - Inappropriate Scrub Control - The need for targeted grassland management to increase structural diversity and ditch profile enhancement to achieve favourable status. | | |
| Crouch and Roach Estuaries (shared with Chelmsford Borough and Maldon District) | | | |
| <p>Location:</p> | <p>South Essex</p> | <p>Size:</p> | <p>Total SSSI area:</p> |

| | | | |
|--|---|-------------------|---|
| | | | 1743.97 ha Within The District: 119.36 ha |
| Habitat Type | Littoral Sediment Neutral Grassland - Lowland | PSA Target | 0% |
| Description & Reasons For Notification | <p>The site comprises the former River Crouch Marshes SSSI with extensions and deletions. The Crouch and Roach Estuaries with both the Dengie SSSI and the Foulness SSSI. These sites run from the mouth of the River Crouch, the Dengie SSSI to the north, and the Foulness SSSI running southwards including the south bank of the River Crouch downstream. Part of the site overlaps the geological SSSI known as The Cliff, Burnham on Crouch.</p> <p>A proportion of the site forms part of the Mid Essex Coast Special Protection Area under EC Directive on the Conservation of Wild birds (Directive 74/409/EEC) and as a wetland of international importance under the RAMSAR convention. The tidal reaches of the Crouch and Roach estuaries are part of the Essex Estuaries possible Special Area of Conservation under the Habitats Directive (Directive 92/43/EEC).</p> <p>The River Crouch occupies a shallow valley between two ridges of London Clay, whilst the River Roach is set predominately between areas of brickearth and loams with patches of sand and gravel. The intertidal zone along the rivers Crouch and Roach is 'squeezed' between the sea walls on both banks and the river channel, leaving a relatively narrow strip of tidal mud in contrast with other estuaries in the county. This however is used by a significant numbers of three different species of waders and wildfowl. Additional interest is provided by the aquatic and terrestrial invertebrates and by the assemblage of nationally scarce plants.</p> | | |
| Condition Unit 1 06 Oct 1998 Unit 2 07 Mar 2005 | <p>Unit 1 is unfavourable declining and Unit 2 is unfavourable no change. This condition is mainly due to coastal squeeze and inappropriate water levels.</p> <p>Grazing marsh is currently managed as ESA tier 1 but requires higher water levels. This is difficult due to the isolated nature of the grazing marsh which is surrounded by arable land.</p> | | |

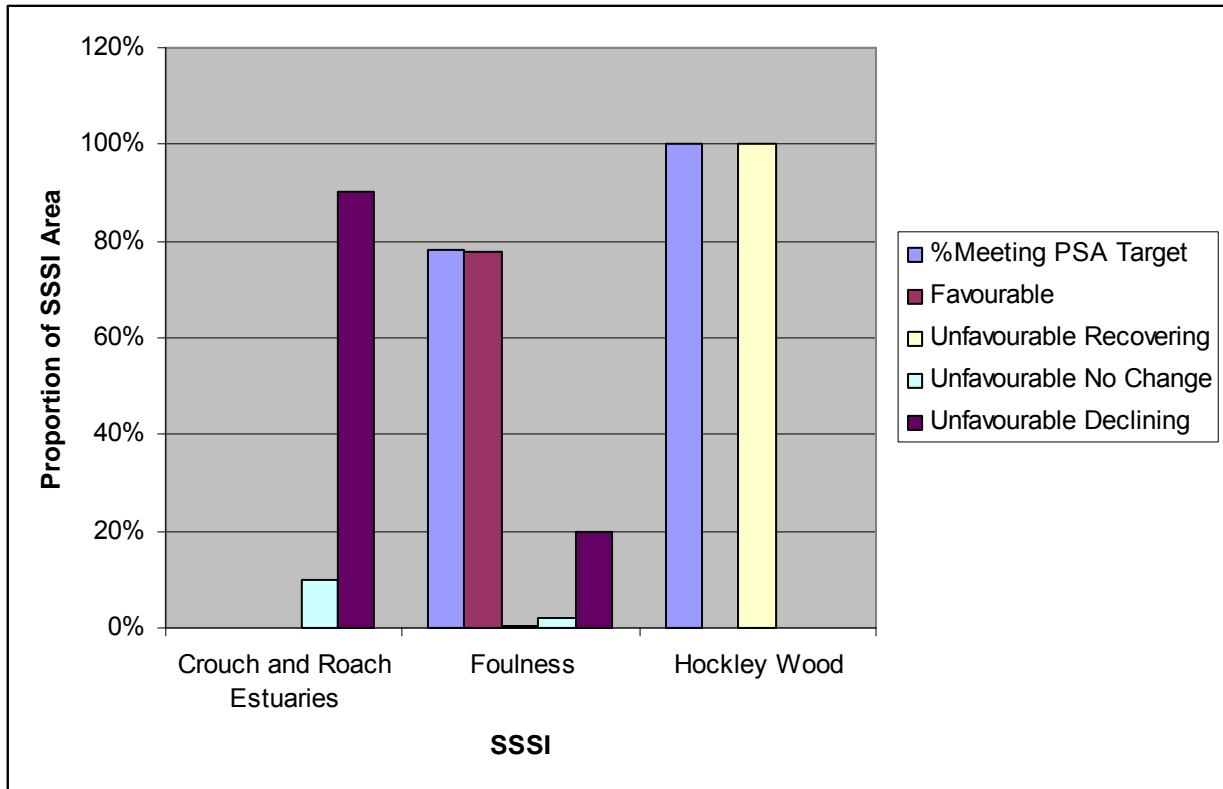
Source Natural England 2009 (<http://www.english-nature.org.uk>)

Table 4: Condition of Sites of Special Scientific Interest in Rochford District 2009

| | Meeting PSA Target | Favourable | Unfavourable Recovering | Unfavourable No Change | Unfavourable Declining |
|----------------------------|--------------------|------------|-------------------------|------------------------|------------------------|
| Crouch and Roach Estuaries | 0% | 0% | 0% | 9.75% | 90.25% |
| Foulness | 78.24% | 77.94% | 0.30% | 2.09% | 19.67% |
| Hockley Wood | 100.00% | 0% | 100% | 0% | 0% |

Source Natural England 2009 (<http://www.english-nature.org.uk>)

Figure 11: Condition of Sites of Special Scientific Interest in Rochford District 2009

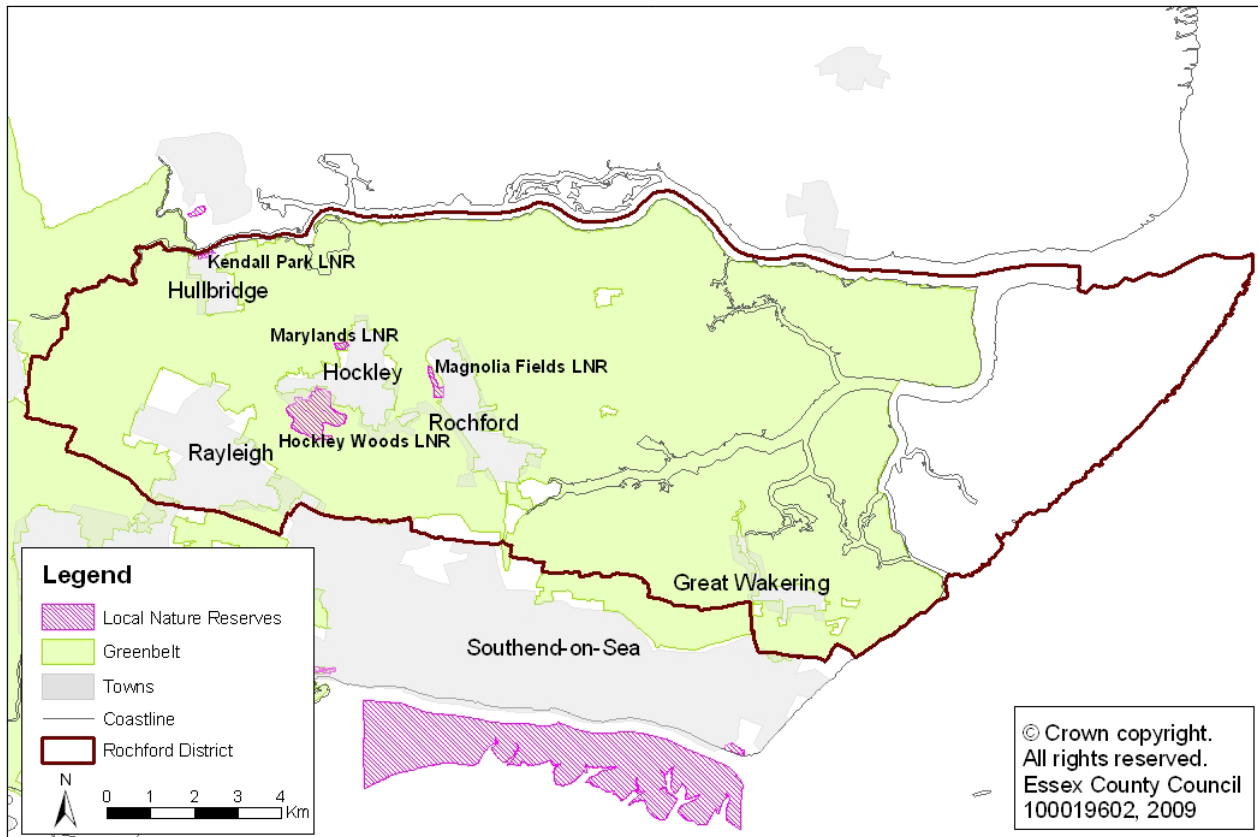


Source: Adapted from Natural England 2009 (<http://www.english-nature.org.uk>)

- Hockley Wood is the only SSSI to be fully meeting the PSA target, where 100% of its site area has been denoted as being in an unfavourable condition although one which is recovering.
- No part of the Crouch and Roach Estuaries SSSI is meeting the PSA target. 90.25% of this SSSI has been assessed as being in an unfavourably declining condition.
- The majority of the Foulness SSSI is meeting the PSA target, with 78.24% of the total area being in either a favourable or unfavourably recovering condition.

F. Nature Reserves

Figure 12: Rochford District Local Nature Reserves



Source: Essex County Council 2009

G. National Nature Reserves

There are seven National Nature Reserves (NNRs) in Essex, of these there are none in the Rochford District.

H. Local Nature Reserves

These habitats of local significance contribute both to nature conservation and provide opportunities for the public to learn about and enjoy wildlife. Local Nature Reserves (LNRs) comprise a substantial part of the district’s identified wildlife habitats and also significantly contribute to the district’s biodiversity resource.

There are 46 LNRs within Essex. Of these, 4 are within Rochford District:

- Hockley Woods (91 ha)
- Hullbridge Foreshore (4ha)
- Marylands (3.69 ha)
- Magnolia Fields (9.7 ha)

In addition to these there is a proposed extension of the Southend on Sea Foreshore LNR into the Rochford District to include the Maplin Bund in the near future.

Hockley Woods have more ancient woodland plants than any other wood in the country. Hockley Woods have survived because they have been coppice managed as a valuable resource.

Magnolia Fields is an area of habitat with a variety of species present including large numbers of the increasingly rare Bullfinch. The reserve was a former brickworks site and several signs of this trade are still apparent such as the pond that was redeveloped in 1996 to which wildlife has gradually returned. There is an extensive network of pathways through the woods, where there are numerous woodland bird species present.

I. Local Wildlife Sites

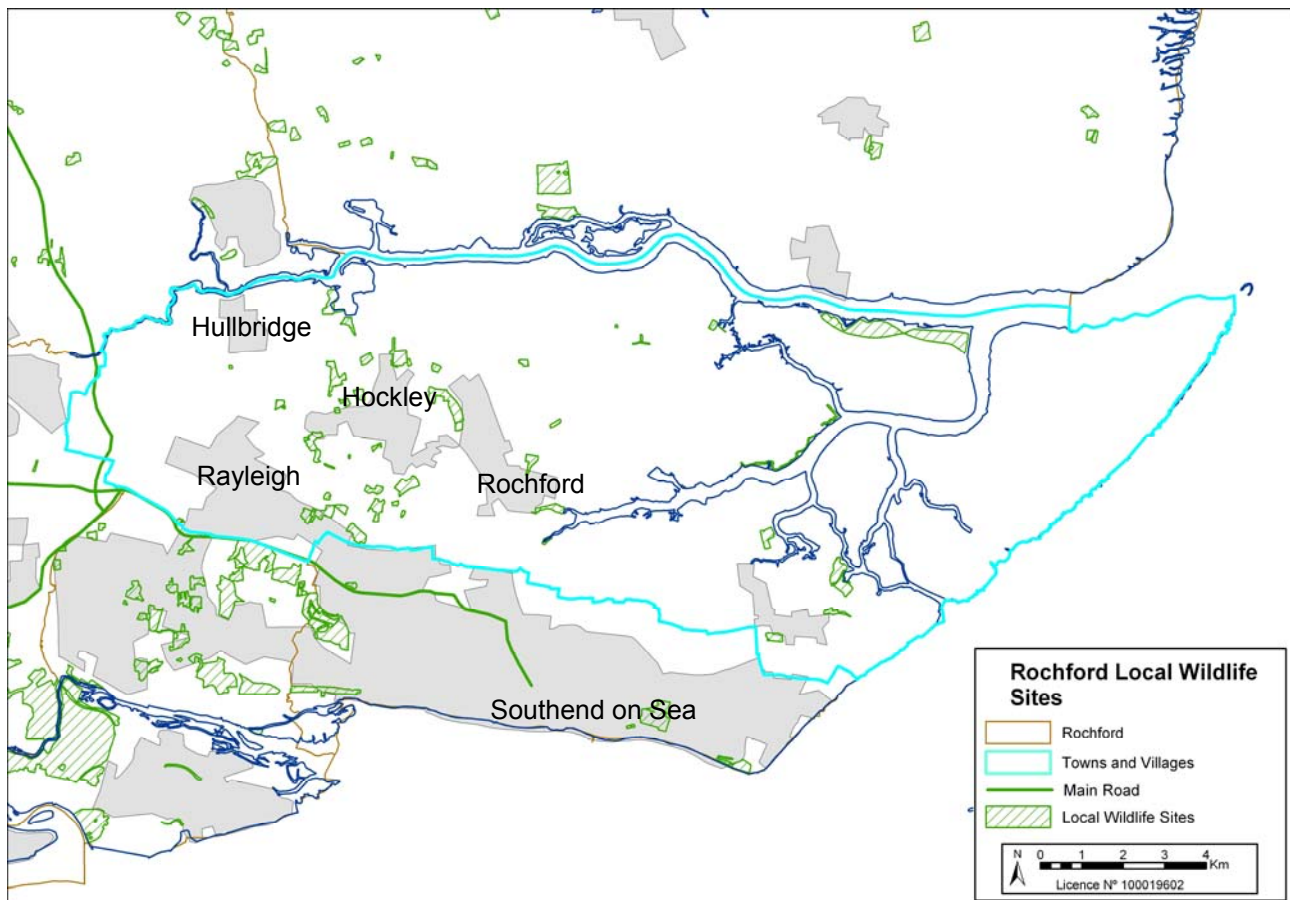
Local Wildlife Sites (LoWSs) are areas of land with significant wildlife value (previously known as Sites of Importance for Nature Conservation (SINCs) and County Wildlife Sites (CWSs). Together with statutory protected areas, LoWSs represent the minimum habitat we need to protect in order to maintain the current levels of wildlife in Essex.

There are 39 LoWSs scattered throughout Rochford District, comprising mainly of Woodland, but with some Grassland, Mosaic, Coastal and Freshwater Habitats. The largest LoWS is Rouncefall and Magnolia Fields, which is a 24.35ha mosaic habitat.

Other significant LoWSs include Creeksea Road, an 18.71ha mosaic site and Grove Woods covering 16.62ha.

The extent and location of LoWSs in Rochford District is highlighted in the figure below.

Figure 13: Rochford District Local Wildlife Sites



Source: Essex County Council 2008

2.3 Biodiversity, Flora and Fauna Summary

- The Greengrid Partnership provides opportunities to enhance and restore various Biodiversity issues.

- Within the Rochford District listed in the Essex Biodiversity Action Plan are:
 - One plant Species,
 - Four Mammal Species,
 - Three Bird Species
 - One Invertebrate Species
 - Great Crested Newts and Shads
 - Eight Habitats
- Between 1994 and 2007, the East of England population index for all native bird species increased by 3 per cent. There was a 13 per cent decrease in the farmland bird index, while for woodland birds there was a 1 per cent decrease in the index.
- There are two areas (Foulness and the Crouch and Roach Estuaries) designated as Ramsar sites within the Rochford District, as part of the wider Mid Essex Coast Ramsar site. The same sites are also designated as SPAs, under the Natura 2000 network.
- Within the Rochford District, there is part of the Essex Estuaries SAC designated in 1996.
- There are three SSSIs within the Rochford District, Hockley Woods, Foulness and the Crouch and Roach Estuaries.
- Hockely Wood is the only SSSI in Rochford District to be fully meeting the PSA target, where 100% of its site area has been denoted as being in an unfavourable condition, but one which is recovering. 78.24% of Foulness SSSI accords with the PSA agreement but no part of Crouch and Roach Estuaries SSSI has been assessed as either being in a favourable or unfavourable but recovering condition.
- Rochford District has no NNRs.
- Rochford District has a total of four LNRs, Hockley Woods, Hullbridge Foreshore Marylands and Magnolia Fields.
- Rochford District contains 39 LoWSs. These are predominantly woodland, but there are also significant areas of grassland, mosaic coastal and freshwater habitat types.

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3 LANDSCAPE

3.1 Introduction

Natural processes and human use (especially since the Industrial Revolution) have shaped the Essex landscape into its present form. The result is a combination of physical components such as landforms; visible spatial components (for example, scale and patterns); and non visible spatial components which can incorporate sound and cultural associations.

It is the particular combination of these aspects which determines an areas distinctive character which can then be classified into wider character areas, or remain as distinct unique areas (as described in Essex Landscape Character Assessment, Essex County Council, 2003).

3.2 Baseline Information

A. Designated Areas

Within the Essex landscape there are many areas of special interest which have been designated and protected from inappropriate development. The main areas of importance are:

- Special Landscape Areas (SLA)
- Landscape Character Areas (LCA)
- Areas of Outstanding Natural Beauty (AONBs)
- Ancient Woodlands
- Historic Parks and Gardens
- Protected Lanes
- Special Verges

There are no AONBs, Historic Parks and Gardens or Protected Lanes in Rochford District.

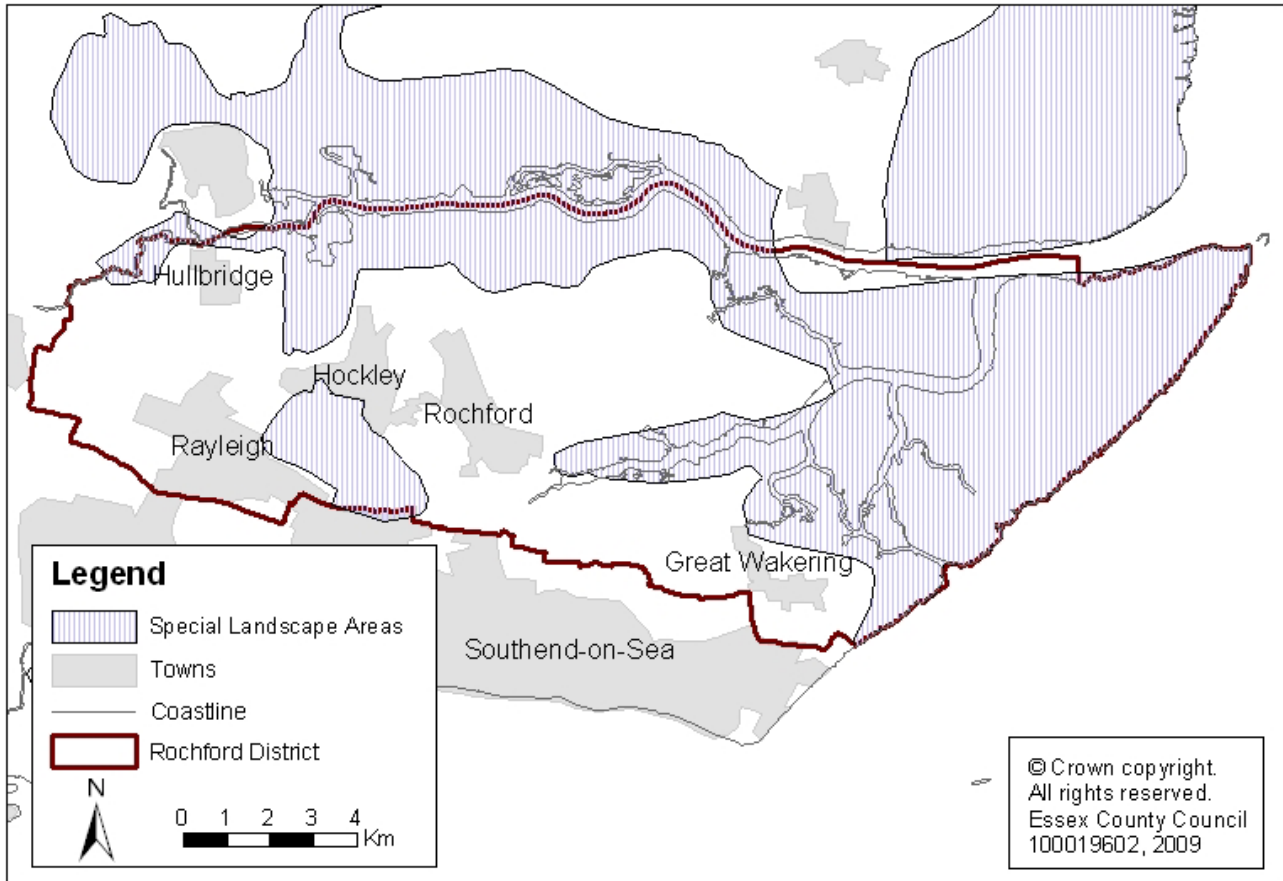
B. Special Landscape Areas

Special Landscape Areas (SLAs) are defined as a series of areas of distinctive scenic attraction and of great landscape value resulting from a combination of features such as vegetation cover and landform. They are non statutory designations, selected by Essex County Council, which are in the process of being replaced by Landscape Character Areas. The conservation and maintenance of features important to the local landscape such as trees, hedges, copses, woodlands and ponds are encouraged.

In Rochford District the major SLA is 'North Essex' although there are three smaller SLAs:

- Hockley Woods, a complex of ancient woodlands and farmland on undulating ground between Hockley and Southend-on-Sea;
- Upper Crouch which contains numerous creeks, mudflats and saltings on either shore and is relatively treeless and unspoiled; and
- Crouch/Roach Marshes which consist of a number of islands, creeks, and channels with salt marsh, mudflats, and drainage ditches. The area is mainly remote and supports a large bird population.

Figure 14: Special Landscape Areas within Rochford District



Source: Essex County Council 2009

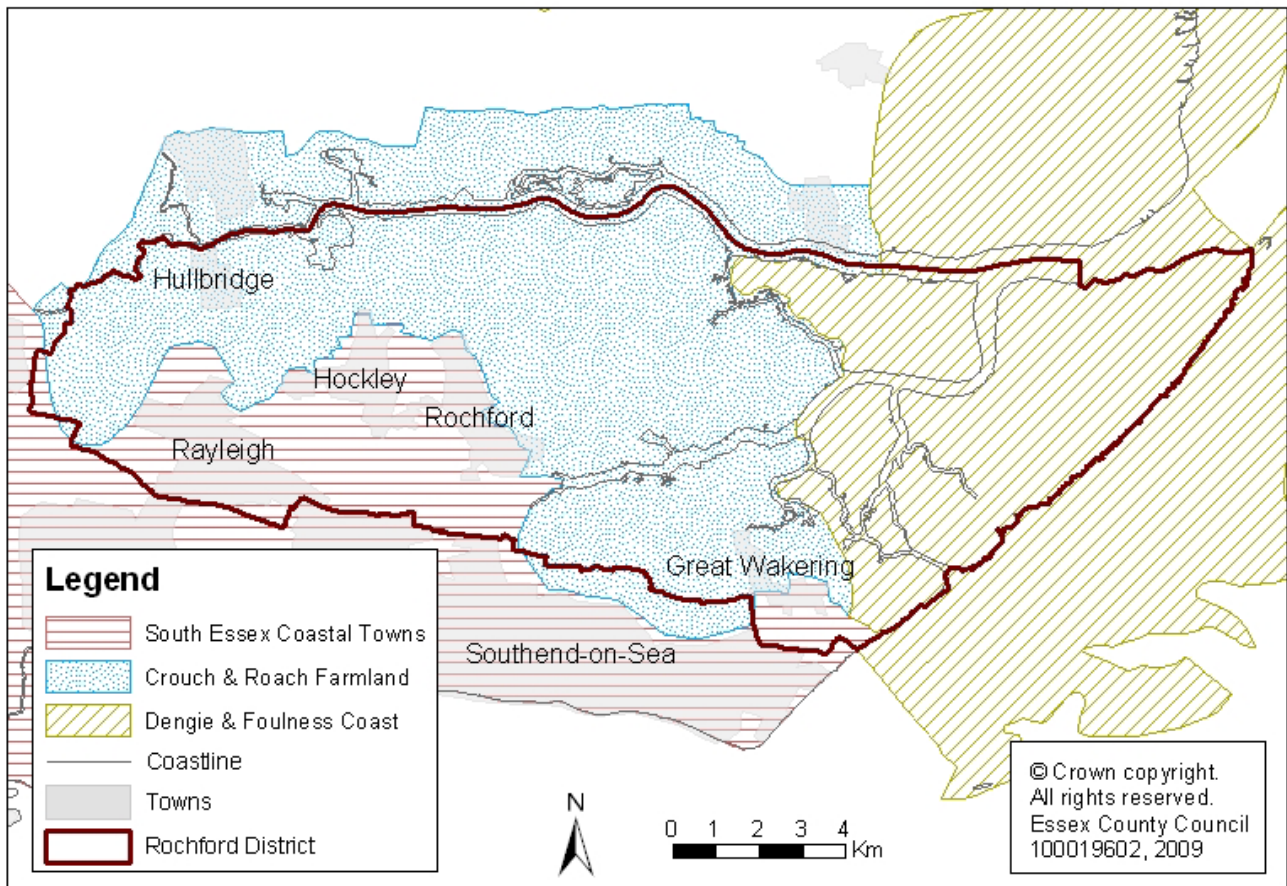
C. Landscape Character Areas

There have been a number of landscape character assessments carried out in Essex. The Essex Landscape Character Assessment (2003) establishes a 'baseline' of the existing landscape character for the whole of Essex and identifies 35 different 'Landscape Character Areas' (LCAs). Each area has a recognisable pattern of landscape characteristics, both physical and experiential, which combine to create a distinct sense of place. There are three Landscape Character Areas covering Rochford District:

- the Crouch and Roach Farmland;
- the Dengie and Foulness Coast; and
- South Essex Coastal Towns.

Detailed information of each is provided within Table 5 and Table 6.

Figure 15: Landscape Character Areas within Rochford District



Source: Essex County Council 2009

26 **Table 5: Coastal Landscapes (F)**

| Coastal Landscapes (F) | | |
|---|--|--|
| Crouch & Roach Farmland (F2) | | Sensitivity: Medium - High |
| Summary of Character | <p>The coastal character of the area is defined by the narrow estuaries which penetrate far inland, with associated low lying mudflats, salt marsh and reclaimed marshlands, including grazing marsh. The lands between the estuaries and their immediate margins are undulating arable farmland. Moderate to steep sided estuary valley sides are a distinctive backdrop either side of the Crouch with long views across the farmland to the estuaries. Typically, the field boundaries are thick hedgerows dominated by scrub elm. However, there has been significant loss of hedgerows especially in the south of the area, as well as the general loss of elm, resulting in a fairly open character. There is a strong pattern of right angled lanes due to field boundaries. The settlement pattern is sparse along the edge of the estuaries, with small settlements positioned on higher drier land, with the largest town being South Woodham Ferrers with extensive modern estates. The area has a tranquil character, apart from where the A130 crosses the landscape and near the larger settlements.</p> <p>Other important landscape features include various Church towers and spires, wet gravel pits, scattered ponds and small reservoirs, and small caravan parks. There are also occasional marinas, pontoons and river moorings, especially at Burnham on Crouch</p> | |
| Landscape Condition | Hedgerows | Many are fragmented |
| | Settlements | Very mixed, often including out of character modern infill |
| Past Trends And Changes | | Likely Future Trends |
| <p>There has been significant loss of grazing marsh as a result of agricultural intensification since the Second World War.</p> <p>Loss of elm trees from the farmland in the 1960's and 1970's made the character of the area more open.</p> | | <p>Urban development around South Woodham Ferrers.</p> <p>Transportation developments near Southend.</p> <p>Demand for additional boat moorings, marina facilities along the estuaries.</p> <p>Flood protection measures</p> |
| Dengie and Foulness Coast (F3): | | Sensitivity: High - Medium |
| Summary of Character | <p>Dengie and Foulness coast is an extensive area of reclaimed marshland, tidal mudflat sands and fringing salt marshes (rich in wildlife) beyond the sea wall. It is a flat exposed landscape, with a sense of openness and space, dominated by the sky and sea. A large scale pattern of arable fields on the marshlands is defined by straight or sinuous ditches, with very few trees and limited hedging. Settlement is very sparse, the older marshlands have occasional farmsteads and barns, but on the more recent reclaimed areas there are isolated barns and farmsteads. The small villages are situated on the edge of the marsh. No major roads cross the area so this increases its remote tranquil character.</p> <p>Important features in the landscape include Bradwell Nuclear Power Station, a significant landmark along with the isolated church at Bradwell on Sea. There are also Military ranges, decoy ponds, a shingle spit at Foulness Point, traces of redhills and the caravan sites/leisure parks at St Lawrence Bay.</p> | |
| Landscape Condition | Intrusion | <p>Some intrusive farm buildings occur around historic farmsteads.</p> <p>Locally intrusive industrial/warehouse buildings.</p> |
| | Past Trends And Changes | |
| | | Likely Future Trends |

| | |
|---|---|
| Since the Second World War there has been significant loss of coastal grazing marsh and of features such as decoy ponds and an old sea wall, as a result of agricultural intensification. | The main future influences on changes are likely to be agricultural and flood protection. |
|---|---|

Table 6: Urban Landscapes (G)

| Urban Landscapes (G) | | |
|--|--|--|
| South Essex Coastal Towns (G3) | | |
| Sensitivity: Medium | | |
| Summary of Character | An area of very mixed character, but unified by the overall dominance of urban development, with frequent views of an urban skyline. The major urban areas of this area include Basildon New Town, Southend-On-Sea, Rayleigh, Hockley, Wickford and Canvey Island. The major towns spread over gently undulating or flat land, but locally extend over prominent ridgelines and hillsides as well. A distinctive steep sided south facing escarpment between Hadleigh and Basildon retains significant areas of open grassland, as well as a patchwork of small woods, including woods on former plotlands and small pastures. Contrasting flat coastal grazing marsh lies to the south. In some parts such as south of Hadleigh, and around Hockley, the urban form is softened by very large woodlands and the Roach Valley is largely undeveloped. However, many residential and industrial edges with areas of adjacent open arable farmland are hard and abrupt with few hedgerows and woodlands remaining. Pylon routes visually dominate the farmland in the A130 corridor. There are extensive flat coastal grazing marshes adjacent to the Thames Estuary. Other landscape features are the two castles at Rayleigh and Hadleigh, pylons and overhead lines, oil storage depots, and landfill sites near Canvey Island. Also of importance are the presence of Southend Airport and a large number of Golf Courses. | |
| Landscape Condition | Settlement | Very mixed, poor quality intrusive commercial 'shed' development is common within the area |
| | Hedgerows and woodland | Moderate. |
| Past Trends And Changes | | Likely Future Trends |
| The area has been subject to very significant change in the 20th Century, with massive expansion of urban areas, | | Urban development |

Source: Essex Landscape Character Assessment 2003

i) Actions to Preserve Character Areas

- There are opportunities for large scale managed realignment together with creation/restoration of salt marshes and grazing marshes. Preservation measures should move away from visually intrusive hard sea walls.
- Areas where traditional landscape character survives well, such as the Upper Roach Valley, the Crouch Valley, the Thames Marshes, Langdon Hills and Dunton Ridges need particular protection from development and/or changes in the landscape. Recreational pressures are also likely to be considerable.

ii) Sensitivities within Landscape Character Areas

As shown in Table 7 below, the sensitivity of these LCAs to change is quite variable. The most sensitive area is the Dengie and Foulness Coast (F3) which is highly sensitive to eight of the potential changes. The least susceptible LCA is the South Essex Coastal Towns (G3) which is only highly sensitive to two of the potential changes.

Overall, the LCAs in Rochford District are most sensitive to utilities development i.e. masts, pylons, and least sensitive to incremental small-scale developments.

Table 7: Landscape sensitivity level to developments and changes in Rochford District

| Type/Scale of Development/Change | Landscape Character Area | | |
|--|--------------------------|-------------------------|---------------------------|
| | Crouch & Roach Farmland | Dengie & Foulness Coast | South Essex Coastal Towns |
| Major urban extensions (>5ha) and new settlements | H | H | M |
| Small urban extensions (<5ha) | M | H | L |
| Major transportation developments/improvements | M | H | M |
| Commercial/warehouse estate/port development | H | H | M |
| Developments with individual large/bulky buildings | H | H | L |
| Large scale 'open uses' | M | M | M |
| Mineral extraction/waste disposal | M | H | M |
| Incremental small-scale developments | M | M | L |
| Utilities development i.e. masts, pylons | H | H | H |
| Decline in traditional countryside management | M | H | H |

Source Essex Landscape Character Assessment 2003

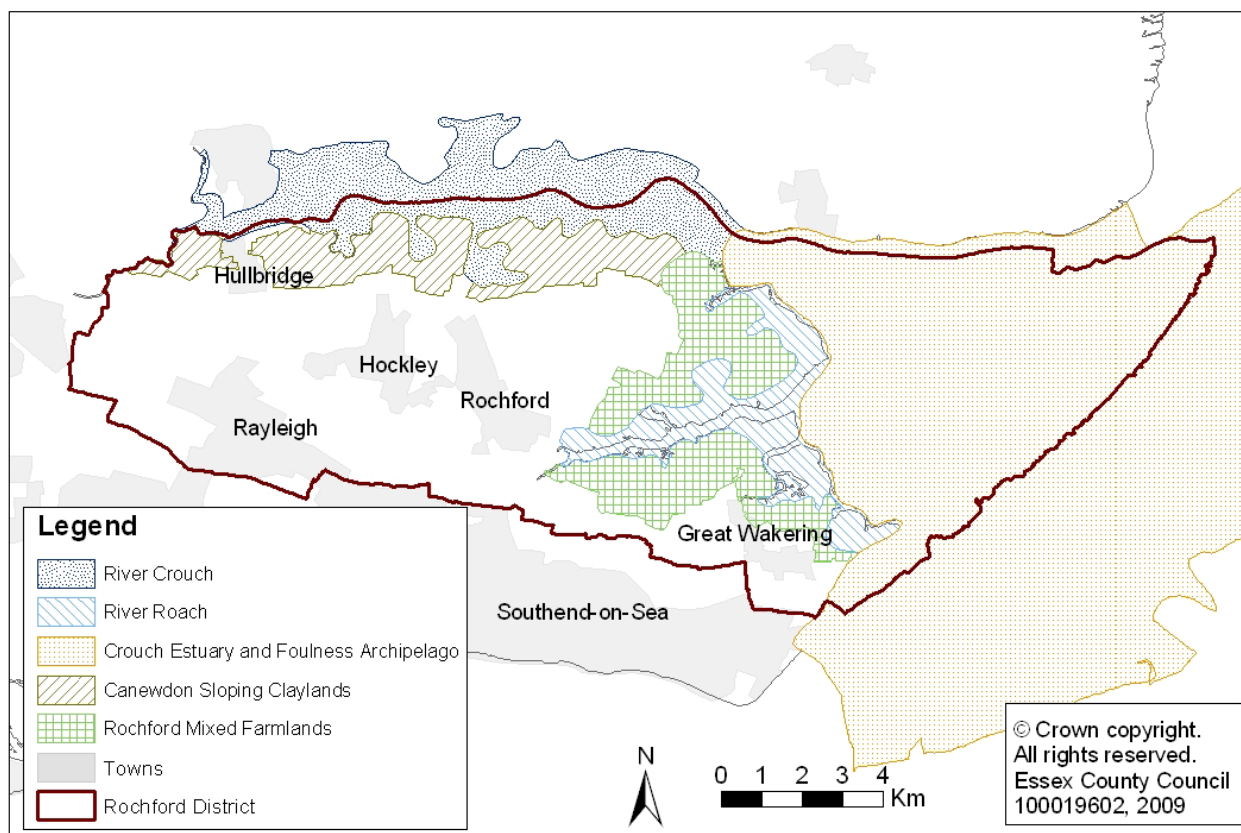
A landscape character assessment of the Essex coast was carried out in 2005 which divided the coastline into three sections; South Essex, Mid Essex and North Essex. The mid Essex coastline is further subdivided into the Foulness Archipelago, River Crouch, Dengie Peninsular and River Blackwater as shown in Table 8. Both Foulness Archipelago and the River Crouch sections lie within the boundaries of Rochford District.

Table 8: Mid Essex Coastal Landscape Character Areas

| Section | | Character Areas |
|------------------------------|------------------------------|---|
| MID ESSEX | FOULNESS ARCHIPELAGO SECTION | Crouch Estuary and Foulness Archipelago |
| | | Rochford Mixed Farmlands |
| | | River Roach |
| | RIVER CROUCH SECTION | Canewdon Sloping Claylands |
| | | River Crouch |
| | | Burham Sloping Claylands |
| | DENGIE PENINSULA SECTION | Dengie Coastlands |
| | | Tillingham Ancient Farmlands |
| | RIVER BLACKWATER SECTION | Dengie Ancient Claylands |
| | | Upper Blackwater Estuary |
| | | Lower Blackwater Estuary |
| | | Maldon Mixed Farmlands |
| Tollesbury Rolling Farmlands | | |
| Tollesbury Coastlands | | |

Source: Landscape Character Assessment of the Essex Coast 2005

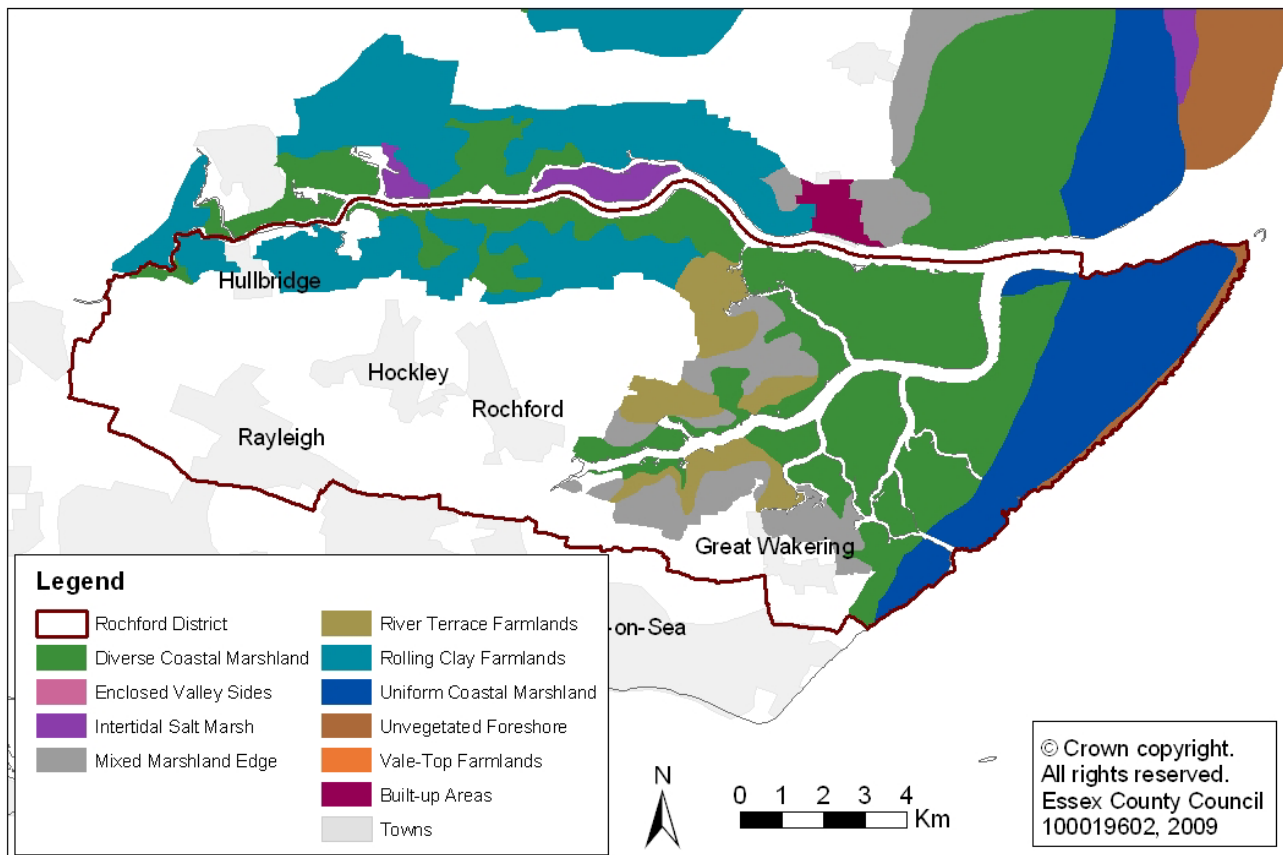
Figure 16: Coastal Landscape Character Areas within Rochford District



Source: Essex County Council 2009

The Landscape Character Assessment of the Essex Coast (2005) also defined the coastal landscape character types which are shown in Figure 17. Of the ten coastal landscape character types, six are located with Rochford District.

Figure 17: Mid Essex Coastal Landscape Character Types within Rochford District



Source: Essex County Council 2009

D. Other Landscape Designations

There are a number of different landscape features which help form the distinct landscape characters that are visible within the district. They are detailed within this section of the chapter.

i) Ancient Woodland

Trees covered most of prehistoric Essex and were managed carefully by coppicing and pollarding as wood was a vital resource. However, since the Industrial Revolution the need for wood has dwindled as has its management. Many neglected woods have been grubbed out, or planted with fast growing conifers for intensive wood production. The remaining ancient woodlands hold many rare plants and are one of the most irreplaceable of all the semi-natural habitats in the UK.

There are 14 areas of ancient woodland in Rochford District, half of which lie in the Upper Roach Valley. Hockley Woods contains the largest area of ancient semi-natural woodland at more than 100 hectares.

ii) Special Verges

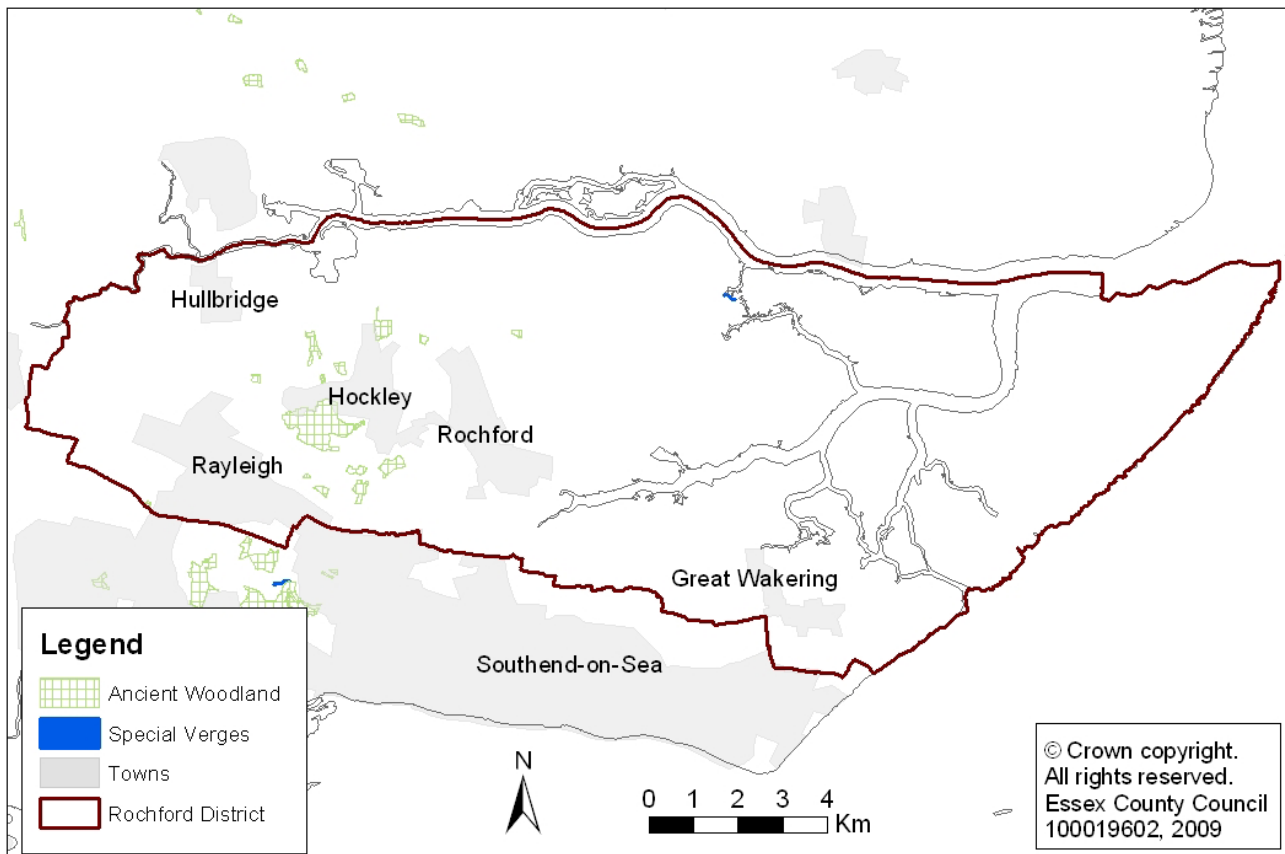
Roadside verges are important and if sensitively managed they can increase the biodiversity of the verges themselves and from that the surrounding countryside. The

reason for this is that verges can act as corridors interlinking fragmented or isolated habitats. In terms of wildlife value, verges can be split into three broad types:

- Landscaped and intensively managed verges: poorest quality.
- Recently created verges left to colonise naturally: vary in ecological value.
- Ancient verges: often of high ecological value.

A number of important verges have been designated as Special Roadside Nature Reserves in order to protect the future of rare and uncommon flowers growing on them. There are over 100 special verges designated in Essex, one of which is within the district.

Figure 18: Ancient Woodland and Special Verges within Rochford District



Source: Essex County Council 2009

3.3 Landscape Summary

- There are Special Landscape Areas (SLAs) located within the District, including the Crouch and Roach Marshes.
- Three Landscape Character Areas (LCAs) have been identified within Rochford District from the countywide assessment. Of the three, Dengie and Foulness Coast LCA was the most sensitive to change and development.
- The main approach to protecting the sensitivity of LCAs is to use opportunities for managed coastal realignment and restoring natural features such as salt and grazing marshes. Additionally in areas where traditional landscape character survives well, there needs to be particular protection from landscape or development change.
- The Landscape Character Assessment of the Essex Coast (2005) identified five coastal landscape character areas within Rochford District and six different landscape character types within these character areas.

- Rochford District has 14 areas designated as ancient semi-natural woodland, the largest being Hockley Woods covering over 100 hectares.
- There is one special verge within Rochford District.

4 AIR QUALITY

4.1 Introduction

The quality of our air affects human health and quality of life as well as the natural environment. Poor air quality can also affect the health of our ecosystems, and can adversely affect our built cultural heritage. The air we breathe today is cleaner than at any time since before the Industrial Revolution, but recent research has indicated that some pollutants in the air are more harmful than previously believed.

Local air quality is affected by emissions from industrial activity, airports, power stations and natural sources, but road transport accounts for around 40% of UK Nitrogen dioxide emissions. Additionally, diesel vehicles are a significant source of the emissions of fine particulates.

4.2 Baseline Information

A. National Air Quality Standards

The UK has adopted objectives that are based on the Air Quality Standards Regulations 2007. The following table, sourced from the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007, details the relative objectives for a number of potential air pollutants.

Table 9: National Air Quality Standards

| Pollutant | Objective | Concentration measured as | Date to be achieved by and maintained thereafter | European obligations | Date to be achieved by and maintained thereafter | New or existing |
|--------------------------------------|--|---------------------------|--|--|--|--|
| Particles (PM10) | 50µg/m ⁻³ not to be exceeded more than 35 times a year | 24 hour mean | 31 December 2004 | 50µg/m ⁻³ not to be exceeded more than 35 | 1 January 2005 | Retain existing |
| | 40µg/m ⁻³ | Annual mean | 31 December 2004 | 40µg/m ⁻³ | 1 January 2005 | |
| Particles (PM2.5) Exposure Reduction | 25µg/m ⁻³ | Annual mean | 2020 | Target value 25µg/m ⁻³ 12 | 2010 | New (European obligations still under negotiation) |
| | Urban Area - Target of 15% reduction in concentrations at urban background | | Between 2010 and 2020 | Target of 20% reduction in concentrations at urban background | Between 2010 and 2020 | |
| Nitrogen dioxide | 200µg/m ⁻³ not to be exceeded more than 18 times a year | 1 hour mean | 31 December 2005 | 200µg/m ⁻³ not to be exceeded more than 18 times a year | 1 January 2010 | Retain existing |
| | 40µg/m ⁻³ | Annual mean | 31 December 2005 | 40µg/m ⁻³ | 1 January 2010 | |
| Ozone | 100µg/m ⁻³ not to be exceeded more than 10 times a year. | 8 hour mean | 31 December 2005 | Target of 120µg/m ⁻³ not to be exceeded more than 25 times a year averaged over 3 years | 31 December 2010 | Retain existing |
| Sulphur dioxide | 350µg/m ⁻³ not to be exceeded more than 24 times a year | 1 hour mean | 31 December 2004 | 350µg/m ⁻³ not to be exceeded more than 24 times a year | 1 January 2005 | Retain existing |
| | 125µg/m ⁻³ not to be exceeded more than 3 times a year | 24 hour mean | 31 December 2004 | 125µg/m ⁻³ not to be exceeded more than 3 times a year | 1 January 2005 | |
| | 266µg/m ⁻³ not to be exceeded more than 35 times a year | 15 minute mean | 31 December 2005 | None | N/A | |
| Polycyclic Aromatic hydrocarbons | 0.25ng/m ⁻³ | As annual average | 31 December 2010 | Target of 1ng/m ⁻³ | 31 December 2012 | Retain existing |

| Pollutant | Objective | Concentration measured as | Date to be achieved by and maintained thereafter | European obligations | Date to be achieved by and maintained thereafter | New or existing |
|-----------------|-------------------------|-----------------------------------|--|-----------------------|--|-----------------|
| Benzene | 16.25µg/m ⁻³ | Running annual mean | 31 December 2003 | None | N/A | Retain existing |
| | 5µg/m ⁻³ | Annual Average | 31 December 2010 | 5µg/m ⁻³ | 1 January 2010 | |
| 1,3- butadiene | 2.25µg/m ⁻³ | Running annual mean | 31 December 2003 | None | N/A | Retain existing |
| Carbon monoxide | 10mg/m ⁻³ | Maximum daily running 8 hour mean | 31 December 2003 | 10mg/m ⁻³ | 1 January 2005 | Retain existing |
| Lead | 0.5µg/m ⁻³ | Annual mean | 31 December 2004 | 0.5µg/m ⁻³ | 1 January 2005 | Retain existing |
| | 0.25µg/m ⁻³ | Annual mean | 31 December 2008 | None | N/A | |

Source: The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Volume 1) 2007 (<http://www.official-documents.gov.uk>)

The Essex Air Consortium was formed in 1995 to address local and strategic Air Quality issues across the County. This consortium includes Essex County Council, the 12 District Councils and the 2 Unitary Authorities, BAA Stansted Airport, the University of Essex and the Environment Agency. The role of the Essex Air Quality Consortium is:

- To ensure that monitoring and modelling are carried out in a uniform manner.
- To achieve data handling standardisation and data sharing across Essex.
- To research and advise on the role, scope and effectiveness of available air quality modelling systems.
- To consider and advise on the input and consequences of relevant legislation and air quality issues in Essex.
- To help coordinate and share best practice on effective practical solutions to air quality management issues.

B. Air Quality Management Areas

i) Air Quality Management Areas in Essex County

Each local authority in the UK has been carrying out reviews and assessments of air quality within their area since December 1997. Air pollution is measured and the results are used to try to predict what the air will be like in the future. The aim of reviewing and assessing the information is to ensure that future and current air quality objectives can be achieved by the deadlines set. If a local authority has an area with measurements of air pollution that are unlikely to meet the objectives, an Air Quality Management Area must be declared. The size of this area can vary from 1 street to a much larger area of the locality.

Air quality in Essex is generally good. Most industrial processes in Essex are concentrated along the Thames Estuary. The air quality in Essex is influenced by its close proximity to mainland Europe. A total of 45 AQMAs have been designated within the East of England region, as shown below. There are currently 14 AQMAs within the county, 8 of which were newly introduced in 2005. The table below highlights the distribution of these AQMAs around the County.

Table 10: AQMAs within Essex County 2009

| Local Authority | No. of AQMAs |
|-----------------|--------------|
| Basildon | 0 |
| Braintree | 0 |
| Brentwood | 7 |
| Chelmsford | 1 |
| Colchester | 2 |
| Epping Forest | 1 |
| Harlow | 0 |
| Maldon | 0 |
| Rochford | 0 |
| Uttlesford | 3 |
| Total | 14 |

Source: UK National Air Quality Archive 2009 <http://www.airquality.co.uk/>

- All of the aforementioned AQMAs in Essex have been designated as such due to elevated levels of Nitrogen Dioxide (NO₂).

- There are no AQMAs within Rochford District.

C. Pollution Monitoring

i) Nitrogen Dioxide Monitoring in Rochford District

Technical guidance for Nitrogen Dioxide monitoring recommends the co-location of diffusion tubes with an automatic analyser to ensure accurate and representative reporting of NO₂ concentrations, with any positive or negative local bias to be subsequently taken into account. However, the Council does not monitor NO₂ continuously and therefore a locally derived bias adjustment factor is not available. Instead, a default factor obtained from DEFRA has been used. The bias adjustment factor used in 2007 was 0.903, down from 1.18 in 2005. The following three figures give the locations of NO₂ diffusion tube sites in Rochford, with the accompanying table detailing NO₂ monitoring results from these three sites between 2005 and 2007. Figures within Table 11 in bold type represent readings which exceeded the World Health Organisation (WHO) annual mean NO₂ objective of 40µg/m³ whilst 2010 results are projected from those in 2007 using DEFRA adjustment factors.

Figure 19: Location of NO₂ Monitoring Tube 1: Rochford Market Square



The location of the monitoring site indicates that it is close to relevant exposure.

Source: Third Round Updating and Screening Assessment for Rochford District Council, 2006 (<http://microsites.essexcc.gov.uk>)

Figure 20: Location of NO₂ Monitoring Tube 2: Junction of Eastwood Road and High Street, Rayleigh



The location of the monitoring site indicates that it is close to relevant exposure.

Source: Third Round Updating and Screening Assessment for Rochford District Council, 2006 (<http://microsites.essexcc.gov.uk>)

Figure 21: Location of NO₂ Monitoring Tube 3: Bedloes Corner, Rawreth



Source: Third Round Updating and Screening Assessment for Rochford District Council, 2006 (<http://microsites.essexcc.gov.uk>)

Table 11: Bias Adjusted NO₂ Diffusion Tube Monitoring Results in µg/m³

| Location | Concentration (µgm-3) | | | |
|--|-----------------------|------|------|------|
| | 2005 | 2006 | 2007 | 2010 |
| Rochford Market Square | 40.4 | 34.6 | 33.7 | 30.0 |
| Rayleigh (Eastwood Road / High Street) | 53.7 | 49.5 | 45.7 | 40.7 |
| Rawreth (Bedloes Corner) | 38.3 | 34.6 | 33.6 | 29.9 |

Source: Rochford District Council Local Air Quality Management Progress Report April 2008

- The NO₂ monitoring results for Rochford District show that one site has exceeded the WHO annual mean NO₂ objective of 40µg/m³. Figures for the Rayleigh site do however show a year on year decrease from 53.7µg/m³ in 2005 to 45.7µg/m³ in 2007. There is still expected to be a 0.7µg/m³ exceedence of the WHO objective in 2010.
- The Rochford site recorded a NO₂ concentration of 40.4µg/m³ in 2005, a figure over the WHO objective. However, figures for both 2006 (34.6µg/m³) and 2007 (33.7µg/m³) are below the WHO NO₂ objective and this is also expected to be the case in 2010, with concentrations predicted to be 30µg/m³.
- The Rawreth monitoring site has remained below the WHO NO₂ objective between 2005 and 2007 and currently records a concentration of 33.6µg/m³. This is predicted to fall even further in 2010, to 29.9µg/m³.

ii) Particles (PM₁₀)

In 2007 Rochford Council carried out a study relating to PM₁₀ monitoring at Rawreth Industrial Estate. The results of this study can be found below. Please note that a value for 2006 was calculated from 2007 results whilst the number of exceedences was calculated using an equation defined in DEFRA guidance LAQM TG(03).

Table 12: Annualised PM₁₀ Monitored Results for Rawreth Industrial Estate

| Monitoring Period | Monitoring Period Mean | Annualisation Factor | Annualised Mean | Days Exceedence of PM ₁₀ 24hr Mean |
|---------------------------------------|------------------------|----------------------|-----------------|---|
| May - Aug 2004 | 31.4 | 1.04 | 32.7 | 39 |
| Feb - May 2005 | 33.9 | 1.03 | 34.9 | 49 |
| Apr - Jul 2007 (representing 2006) | 32.0 | 1.33 | 42.6 | 98 |
| Apr - Jul 2007 | 32.0 | 1.21 | 38.8 | 71 |

Source: Rochford District Council Local Air Quality Management Progress Report April 2008

- The World Health Organisation sets a PM₁₀ annual mean of 40µg/m³. From Table 12 it can be seen that this objective, to be achieved by December 2004, was calculated to have been exceeded in 2006.
- There have been complaints about dust at the Rawreth Industrial Estate. The potential sources in this area include the waste transfer station, a stonemason, a concrete batching plant, plus numerous movements of heavy road vehicles on unmade surfaces. Dust complaints have also arisen concerning fugitive emissions from the waste transfer sites at the Purdeys Industrial Estate, Rochford and at Great Wakering.

- Experience from monitoring in other areas with waste transfer sites has confirmed that high PM₁₀ concentrations can arise both from fugitive sources and the re-suspension of material deposited on roads.
- The study concluded that the Council should declare an AQMA in this area whilst additional monitoring will be carried out in a Further Assessment to clarify the extent of the exceedances of the PM₁₀ objective. The Detailed Assessment also advised that improvements to mitigate the emissions were proposed at one of the likely emissions sources.

iii) Benzene

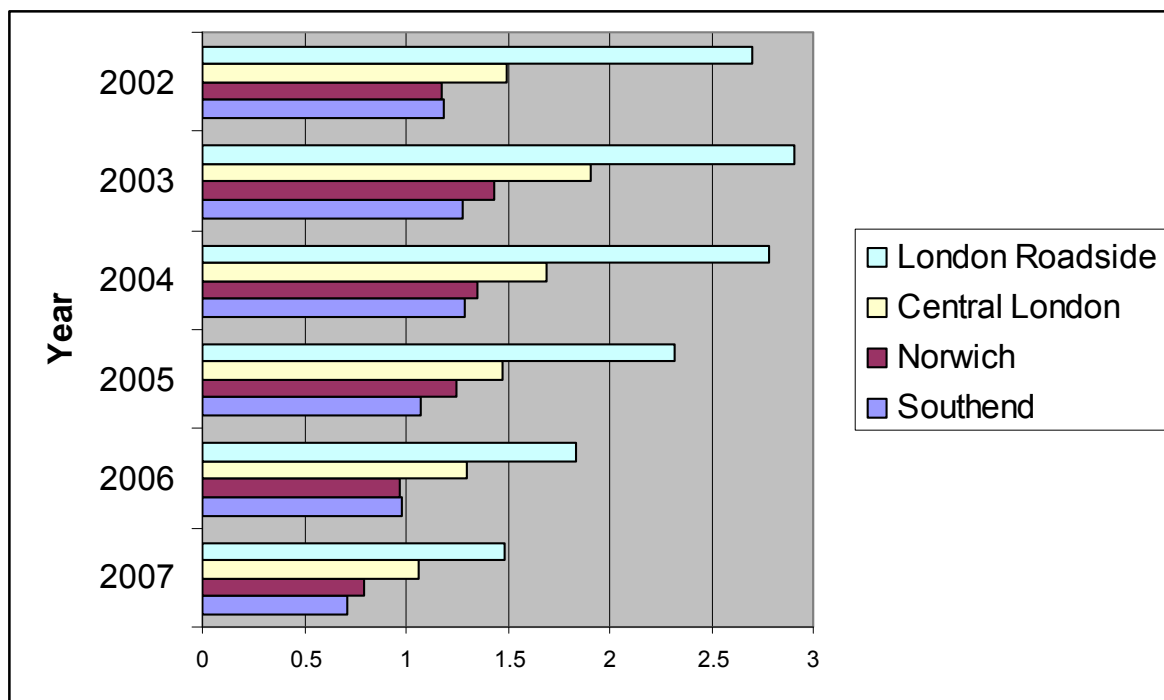
The Council does not undertake benzene monitoring in the district. However, monitoring is undertaken at the urban background site in Southend. These monitoring results are considered to be representative of the county area and are reproduced in Table 13 and Figure 22 below:

Table 13: Annual Mean Concentrations of Benzene (concentrations in μgm^{-3})

| Authority | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------------|------|------|------|------|------|------|
| Southend | 1.19 | 1.28 | 1.29 | 1.07 | 0.98 | 0.71 |
| Norwich | 1.18 | 1.43 | 1.35 | 1.25 | 0.97 | 0.79 |
| Central London | 1.49 | 1.91 | 1.69 | 1.47 | 1.3 | 1.06 |
| London Roadside | 2.7 | 2.91 | 2.78 | 2.32 | 1.83 | 1.48 |

Source: Third Round Updating and Screening Assessment for Rochford District Council 2006 and Essex County Council 2008 (www.essexair.org and www.airquality.co.uk)

Figure 22: Annual Mean Concentrations of Benzene (concentrations in μgm^{-3})



Source: Third Round Updating and Screening Assessment for Rochford District Council 2006 and Essex County Council 2008 (www.essexair.org and www.airquality.co.uk)

- At no stage in the above study did benzene readings exceed the NAQS December 2010 objective of $5\mu\text{gm}^{-3}$.
- 2007 represents the year during which all 4 locations reported the lowest annual mean of benzene. In all cases, benzene concentrations in 2007 can be seen to be just over half of their maximum measured annual mean, a value typically found in 2003.
- Across the 5 years measured, Southend displayed a lower annual mean of benzene than Norwich in 3 of those years. Where annual mean concentrations were exceeded in 2002 and 2006, this exceedence was $0.01\mu\text{gm}^{-3}$ each time. Annual mean concentrations in Southend have been below those found in Central London and on London roadsides.
- In each year, London roadsides have reported the highest annual mean concentrations of benzene. In all cases other than 2006, the London roadside concentration has been double that recorded in Southend.

iv) Carbon Monoxide (CO)

Rochford District Council does not undertake continuous CO monitoring in its area although monitoring is undertaken in other Essex local authorities; namely Southend, Tendring and Thurrock. The results of this monitoring are considered to be representative of the Council's area. As there have been no significant changes in CO concentrations or emissions in the district since the second round of USA, a Detailed Assessment of CO based on monitoring is not required.

v) 1,3 Butadiene

The Council does not undertake monitoring of 1,3 Butadiene within the district. However, continuous monitoring is undertaken at the busy central London site at Marylebone Road which is part of the Government's automated network. No additional assessment was required for this compound and attainment of the Air Quality Standard is expected at all locations relevant to the assessment.

vi) Lead

The Council does not monitor lead in its area. Similarly there is no monitoring of lead undertaken by other authorities in Essex. However, lead monitoring based in London could be taken as being representative of the highest likely concentrations in the Council's area. The results indicate that the concentrations will not exceed the 2004 and 2008 lead objectives.

vii) Sulphur Dioxide (SO₂)

The Council does not undertake SO₂ monitoring in the district. However, monitoring is undertaken at Southend, Castle Point and Thurrock. These monitoring results are considered to be representative of the County area. There have been no significant changes to SO₂ concentrations or emissions and as a result a Detailed Assessment for SO₂ will not be required.

4.3 Air Quality Summary

- There are 14 Air Quality Management Areas (AQMA) across Essex although none of these are located in Rochford District.
- Of the three NO₂ monitoring sites within Rochford District, only the tube located at the junction between Eastwood Road and the High Street at Rayleigh is currently exceeding the WHO NO₂ of $40\mu\text{g}/\text{m}^3$ and it has been doing so since at least 2005.

The Rochford Market Square site last exceeded its objective in 2005 whilst the Rawreth site has been within the WHO target since monitoring began in 2005.

- The World Health Organisation sets a PM₁₀ annual mean of 40µg/m³ to be achieved by December 2004. Monitoring at Rawreth Industrial Estate suggests this was exceeded in 2006 although concentrations were again below the WHO target by 2007. Despite this studies have recommended that Rawreth Industrial Estate be declared an AQMA.
- The Council does not undertake benzene monitoring in the district. However, monitoring is undertaken at the urban background site in Southend and these monitoring results are considered to be representative of the County area. Between 2002 and 2007, benzene concentrations were below the NAQS objective.

5 CLIMATIC FACTORS

5.1 Introduction

Climate is an important contributing factor to quality of life, as many other attributes which affect quality of life, such as flooding and rising temperatures, are directly caused by changes in climate. Alongside continuing discussions about the causes of climate change, the Government is aiming to reduce the human factors which contribute towards it. A number of initiatives have been set up to seek to reduce greenhouse gases which contribute to climate change. These include reducing the consumption and emissions of fossil fuels and the recycling of waste products.

5.2 Baseline Information

A. Energy Consumption

The following table highlights total energy consumption across Essex in Giga watts per hour (GWh)

Table 14: Total Energy Consumption in GWh within Essex in 2006

| Area | Coal | | | Manufactured Fuels | | |
|-----------------|-----------------------|----------|---------|---------------------|----------|-------|
| | Industry & Commercial | Domestic | Total | Industry & Commerce | Domestic | Total |
| Basildon | 110.8 | 0.9 | 111.6 | 0.1 | 0.1 | 0.1 |
| Braintree | 9.5 | 5.4 | 14.9 | 3.5 | 0.3 | 3.9 |
| Brentwood | 22.8 | 1.3 | 24.1 | 0.0 | 0.1 | 0.1 |
| Castle Point | 8.0 | 0.2 | 8.2 | 0.0 | 0.0 | 0.0 |
| Chelmsford | 10.0 | 4.3 | 14.3 | 0.2 | 0.3 | 0.4 |
| Colchester | 7.3 | 3.4 | 10.8 | 0.0 | 0.2 | 0.2 |
| Epping Forest | 3.5 | 3.9 | 7.3 | 0.2 | 2.5 | 2.7 |
| Harlow | 18.1 | 0.2 | 18.3 | 0.2 | 0.0 | 0.3 |
| Maldon | 3.3 | 3.3 | 6.7 | 0.3 | 0.2 | 0.5 |
| Rochford | 1.6 | 1.3 | 3.0 | 0.0 | 0.1 | 0.1 |
| Tendring | 3.8 | 4.2 | 8.0 | 0.1 | 0.3 | 0.4 |
| Uttlesford | 6.4 | 5.1 | 11.5 | 0.0 | 0.3 | 0.3 |
| Essex Average | 17.1 | 2.8 | 19.9 | 0.4 | 0.4 | 0.8 |
| East of England | 1,194.5 | 154.7 | 1,349.2 | 646.5 | 21.3 | 667.8 |

Table 14: Total Energy Consumption in GWh within Essex in 2006 (continued)

| Area | Natural gas | | | Electricity | | |
|-----------------|-----------------------|----------|----------|-----------------------|----------|----------|
| | Industry & Commercial | Domestic | Total | Industry & Commercial | Domestic | Total |
| Basildon | 471.0 | 1,137.7 | 1,608.7 | 534.1 | 349.8 | 883.8 |
| Braintree | 288.3 | 763.5 | 1,051.8 | 304.4 | 310.9 | 615.3 |
| Brentwood | 179.3 | 600.5 | 779.8 | 177.0 | 159.5 | 336.5 |
| Castle Point | 86.3 | 680.7 | 767.0 | 96.9 | 183.7 | 280.6 |
| Chelmsford | 308.3 | 1,005.2 | 1,313.4 | 400.8 | 358.0 | 758.8 |
| Colchester | 414.2 | 984.1 | 1,398.3 | 433.7 | 334.4 | 768.0 |
| Epping Forest | 582.5 | 923.1 | 1,505.6 | 233.2 | 281.9 | 515.1 |
| Harlow | 357.2 | 530.6 | 887.8 | 376.7 | 144.2 | 520.9 |
| Maldon | 77.8 | 275.9 | 353.7 | 198.3 | 149.2 | 347.4 |
| Rochford | 95.6 | 619.6 | 715.2 | 152.4 | 167.7 | 320.1 |
| Tendring | 238.2 | 913.5 | 1,151.7 | 258.2 | 310.6 | 568.8 |
| Uttlesford | 227.7 | 416.0 | 643.7 | 247.7 | 177.3 | 425.0 |
| Essex Average | 277.2 | 737.5 | 1,014.7 | 284.4 | 243.9 | 528.4 |
| East of England | 19,765.9 | 34,679.3 | 54,445.2 | 16,827.2 | 11,973.4 | 28,800.5 |

| Area | Petroleum Products | | | | | Renewables & Waste | Grand Total |
|-----------------|-----------------------|----------|----------------|-------|----------|--------------------|-------------|
| | Industry & Commercial | Domestic | Road transport | Rail | Total | | |
| Basildon | 522.3 | 21.0 | 911.1 | 0.0 | 1,454.4 | 21.5 | 4,080.3 |
| Braintree | 209.5 | 113.5 | 1,233.4 | 5.5 | 1,561.9 | 4.4 | 3,252.2 |
| Brentwood | 120.4 | 27.4 | 1,126.4 | 4.2 | 1,278.4 | 4.5 | 2,423.4 |
| Castle Point | 71.6 | 6.7 | 317.8 | 0.0 | 396.1 | 1.3 | 1,453.3 |
| Chelmsford | 214.1 | 90.8 | 1,354.3 | 4.9 | 1,664.1 | 7.7 | 3,758.8 |
| Colchester | 179.7 | 77.4 | 1,169.1 | 6.6 | 1,432.7 | 5.8 | 3,615.9 |
| Epping Forest | 68.0 | 78.2 | 2,100.2 | 1.0 | 2,247.4 | 2.8 | 4,280.9 |
| Harlow | 156.9 | 5.6 | 292.6 | 0.9 | 456.0 | 5.8 | 1,889.1 |
| Maldon | 128.9 | 75.2 | 296.4 | 0.2 | 500.7 | 2.5 | 1,211.4 |
| Rochford | 94.4 | 29.5 | 372.3 | 0.0 | 496.2 | 0.9 | 1,535.5 |
| Tendring | 168.4 | 92.6 | 759.7 | 4.8 | 1,025.5 | 2.6 | 2,757.0 |
| Uttlesford | 272.2 | 111.4 | 1,515.5 | 6.6 | 1,905.7 | 3.6 | 2,989.8 |
| Essex Average | 183.9 | 60.8 | 954.1 | 2.9 | 1,201.6 | 5.3 | 2,770.6 |
| East of England | 16,405.5 | 3,309.6 | 50,206.4 | 553.9 | 70,475.5 | 529.0 | 156,267.2 |

Source: Department of Energy & Climate Change (DECC), 2009 (<http://www.decc.gov.uk>)

- At 1535.5GWh, Rochford District consumed less energy in total than the Essex average of 2770.6GWh. This is the 10th highest value across Essex, with Epping

Forest District consuming the most energy at 4280.9Gwh and Maldon the least at 1211.4GWh.

- The fuel type most responsible for the energy consumed in Rochford District was natural gas, with 715.2GWh of the total 1535.5GWh (46.58%) consumed being derived from this product. Domestic consumption accounted for 619.6GWh of natural gas, amounting to 86.63% of total natural gas consumption. Rochford District's total natural gas consumption was the sixth highest in Essex and below the Essex average of 1014.7GWh. Basildon consumed the most natural gas at 1608.7GWh whilst Castle Point consumed the least at 396.1GWh
- The second most commonly consumed fuel type within the district were petroleum products at 496.2GWh, or 32.32% of total energy consumed. The average amount of energy consumed through the use of petroleum products in Essex was 1201.6GWh, with Epping Forest consuming the most at 2247.4GWh and Castle Point the least at 396.1GWh
- Rochford District consumed less energy derived from coal than the Essex average as well as less energy derived from manufactured fuels, electricity and renewables and waste.

Table 15: Percentage Use of Energy Generation Products within Essex in 2006

| | Coal | Manufactured Fuels | Petroleum Products | Natural Gas | Electricity | Renewables and Waste |
|-----------------|------|--------------------|--------------------|-------------|-------------|----------------------|
| Basildon | 2.71 | 0.00 | 35.65 | 39.43 | 21.66 | 0.53 |
| Braintree | 0.29 | 0.16 | 48.03 | 32.34 | 18.92 | 0.14 |
| Brentwood | 0.94 | 0.01 | 52.75 | 32.18 | 13.89 | 0.19 |
| Castle Point | 0.55 | 0.00 | 27.26 | 52.78 | 19.31 | 0.09 |
| Chelmsford | 0.27 | 0.01 | 44.27 | 34.94 | 20.19 | 0.21 |
| Colchester | 0.20 | 0.01 | 39.62 | 38.67 | 21.24 | 0.16 |
| Epping Forest | 0.08 | 0.14 | 52.50 | 35.17 | 12.03 | 0.06 |
| Harlow | 0.96 | 0.02 | 24.14 | 47.00 | 27.57 | 0.31 |
| Maldon | 0.27 | 0.03 | 41.33 | 29.20 | 28.68 | 0.21 |
| Rochford | 0.11 | 0.00 | 32.32 | 46.58 | 20.85 | 0.06 |
| Tendring | 0.14 | 0.01 | 37.20 | 41.77 | 20.63 | 0.10 |
| Uttlesford | 0.21 | 0.01 | 63.74 | 21.53 | 14.21 | 0.12 |
| Essex Average | 0.62 | 0.00 | 43.37 | 36.62 | 19.07 | 0.19 |
| East of England | 0.76 | 0.43 | 45.10 | 34.84 | 18.43 | 0.34 |

Source: DECC 2009 (<http://www.decc.gov.uk>)

- At 46.58% of total energy generated, natural gas was the most commonly used energy generation product within Rochford District in 2006. This is the highest proportion within Essex and therefore exceeds the Essex average of 36.62%, as well as the average for the East of England (34.84%) but not the UK (48.15%). At 21.53%, Uttlesford generated the smallest proportion of its energy from natural gas.
- Of the 12 districts and borough comprising Essex, 7 of these derived the highest proportion of their total generated energy in 2006 from petroleum. Of the remaining 5, all generated the single highest proportion of their energy via natural gas. Petroleum was the second most commonly used energy generation product in Rochford, generating 32.32% of its total energy in 2006.

- Both Essex and the East of England have a greater reliance in terms of proportionality on petroleum products than the UK as a whole, whilst the UK has higher proportional natural gas consumption. The biggest relative difference can be seen within manufactured fuels, with the UK proportion of 0.44% eclipsing the 0.03% recorded in Essex.

Table 16: Energy Consumption in GWh by Consuming Sector in Rochford and Essex in 2007

| | Industry & Commercial | | Domestic | | Transport | | Total |
|-----------------|-----------------------|-------|----------|-------|-----------|-------|-----------|
| | Number | % | Number | % | Number | % | |
| Basildon | 1,659.8 | 40.68 | 1,509.4 | 36.99 | 911.1 | 22.33 | 4,080.3 |
| Braintree | 819.7 | 25.20 | 1,193.5 | 36.70 | 1,238.9 | 38.10 | 3,252.2 |
| Brentwood | 504.1 | 20.80 | 788.6 | 32.54 | 1,130.6 | 46.65 | 2,423.4 |
| Castle Point | 264.0 | 18.17 | 871.4 | 59.96 | 317.8 | 21.87 | 1,453.3 |
| Chelmsford | 941.1 | 25.04 | 1,458.4 | 38.80 | 1,359.2 | 36.16 | 3,758.8 |
| Colchester | 1,040.7 | 28.78 | 1,399.5 | 38.70 | 1,175.7 | 32.52 | 3,615.9 |
| Epping Forest | 890.2 | 20.80 | 1,289.5 | 30.12 | 2,101.2 | 49.08 | 4,280.9 |
| Harlow | 914.9 | 48.43 | 680.7 | 36.03 | 293.5 | 15.54 | 1,889.1 |
| Maldon | 411.0 | 33.93 | 503.8 | 41.59 | 296.6 | 24.48 | 1,211.4 |
| Rochford | 345.0 | 22.47 | 818.2 | 53.29 | 372.3 | 24.25 | 1,535.5 |
| Tendring | 671.4 | 24.35 | 1,321.1 | 47.92 | 764.5 | 27.73 | 2,757.0 |
| Uttlesford | 757.7 | 25.34 | 710.1 | 23.75 | 1,522.1 | 50.91 | 2,989.8 |
| Essex | 9,219.7 | 27.73 | 12,544.2 | 37.73 | 11,483.6 | 34.54 | 33,247.5 |
| Essex Average | 768.3 | 27.73 | 1,045.3 | 37.73 | 957.0 | 34.54 | 2,770.6 |
| East of England | 55,368.6 | 35.43 | 50,138.4 | 32.09 | 50,760.3 | 32.48 | 156,267.2 |

Source: DECC 2009 (<http://www.decc.gov.uk>)

- At 1535.5GWh, Rochford District consumed less energy in total than the Essex average of 2770.6GWh. This is the 10th highest value across Essex, with Epping Forest District consuming the most energy at 4280.9GWh and Maldon the least at 1211.4GWh.
- Transport energy consumption in Rochford District totalled 372.3GWh or 24.25% of total energy consumed. This is the 9th highest total in the County and below the Essex average of 957GWh. Epping Forest recorded the highest amount of energy being used within the Transport sector at 2101.2GWh (49.08% of total). Proportionally, Uttlesford District shows the highest consumption across Essex at 50.91% with the Essex average being 34.54%. The lowest consumption with regard to transport can be seen in Maldon at 296.6GWh whilst Castle Point registered the lowest proportional consumption at 21.87%.
- 53.29% of total fuel consumption within Rochford District was consumed via domestic practices. This equates to 818.2GWh and is the 8th highest consumption in this sector across Essex. Basildon District consumed the most energy within the Domestic sector at 1509.4GWh whilst Maldon consumed the least at 503.8GWh. The Essex average for domestic energy consumption was 1045.3GWh (37.73%) whereas in the East of England, the proportion was recorded as 32.09%.

- Industry and commercial practices were responsible for the lowest proportion of energy consumed within Rochford District at 20.8% or 504.1GWh. This is however below the Essex average proportion of 27.73% and 768.3GWh consumed. Basildon recorded the highest consumption at 1659.8Gwh whilst Castle Point recorded the lowest at 264GWh.

B. Emissions

The use of fossil fuels in the production of energy creates greenhouse gas emissions. This is mainly in the form of Carbon Dioxide (CO₂), but also includes Methane (CH₄), Nitrous Oxides (NO_x), Sulphur Dioxide (SO₂) and water vapour, which all contribute towards climate change.

i) Carbon Dioxide (CO₂) Emissions

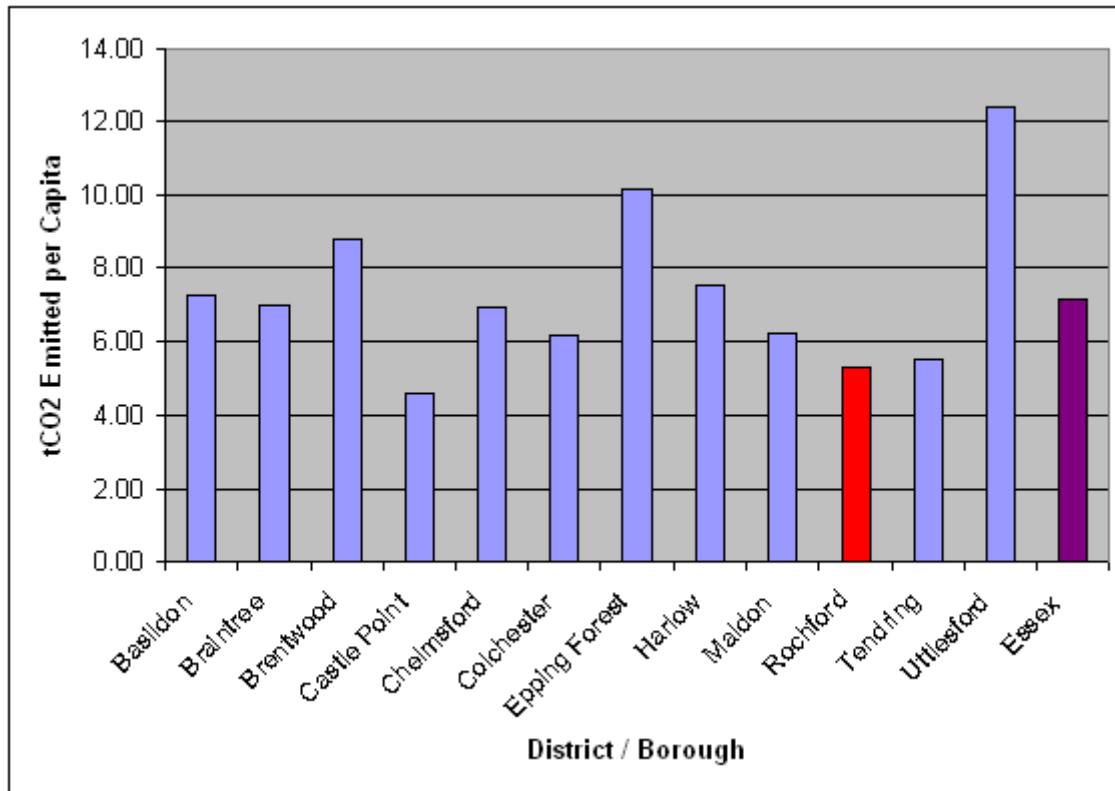
One of the main greenhouse gases is CO₂. The main causes of increased CO₂ in the atmosphere are said to be deforestation and burning fossil fuels for:

- Electricity
- Heating dwellings and other buildings
- Transportation (using internal combustion of fossil fuels and fossil fuel products)

Table 17: Carbon Emissions in Kilotonnes (kt) across Essex in 2007

| | Total Industrial and Commercial per Annum | | Total Domestic per Annum | | Total Road Transport per Annum | | Land Use, Land Use Change and Forestry | | Total per Annum (ktCO ₂) | Mid-year Population Estimate ('000s) | per Capita Emissions per Annum (tCO ₂) |
|---------------|---|--|--------------------------|--|--------------------------------|--|--|--|--------------------------------------|--------------------------------------|--|
| | kt CO ₂ | Proportion of Total kt CO ₂ | kt CO ₂ | Proportion of Total kt CO ₂ | kt CO ₂ | Proportion of Total kt CO ₂ | kt CO ₂ | Proportion of Total kt CO ₂ | | | |
| Basildon | 546.61 | 44.43% | 384.98 | 31.29% | 298.35 | 24.25% | 0.24 | 0.02% | 1,230.17 | 169.80 | 7.24 |
| Braintree | 261.00 | 26.51% | 328.92 | 33.41% | 399.21 | 40.55% | -4.66 | -0.47% | 984.48 | 140.90 | 6.99 |
| Brentwood | 151.99 | 24.10% | 194.27 | 30.81% | 284.01 | 45.04% | 0.38 | 0.06% | 630.64 | 71.60 | 8.81 |
| Castle Point | 86.12 | 20.84% | 214.05 | 51.79% | 112.71 | 27.27% | 0.45 | 0.11% | 413.33 | 89.20 | 4.63 |
| Chelmsford | 345.73 | 30.42% | 389.21 | 34.25% | 403.76 | 35.53% | -2.23 | -0.20% | 1,136.47 | 164.50 | 6.91 |
| Colchester | 340.58 | 31.45% | 371.08 | 34.27% | 371.82 | 34.34% | -0.60 | -0.06% | 1,082.88 | 175.50 | 6.17 |
| Epping Forest | 247.13 | 19.73% | 328.63 | 26.23% | 677.94 | 54.12% | -0.96 | -0.08% | 1,252.74 | 123.30 | 10.16 |
| Harlow | 312.31 | 53.00% | 169.01 | 28.68% | 108.13 | 18.35% | -0.17 | -0.03% | 589.29 | 78.30 | 7.53 |
| Maldon | 130.12 | 33.59% | 147.44 | 38.06% | 106.01 | 27.37% | 3.81 | 0.98% | 387.39 | 62.40 | 6.21 |
| Rochford | 122.80 | 28.37% | 202.16 | 46.71% | 104.16 | 24.06% | 3.70 | 0.85% | 432.83 | 82.20 | 5.27 |
| Tendring | 198.48 | 24.85% | 344.03 | 43.07% | 252.65 | 31.63% | 3.65 | 0.46% | 798.80 | 146.20 | 5.46 |
| Uttlesford | 223.49 | 24.86% | 195.24 | 21.72% | 487.10 | 54.19% | -6.91 | -0.77% | 898.91 | 72.50 | 12.40 |
| Essex | 2,966.36 | 30.15% | 3,269.02 | 33.23% | 3,605.85 | 36.65% | -3.30 | -0.03% | 9,837.93 | 1,376.40 | 7.15 |

Source: DECC 2009 (<http://www.decc.gov.uk>)

Figure 23: CO₂ Emissions per Capita in 2007

Source: DECC 2009 (<http://www.decc.gov.uk>)

- At 432.83kt, Rochford District emitted the 10th highest amount of CO₂ in Essex. Epping Forest emitted the highest at 1252.74kt whilst the lowest amount, 387.39kt, was recorded by Maldon. As a County, Essex emitted 9,837.93kt of CO₂
- The single largest proportion of carbon dioxide emitted in Rochford District was emitted through domestic practices. 202.16kt (46.71%) of emissions were from this source. This is the 8th highest amount and 2nd highest proportion across Essex. Basildon released the largest amount of CO₂ in this sector at 384.98kt whilst the smallest domestic amount was released by Maldon at 147.44kt. In terms of proportion, Castle Point released the highest amount of domestic emissions at 51.79% with Uttlesford releasing the smallest amount at 21.72%. 33.23% of CO₂ emissions across Essex were released through domestic practices.
- Industrial and commercial practices were responsible for 122.8kt (28.37% of total) CO₂ emissions within Rochford District in 2006, the 6th highest proportion in the District and below the Essex value of 36.65%. Basildon released the most CO₂ in this sector at 546.61kt whilst in terms of proportion; Harlow released the most at 53% of emissions. Castle Point released the smallest amount of emissions from industry and commercial practices at 86.12kt with Epping District releasing the smallest proportion at 19.73%
- Transportation accounted for 104.16kt (24.06%) of CO₂ emissions within Rochford District. This was the lowest amount in terms of kt across Essex and the 2nd lowest proportion. Uttlesford reported the highest proportion within the road transport sector at 54.19% with Harlow reporting the smallest proportion at 18.35% whilst Essex recorded a proportion of 36.65%. In terms of ktCO₂ released, Epping Forest emitted the largest amount at 677.94kt.
- Land use change in Rochford District has been responsible for an increase in CO₂ emissions, amounting to an increase of 3.7kt, or 0.85%, of the total amount of CO₂

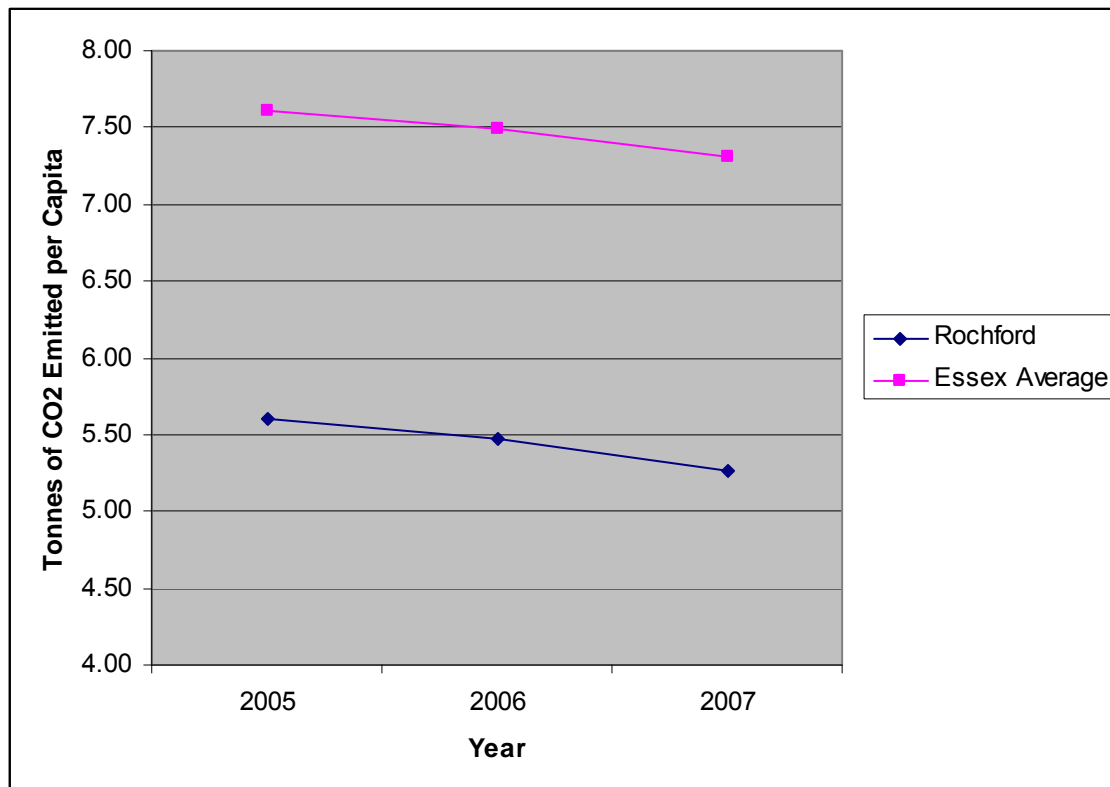
emitted. This is the second largest increase in Essex, behind only Maldon District at 3.81kt or 0.98% of their total emissions. Uttlesford reported the largest reduction at 6.91kt or 0.77% of their total emissions. Essex recorded a reduction of 0.03%

- At 5.27t, residents of Rochford District emit the 10th highest amount of CO₂ per person. At 12.4t per person, Uttlesford emit the highest value with Castle Point the lowest at 4.63t. Across Essex, the total is 7.15t per person.

Table 18: Emissions of CO₂ per Capita 2005 – 2007

| | CO2 Emissions per Capita | | |
|---------------|--------------------------|-------|-------|
| | 2005 | 2006 | 2007 |
| Basildon | 7.33 | 7.29 | 7.24 |
| Braintree | 7.38 | 7.18 | 6.99 |
| Brentwood | 9.24 | 9.26 | 8.81 |
| Castle Point | 4.84 | 4.76 | 4.63 |
| Chelmsford | 7.01 | 6.96 | 6.91 |
| Colchester | 6.59 | 6.46 | 6.17 |
| Epping Forest | 10.25 | 9.92 | 10.16 |
| Harlow | 8.00 | 7.85 | 7.53 |
| Maldon | 6.88 | 6.72 | 6.21 |
| Rochford | 5.60 | 5.47 | 5.27 |
| Tendring | 5.78 | 5.67 | 5.46 |
| Uttlesford | 12.34 | 12.38 | 12.40 |
| Essex Average | 7.60 | 7.49 | 7.31 |

Source: DECC 2009 (<http://www.decc.gov.uk>)

Figure 24: Emissions of CO₂ per Capita 2005 – 2007

Source: DECC 2009 (<http://www.decc.gov.uk>)

- Across the period of study, the amount of CO₂ emitted by residents has fallen year-on-year in Rochford, from 5.6t per person in 2005 to 5.27t per person in 2007. Within Essex there has also been a year-on-year reduction, from 7.6t in 2005 to 7.31t in 2007.
- Between 2005 and 2007, the per capita emission rate of CO₂ within Rochford was below that seen across Essex.

5.3 Climatic Factors Summary

- At 1535.5GWh in 2006, Rochford District consumed less energy in total than the Essex average of 2770.6GWh. This is the 10th highest value across Essex.
- The fuel type most responsible for the energy consumed in Rochford District in 2006 was natural gas, with 715.2GWh of the total 1535.5GWh (46.58%) consumed being derived from this product. Domestic consumption accounted for 619.6GWh of natural gas, amounting to 86.63% of total natural gas consumption. Rochford District's total natural gas consumption was the sixth highest in Essex and above the Essex average of 36.62%.
- Transport energy consumption in Rochford District totalled 372.3GWh or 24.25% of total energy consumed. This is the 9th highest total in the County and below the Essex average of 957GWh.
- At 432.83kt, Rochford District emitted the 10th highest amount of CO₂ in Essex. Epping Forest emitted the highest at 1252.74kt whilst the lowest amount, 387.39kt, was recorded by Maldon. As a County, Essex emitted 9,837.93kt of CO₂
- The single largest proportion of carbon dioxide emitted in Rochford District was emitted through domestic practices. 202.16kt (46.71%) of emissions were from this source. This is the 8th highest amount and 2nd highest proportion across Essex. 33.23% of CO₂ emissions across Essex were released through domestic practices.

- Land use change in Rochford District has been responsible for an increase in CO₂ emissions, amounting to an increase of 3.7kt, or 0.85%, of the total amount of CO₂ emitted. This is the second largest increase in Essex, behind only Maldon District at 3.81kt or 0.98% of their total emissions. Uttlesford reported the largest reduction at 6.91kt or 0.77% of their total emissions. Essex recorded a reduction of 0.03%.
- At 5.27t, residents of Rochford District emit the 10th highest amount of CO₂ per person. At 12.4t per person, Uttlesford emit the highest value with Castle Point the lowest at 4.63t. Across Essex, the total is 7.15t per person.
- Across the period of study, the amount of CO₂ emitted by residents has fallen year-on-year in Rochford, from 5.6t per person in 2005 to 5.27t per person in 2007. Within Essex there has also been a year-on-year reduction, from 7.6t in 2005 to 7.31t in 2007.

6 WATER QUALITY

6.1 Introduction

Water policy in England aims to protect both public health and the environment by maintaining and improving the quality of water. In England, the Department for Environment, Food and Rural Affairs (Defra) oversees water policy. The Environment Agency makes sure that these policies are carried out. The Environment Agency has a responsibility to protect and enhance the environment as a whole, monitoring and enforcing aspects not only of water quality, but of air quality and waste management as well. (PPS23, Annex 1)

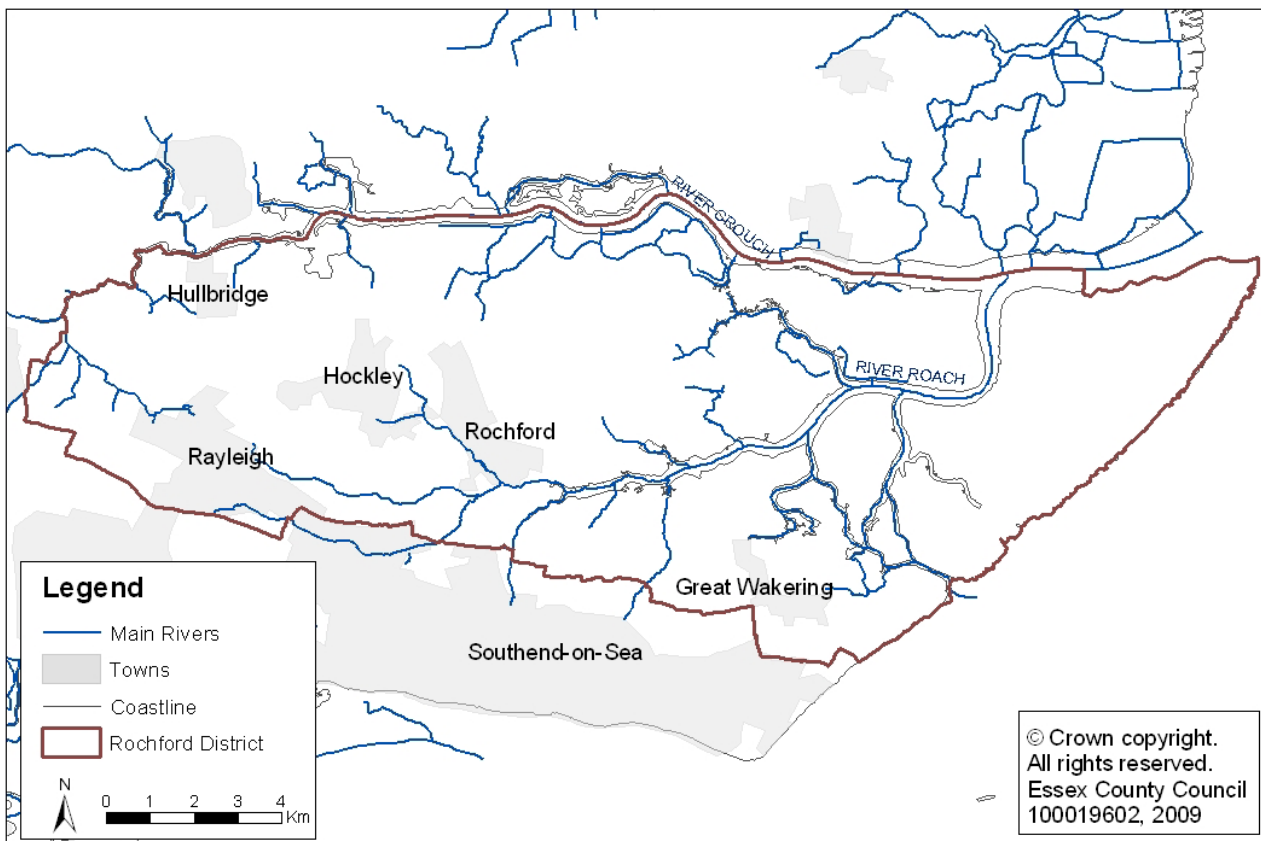
In addition to the ever increasing demand from human uses, water contributes to the natural environment, having ecological, aesthetic, scientific, educational and recreational value.

6.2 Baseline Information

A. Key Water Courses in Rochford District

Figure 25 shows the main water courses running through Rochford District. Water courses associated with Rochford District are the Roach, Crouch, Eastwood Brook, Hawkwell Brook/Roach, Prittle Brook and Rayleigh Brook.

Figure 25: Main Rivers within Rochford District

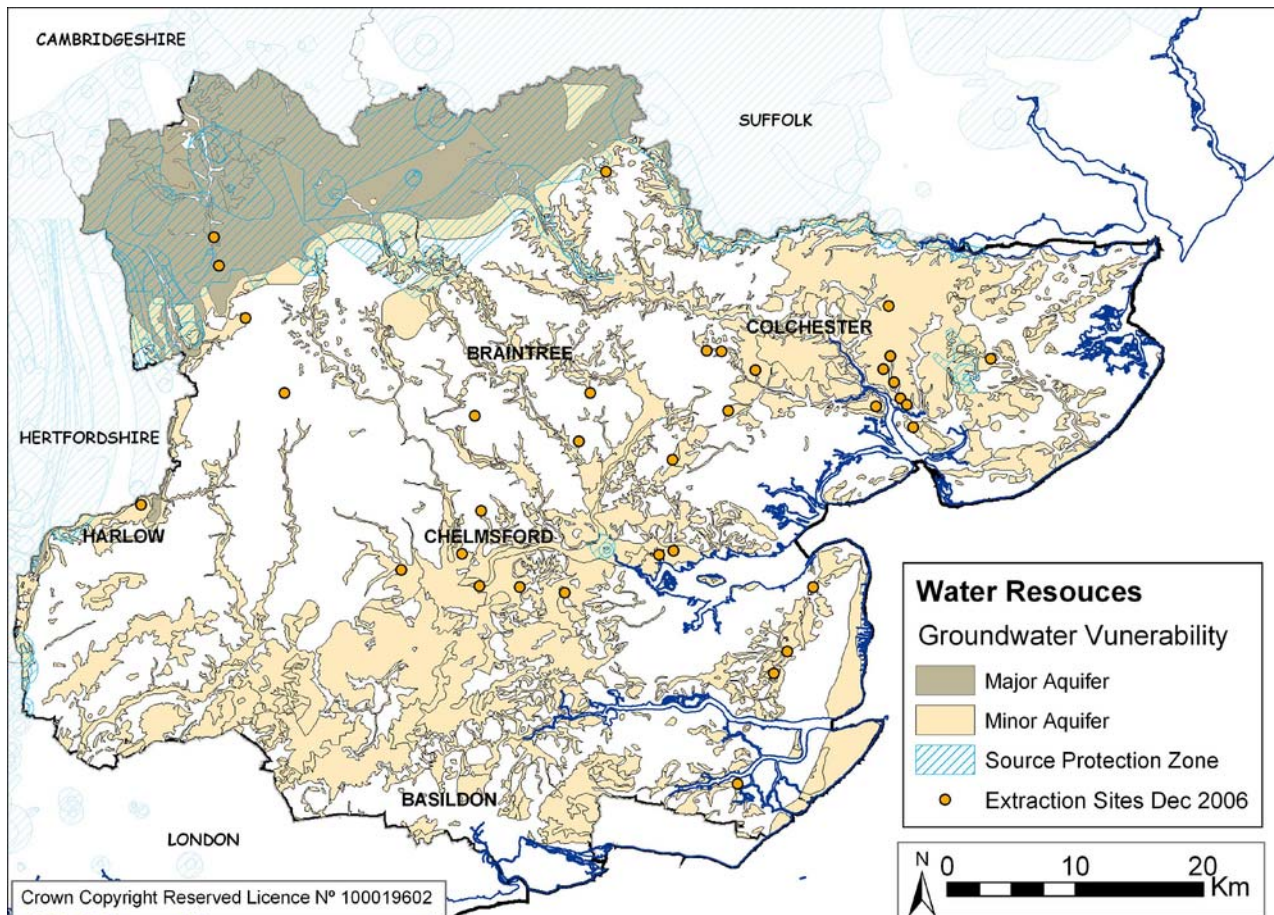


Source: Essex County Council 2009

B. Aquifers in Essex County

Figure 26 identifies the water resources within Essex, showing the location of the major and minor aquifers and source protection zones within the county. Minor aquifers are located within Rochford District.

Figure 26: Aquifers in Essex County Council



Source: Essex County Council 2009

C. Water Supply in the East of England

The Environment Agency (EA) is responsible for managing water resources in England and Wales. One of the ways that this is done is through licensing water abstraction. The EA developed catchment abstraction management strategies (CAMS) to:

- inform the public on water resources and licensing practice
- provide a consistent approach to local water resources management
- help to balance the needs of water-users and the environment

Following a national review of CAMS boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS. The Combined Essex CAMS examines issues such as:

- Are existing water resources adequate to meet future demands?
- Is the current level of abstraction having a significant impact on flows?
- How much water is needed to protect the river environment, including the fish?
- What are the most suitable options for managing the rivers?

The Combined Essex CAMS was published in February 2007, and is available at: <http://publications.environment-agency.gov.uk>.

The Combined Essex CAMS sets out the issues for the whole of Essex. The document splits the county into Water Resource Management Units (WRMU). Rochford District includes three WRMUs:

- South Essex WRMU 2 (Upper Roach);
- South Essex WRMU 3 (Upper Crouch); and
- South Essex WRMU 4 (River Mardyke).

The table below outlines the resource availability status for these WRMUs. An explanation of the terms used to describe the status is also detailed below:

- Water available: Water is likely to be available at all flows including low flows. Restrictions may apply.
- No water available: No water is available for further licensing at low flows. Water may be available at higher flows with appropriate restrictions.

Table 19: Resource Availability Status

| Associated main river | Resource Availability Status | | |
|------------------------|------------------------------|------------------------|-----------------------|
| | Individual WRMU status | Integrated WRMU status | Target status in 2012 |
| WRMU 2 – Upper Roach | Water available | Water available | No water available |
| WRMU 3 – Upper Crouch | Water available | Water available | No water available |
| WRMU 4 – River Mardyke | Water available | Water available | No water available |

Source: Combined Essex CAMs, February 2007 (Environment Agency) (<http://publications.environment-agency.gov.uk>)

The Combined Essex CAMs Annual Update (March 2008) confirmed that the water availability and restrictions for South Essex WRMU2, 3 and 4 have not changed since the publication of the CAMS in February 2007. The March 2008 Annual Update is available at: <http://publications.environment-agency.gov.uk>

D. River Basin Management Plan

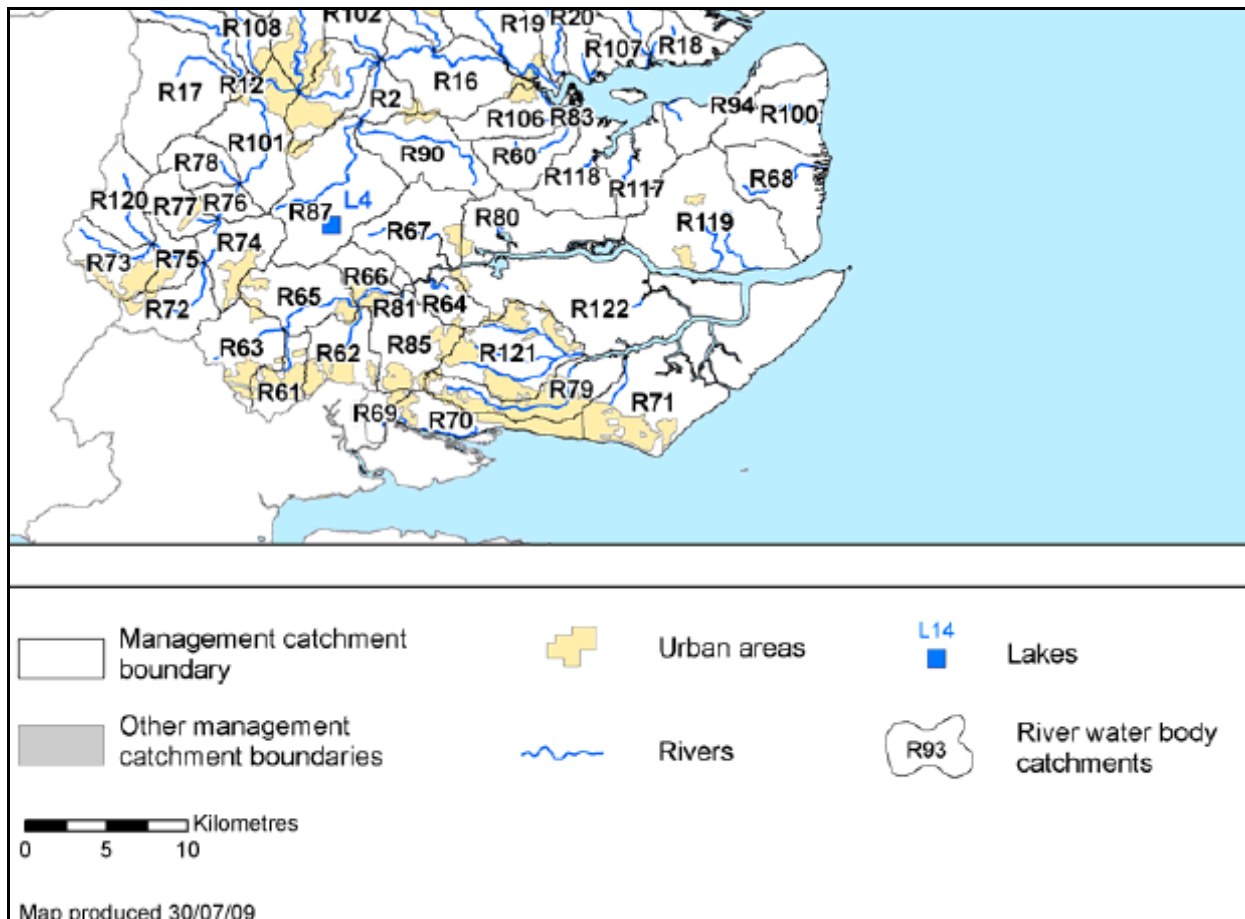
Water in rivers, estuaries, coasts and aquifers will improve under measures set out in River Basin Management Plans, drawn up for river basin districts across England and Wales under the Water Framework Directive. River Basin Management Plans are the plans for protecting and improving the water environment. They contain the main issues for the water environment and the actions to deal with them. On 22 September 2009 the River Basin Management Plans were submitted to the Secretary of State for Environment, Food and Rural Affairs and Welsh Ministers for approval. These submission versions are available to view at: <http://www.environment-agency.gov.uk>

Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk as well as a small part of Cambridgeshire. It encompasses the rivers and tributaries of the Stour, Colne, Pant/Blackwater, Chelmer, Crouch and Roach, along with the smaller catchments of Sixpenny, Tenpenny, Holland and

Asheldham Brook. There are 125 river water bodies and 5 lakes in the catchment. Over 33 per cent of rivers and lakes (in excess of 280km of river length) currently achieve at least good biological status. The River Basin Management Plan for the Anglian River Basin District is available at:

<http://wfdconsultation.environment-agency.gov.uk>

Figure 27: River and lake water bodies in the Combined Essex river catchment



Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

As shown in Figure 27 the Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies associated with Rochford District are:

- R64: Crouch Estuary;
- R122: Paglesham Creek Tributary;
- R121: River Roach, Nobles Ditch and Eastwood Brook;
- R79: Prittle Brook; and
- R71: Roach and Canvey.

Table 20 to Table 24 detail the ecological and chemical status of these water bodies.

Table 20: River R64 (Crouch Estuary)

| | | |
|--|--|--------------------------|
| Waterbody Name: | Crouch Estuary | |
| National Grid Reference: | TQ 79925 94569 | |
| Current Overall Status: | Moderate | |
| Status Objective (Overall): | Good by 2027 | |
| Status Objective(s): | Good Ecological Status by 2027 | |
| Protected Area Designation: | Nitrates Directive | |
| SSSI (Non-N2K) related: | No | |
| Hydromorphological Designation: | Not Designated AWB/HMWB | |
| Note: Current Status and Status Objectives for this water body are based on Expert Judgement | | |
| Ecological Status (Note: no biology data) | | |
| Current Status (and certainty that status is less than good) | Moderate (Uncertain) | |
| Supporting Conditions | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 |
| Quantity and Dynamics of Flow | Supports Good | Supports Good |
| Morphology | Supports Good | Supports Good |
| Chemical Status | | |
| Current Status (and certainty that status is less than good) | Does not require assessment | |

Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

Table 21: River R122 (Pagglesham Creek Tributary)

| | | |
|--|--|--------------------------|
| Waterbody Name: | Pagglesham Creek Tributary | |
| National Grid Reference: | TQ 92157 93396 | |
| Current Overall Status: | Moderate | |
| Status Objective (Overall): | Good by 2027 | |
| Status Objective(s): | Good Ecological Status by 2027 | |
| Protected Area Designation: | Nitrates Directive, Shellfish Water Directive | |
| SSSI (Non-N2K) related: | No | |
| Hydromorphological Designation: | Not Designated AWB/HMWB | |
| Note: Current Status and Status Objectives for this water body are based on Expert Judgement | | |
| Ecological Status (Note: no biology data) | | |
| Current Status (and certainty that status is less than good) | Moderate (Uncertain) | |
| Supporting Conditions | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 |
| Quantity and Dynamics of Flow | Supports Good | Supports Good |

| | | |
|--|-----------------------------|---------------|
| Morphology | Supports Good | Supports Good |
| Chemical Status | | |
| Current Status (and certainty that status is less than good) | Does not require assessment | |

Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

Table 22: River R121 (River Roach, Nobles Ditch and Eastwood Brook)

| | | | |
|---|--|--------------------------|---|
| Waterbody Name: | River Roach, Nobles Ditch and Eastwood Brook | | |
| National Grid Reference: | TQ 84312 88749 | | |
| Current Overall Status: | Moderate | | |
| Status Objective (Overall): | Good by 2027 | | |
| Status Objective(s): | Good Ecological Potential by 2027 | | |
| Justification if overall objective is not good status by 2015: | Disproportionately expensive, Technically infeasible | | |
| Protected Area Designation: | Nitrates Directive | | |
| SSSI (Non-N2K) related: | No | | |
| Hydromorphological Designation: | Heavily modified | | |
| Reason for Designation: | Flood protection | | |
| Ecological Potential | | | |
| Current Status (and certainty that status is less than good) | Moderate (Very Certain - WoE) | | |
| Biological Elements | | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Fish | High | High | |
| Invertebrates | Poor (Very Certain) | Poor | Not required (MS) |
| Supporting Elements | | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Ammonia | Poor (Very Certain) | Moderate | Technically infeasible (A2b) |
| Dissolved Oxygen | High | High | |
| pH | High | High | |
| Phosphate | Bad (Very Certain) | Bad | Disproportionately expensive (P1b) |
| Temperature | High | High | |
| Copper | High | High | |
| Zinc | High | High | |
| Ammonia | Poor (Very Certain) | Moderate | Technically infeasible (A2b) |

| Supporting Conditions | | | |
|---|--|-----------------------------|---|
| Element | Current status (and certainty of less than good) | | Predicted Status by 2015 |
| Quantity and Dynamics of Flow | Supports Good | | Supports Good |
| Ecological Potential Assessment | | | |
| Element | Current Status | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Mitigation Measures Assessment | Moderate | Moderate | Technically infeasible (M3a) |
| Mitigation measures that have defined Ecological Potential | | | |
| Mitigation Measure | | Status | |
| Sediment management strategies (develop and revise) | | In Place | |
| Retain marginal aquatic and riparian habitats (channel alteration) | | In Place | |
| Appropriate techniques (invasive species) | | In Place | |
| Appropriate timing (vegetation control) | | In Place | |
| Appropriate vegetation control technique | | In Place | |
| Selective vegetation control regime | | In Place | |
| Appropriate techniques to align and attenuate flow to limit detrimental effects of these features | | Not In Place | |
| Increase in-channel morphological diversity | | Not In Place | |
| Chemical Status | | | |
| Current Status (and certainty that status is less than good) | | Does not require assessment | |

Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

Table 23: River R79 (Prittle Brook)

| Waterbody Name: | Prittle Brook |
|---|--|
| National Grid Reference: | TQ 85572 86933 |
| Current Overall Status: | Moderate |
| Status Objective (Overall): | Good by 2027 |
| Status Objective(s): | Good Ecological Potential by 2027 |
| Justification if overall objective is not good status by 2015: | Disproportionately expensive, Technically infeasible |
| Protected Area Designation: | Nitrates Directive, Shellfish Water Directive |
| SSSI (Non-N2K) related: | No |
| Hydromorphological Designation: | Heavily modified |
| Reason for Designation: | Flood protection, Urbanisation |
| Ecological Potential | |
| Current Status (and certainty that status is less than good) | Moderate (Very Certain - WoE) |

| Biological Elements | | | |
|---|--|-----------------------------|---|
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Fish | Good | Good | |
| Invertebrates | Bad (Very Certain) | Bad | Not required (MS) |
| Supporting Elements | | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Ammonia | High | High | |
| Dissolved Oxygen | High | High | |
| pH | High | High | |
| Phosphate | Poor (Very Certain) | Poor | Disproportionately expensive (P1a) |
| Temperature | High | High | |
| Ammonia | High | High | |
| Supporting Conditions | | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 | |
| Quantity and Dynamics of Flow | Supports Good | Supports Good | |
| Ecological Potential Assessment | | | |
| Element | Current Status | Predicted Status by 2015 | Justification for not achieving good status by 2015 |
| Mitigation Measures Assessment | Moderate | Moderate | Technically infeasible (M3a, M3b) |
| Mitigation measures that have defined Ecological Potential | | | |
| Mitigation Measure | Status | | |
| Sediment management strategies (develop and revise) | In Place | | |
| Retain marginal aquatic and riparian habitats (channel alteration) | In Place | | |
| Appropriate techniques (invasive species) | In Place | | |
| Appropriate timing (vegetation control) | In Place | | |
| Appropriate vegetation control technique | In Place | | |
| Selective vegetation control regime | In Place | | |
| Appropriate techniques to align and attenuate flow to limit detrimental effects of these features | Not In Place | | |
| Increase in-channel morphological diversity | Not In Place | | |
| Chemical Status | | | |
| Current Status (and certainty that status is less than good) | | Does not require assessment | |

Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

Table 24: River R71 (Roach and Canvey)

| | | |
|--|---|--------------------------|
| Waterbody Name: | Roach and Canvey | |
| National Grid Reference: | TQ 91312 88433 | |
| Current Overall Status: | Moderate | |
| Status Objective (Overall): | Good by 2027 | |
| Status Objective(s): | Good Ecological Status by 2027 | |
| Protected Area Designation: | Bathing Water Directive, Natura 2000 (Habitats and/or Birds Directive), Shellfish Water Directive | |
| SSSI (Non-N2K) related: | No | |
| Hydromorphological Designation: | Not Designated AWB/HMWB | |
| Note: Current Status and Status Objectives for this water body are based on Expert Judgement | | |
| Ecological Status (Note: no biology data) | | |
| Current Status (and certainty that status is less than good) | Moderate (Uncertain) | |
| Supporting Conditions | | |
| Element | Current status (and certainty of less than good) | Predicted Status by 2015 |
| Quantity and Dynamics of Flow | Supports Good | Supports Good |
| Morphology | Supports Good | Supports Good |
| Chemical Status | | |
| Current Status (and certainty that status is less than good) | Does not require assessment | |

Source: River Basin Management Plan Anglian River Basin District, December 2009 (submitted for approval), (Environment Agency, 2009) (<http://wfdconsultation.environment-agency.gov.uk>)

6.3 Water Quality Summary

- The main water courses running through Rochford District are the Roach, Crouch, Eastwood Brook, Hawkwell Brook/Roach, Prittle Brook and Rayleigh Brook.
- Minor aquifers are located within Rochford District.
- Following a national review of CAMS boundaries, water resources in the South Essex CAMS (excluding the Mardyke catchment) are now incorporated with the North Essex CAMS into the Combined Essex CAMS.
- The Combined Essex CAMS sets out the issues for the whole of Essex. The document splits the County into Water Resource Management Units (WRMU). Rochford District includes three WRMUs: South Essex WRMU 2 (Upper Roach); South Essex WRMU 3 (Upper Crouch); and South Essex WRMU 4 (River Mardyke).
- The individual WRMU status for all three was 'water available' at February 2007, the Combined Essex CAMs Annual Update (March 2008) confirmed that the water availability and restrictions for South Essex WRMU2, 3 and 4 have not changed since the publication of the CAMS in February 2007.
- Essex falls within the Anglian River Basin District. The Anglian River Basin District is subdivided into catchment areas and the Essex Rivers catchment area lies within the counties of Essex and Suffolk as well as a small part of Cambridgeshire.
- The Combined Essex catchment area is further subdivided into water body catchment areas. The water bodies which are in Rochford District are: R64 -

- Crouch Estuary; R122 - Paglesham Creek Tributary; R121 - River Roach, Nobles Ditch and Eastwood Brook; R79 - Prittle Brook; and R71 - Roach and Canvey.
- The water bodies within Rochford are currently classified as having 'moderate' ecological status.

7 FLOODING

7.1 Introduction

River flooding is a natural process that plays an important role in shaping the natural environment. However, flooding threatens life and causes substantial damage to property, therefore incurring significant costs. The effects of heavy and/or prolonged rainfall can be increased in severity as a result of planning decisions about the location, design, nature of settlement and land use. Increasingly flooding is viewed as a potential consequence of future climate change. Although flooding cannot be completely prevented, its impacts can be avoided and reduced through good planning and management.

7.2 Baseline Information

A. Location of Flood Risk Zones 2 and 3

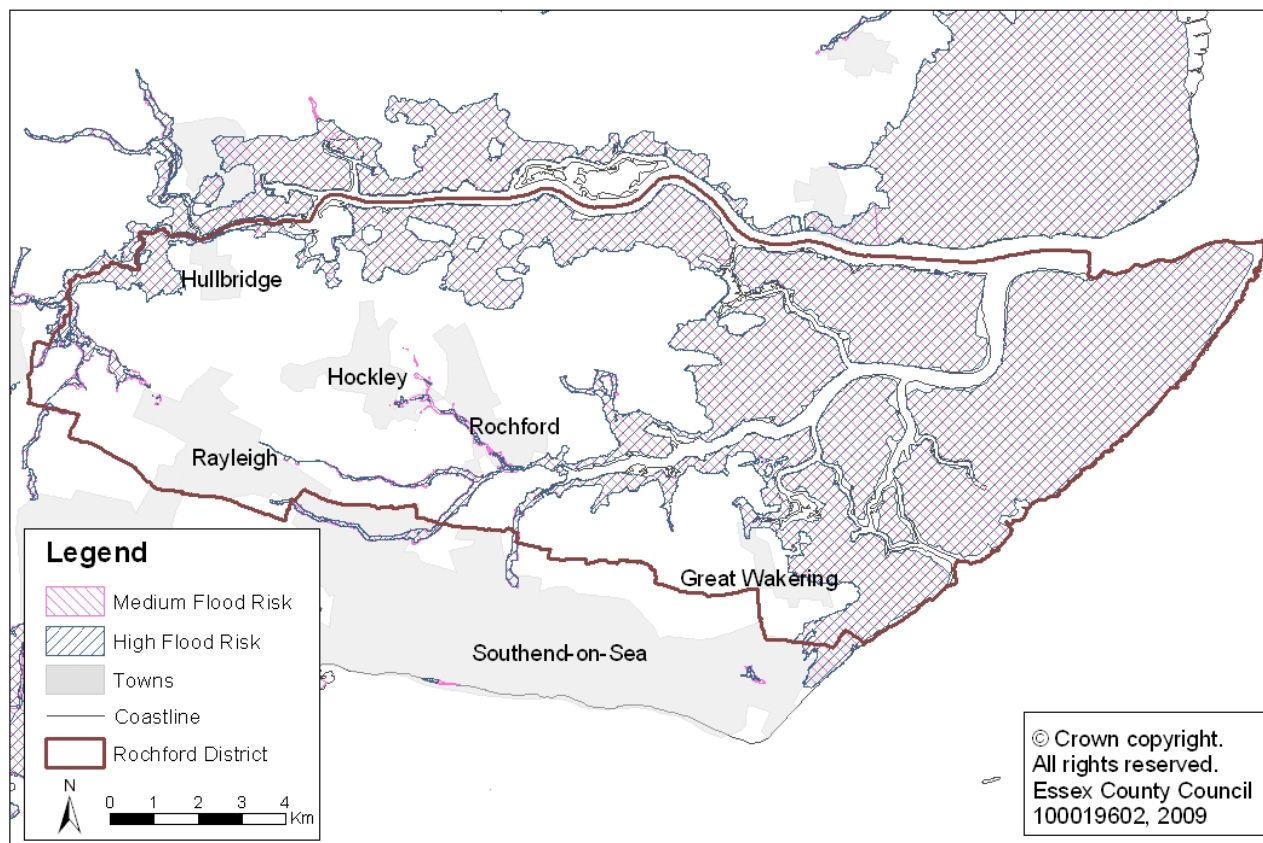
Planning Policy Statement 25: Development and Flood Risk requires developments to be carried out in areas of as low a risk of flooding as possible. Annex D of PPS 25 sets out a risk-based sequential test to be applied at all stages of the planning process. Its aim is to steer new development to areas with the lowest probability of flooding. A hierarchy of flood zones for application of the sequential test is defined as,

- Zone 1 – (Low Probability)
 - Encompasses land assessed as having a less than 1 in 1000 annual probability of flooding in any year (<0.1%).
- Zone 2 – (Medium Probability)
 - Comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%).
- Zone 3a – (High Probability)
 - Covers land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.
- Zone 3b – (The Functional Floodplain)
 - This zone consists of land where water has to flow or be stored in times of flood. It is land which would flood with an annual probability of 1 in 20 (5%) or greater in any year.

Further information on flood risk zones can be found in PPS 25 at: <http://www.communities.gov.uk>

Figure 28 shows the extent of land within Rochford that falls within Flood Zone 2 (medium risk) and Flood Zone 3 (a and b) (high risk). The areas that are most susceptible to flooding in the district are those surrounding the coast and the Crouch estuary.

Figure 28: Spatial Extent of Flood Zones 2 and 3(a and b)



Source: Essex County Council, 2009

B. Planning Permissions granted contrary to Environment Agency advice.

Between the 1st April 2008 and the 31st March 2009 the Environment Agency objected to the following applications on the grounds of flood risk.

Table 25: Environment Agency Objections to Planning Applications on Flood Risk Grounds.

| LPA Reference | Nature of proposed development | Reason for Agency Objection | Decision |
|---------------|--------------------------------|--|---------------------------------|
| 07/01010/FUL | Mixed Use - Minor | <ul style="list-style-type: none"> - Sequential Test not adequately demonstrated - Unsatisfactory FRA/FCA Submitted | Refused |
| 08/00196/FUL | Residential - Minor | <ul style="list-style-type: none"> - Unsatisfactory FRA/FCA Submitted | Refused |
| 08/00211/FUL | Infrastructure - Minor | <ul style="list-style-type: none"> - Sequential Test not adequately demonstrated - Unsatisfactory FRA/FCA Submitted | Permitted contrary to EA advice |
| 08/00279/FUL | Mixed Use - Minor | <ul style="list-style-type: none"> - PPS25/TAN15 - Request for FRA/FCA - Sequential Test not adequately demonstrated | Refused |
| 08/00326/FUL | Residential - Minor | <ul style="list-style-type: none"> - PPS25/TAN15 - Request for FRA/FCA - Sequential Test not adequately demonstrated | Withdrawn |

| LPA Reference | Nature of proposed development | Reason for Agency Objection | Decision |
|---------------|--------------------------------|--|-----------------------------------|
| 08/00387/FUL | Residential - Minor | - Unsatisfactory FRA/FCA Submitted | Refused |
| 08/00421/FUL | Residential - Minor | - PPS25/TAN15 - Request for FRA/FCA - Sequential Test not adequately demonstrated | Refused |
| 08/00427/FUL | Residential - Minor | - PPS25/TAN15 - Request for FRA/FCA | Permitted (EA withdrew objection) |
| 08/00631/FUL | Residential - Minor | - Sequential Test not adequately demonstrated - Unsatisfactory FRA/FCA Submitted | Permitted (EA withdrew objection) |
| 08/00670/FUL | Residential - Major | - Adverse Impact on Surface Water Run-Off - Unsatisfactory FRA/FCA Submitted | Permitted (EA withdrew objection) |
| 08/00808/FUL | Residential - Minor | - Unsatisfactory FRA/FCA Submitted | Permitted (EA withdrew objection) |

Source: Environment Agency, 2009

Of the eleven applications which received an objection from the Environment Agency, one was subsequently withdrawn. Two of the applications were refused on the grounds of Flood Risk on site. Three further applications were refused although flood risk was not cited as a reason for refusal. Four applications were approved following the submission of additional material which satisfied the EAs objection, which was then removed. One application was granted contrary to EA advice, the officer's report in this instance also recommended refusal of the application.

C. Flood Risk Assessments

A Strategic Flood Risk Assessment (SFRA) for Rochford District was published in November 2006. This document is available at:

<http://floodrisk.tgessex.co.uk/>

The SFRA is a planning tool that enables the council to select and develop sustainable site allocations away from vulnerable flood risk areas. The SFRA identified that Rochford District Council contains several areas of low-lying land that would be inundated in the event of a breach in flood defences. Much of this area is farmland or marshland and as such the consequences of a flood event in terms of risk to life and property are limited.

The SFRA contains:

- An overview of flood risk issues for each of the District's Growth Options;
- Recommended policies to aid the councils in managing the flood risk within the District; and
- An outline of requirements for detailed Flood Risk Assessments (FRAs).

7.3 Flooding Summary

- The areas that are most susceptible to flooding in the district are those surrounding the coast and the Crouch estuary.
- Of the eleven applications which received an objection from the Environment Agency, one was subsequently withdrawn. Two of the applications were refused on the grounds of Flood Risk on site. Three further applications were refused, however flood risk was not cited as a reason for refusal.
- Four applications were approved following the submission of additional material which satisfied the EA's objection, which was then removed. One application was granted contrary to EA advice, the officer's report in this instance also recommended refusal of the application.
- A Strategic Flood Risk Assessment (SFRA) for Rochford District was published in November 2006.
- The SFRA identified that Rochford District Council contains several areas of low-lying land that would be inundated in the event of a breach in flood defences. Much of this area is farmland or marshland and as such the consequences of a flood event in terms of risk to life and property are limited.

8 SOILS, MINERALS AND WASTE

8.1 Introduction

The soil types and minerals profile within Essex have helped to shape the landscape, wildlife and economy of the county.

Providing for mineral extraction and for the processing and disposal of waste usually makes significant land-use demands. Therefore, the careful planning of such developments is essential to manage their impact on both the surrounding environment and local residents.

The safe, efficient and sustainable disposal of waste is a major and growing concern across the whole of the United Kingdom, with the monitoring of waste and recycling data being imperative to the identification of trends in both waste generation and disposal habits.

8.2 Baseline Information

This chapter begins with a look at the different types of agricultural soil present in Essex and Rochford District, and then moves on to waste analysis. Both the amount of waste recycled and landfilled is analysed on a total amount between 2000/2001 and 2008/2009 and a per dwelling basis for the year 2008/2009. The chapter concludes with an overview of the mineral and waste applications which were submitted to Essex County Council between 1st April 2008 and the 31st March 2009.

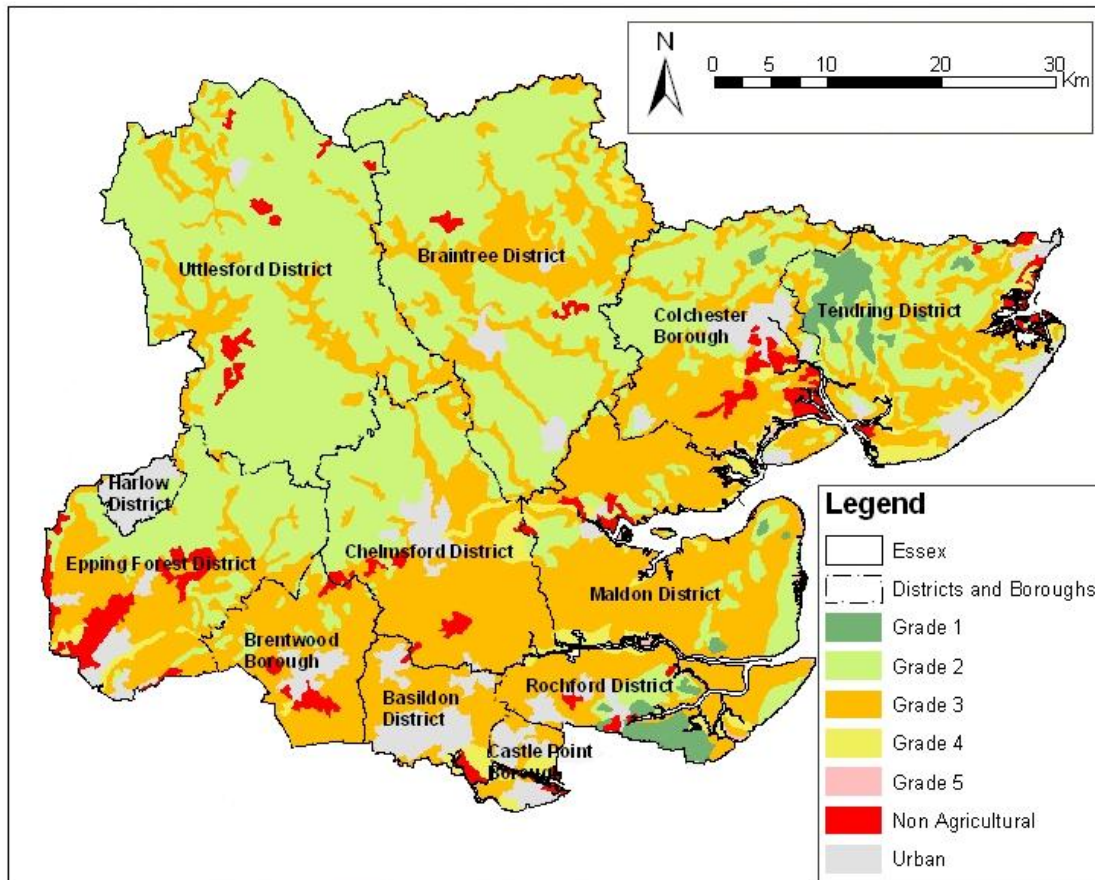
A. Agricultural Land Classification

i) Agricultural Land Classification in the East of England

The East of England contains 58% of the country's Grade 1 and 2 land, with 72% of agricultural land in the region under cultivation. This compares to 29% nationally (Our Environment, Our Future: The Regional Environment Strategy for the East of England. East of England Regional Assembly and East of England Environment Forum, July 2003). The East of England contains just 10% of the country's Grade 4 and 5 land.

ii) Agricultural Land in Essex

Figure 29: Agricultural Land Classification in Essex

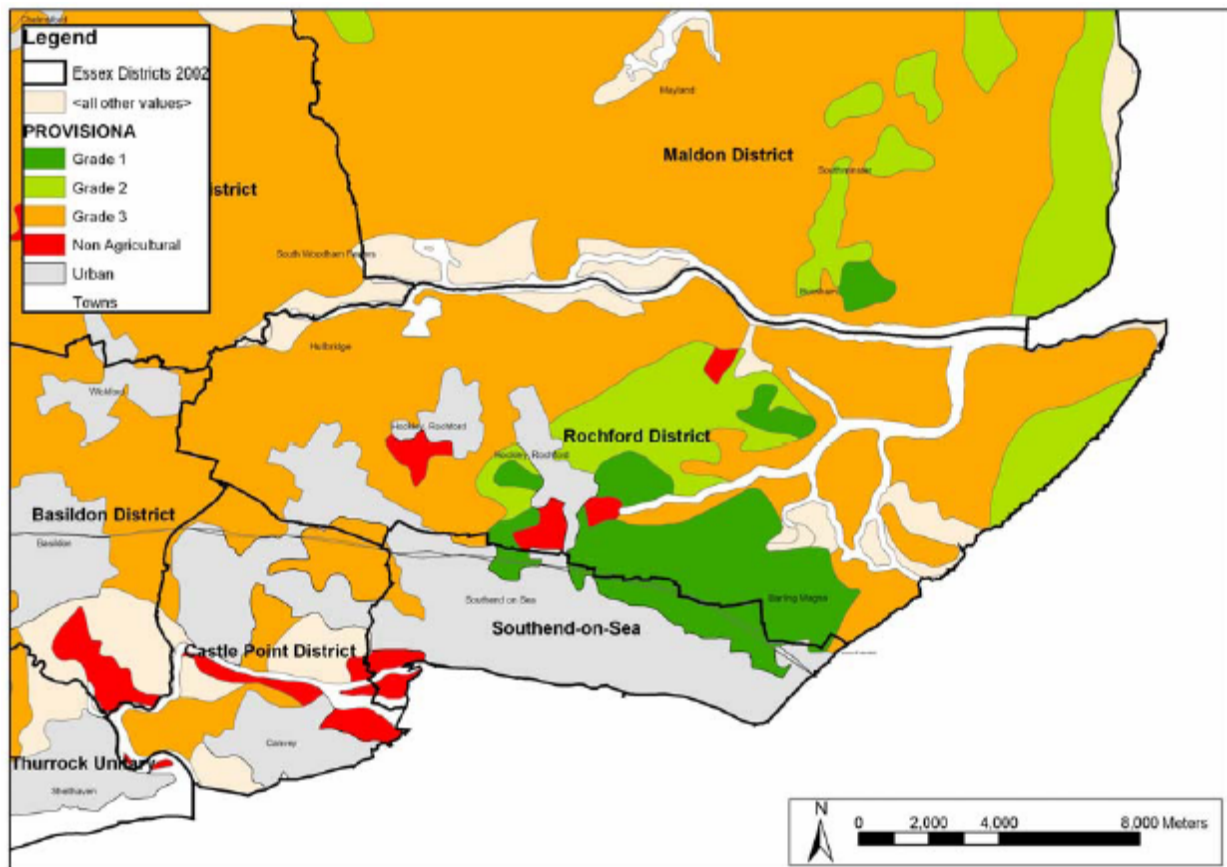


Source: Essex County Council, 2008

- There are significant areas of Grade 1 agricultural land within Tendring and Rochford districts.
- The majority of agricultural land within Essex can be broadly classified as Grade 2 in the north and Grade 3 to the south, as defined by the Agricultural Land Classification System, published by the Ministry of Agriculture, Fisheries and Food (MAFF), now the Department for Environment, Food and Rural Affairs (DEFRA). This is related to the location of the Essex till, with better quality land located in the north-west of the county.

iii) Agricultural Land in Rochford District

Figure 30: Agricultural Land Classification in Rochford District



Source: Essex County Council 2008

- Within Rochford District, 13.8% (2,352 hectares) of agricultural land is classified as Grade 1, 14.2% (2,417 hectares) as Grade 2, and 55.6% (9,488 hectares) is classified as Grade 3.
- Figure 30 shows that the majority of grade 1 listed agricultural soils can be found to the south of the district on the border with Southend On Sea Unitary Authority, with the majority of grade 2 listed land centrally located in the district as well as there being a small isolated area present to the east.
- The highest grade land is found to the east of the settlements of Rochford and Ashingdon, between the Crouch estuary and the built-up areas of Southend-on-Sea, and between the settlements of Rochford and Hawkwell. This land falls into the 'best and most versatile' category in Planning Policy Statement 7: Sustainable Development in Rural Areas, and should therefore be considered a national resource for the future and be given considerable weight when preparing development plans and in exercising development control.

B. Waste Movements

This section will look at the proportion of both total waste and total waste per dwelling which went to landfill and was recycled in Rochford District and Essex between 2000/2001 and 2008/2009. Please note that 'per dwelling' data for 2008/2009 cannot be incorporated into a trend analysis as before this date the data was collected from WasteDataFlow (the Government's national system for collection of waste data) whereas from 2008/2009

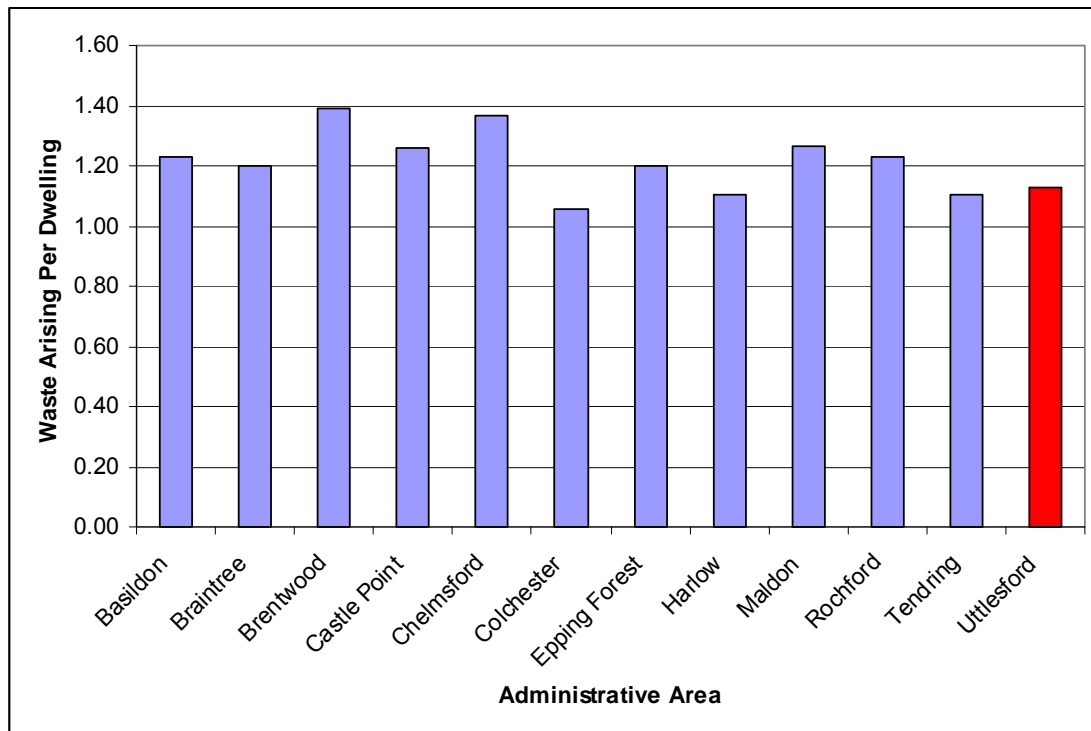
onwards the data is collected from the Valuation Office as provided via CLG. This is the figure used for the calculations of the latest waste National Indicators.

Each analysis will come in two parts, first waste collected from the home (otherwise known as District waste) and second, wastes collected from Household Waste Recycling Centres (HWRC), formerly known as Civic Amenity sites. A wide range of items can be recycled at these centres, including glass, paper, plastic and garden waste.

Table 26: Total Wastes Arising by Essex Districts and Boroughs 2008/2009

| Administrative Area | Number of Dwellings | Total Waste Arisings (Tonnes) | Total Waste per Dwelling |
|---------------------|---------------------|-------------------------------|--------------------------|
| Basildon | 73,873 | 90,942.45 | 1.23 |
| Braintree | 61,118 | 73,324.12 | 1.20 |
| Brentwood | 31,698 | 44,100.12 | 1.39 |
| Castle Point | 36,917 | 46,603.33 | 1.26 |
| Chelmsford | 70,702 | 96,753.78 | 1.37 |
| Colchester | 73,681 | 78,003.13 | 1.06 |
| Epping Forest | 53,525 | 64,215.71 | 1.20 |
| Harlow | 35,315 | 39,085.01 | 1.11 |
| Maldon | 26,651 | 33,753.40 | 1.27 |
| Rochford | 34,440 | 42,343.73 | 1.23 |
| Tendring | 66,962 | 74,033.54 | 1.11 |
| Uttlesford | 31,615 | 35,707.27 | 1.13 |
| Essex | 596,497 | 718,865.59 | 1.21 |

Source: Essex County Council 2009

Figure 31: Total Waste Arisings by Essex Districts and Boroughs 2008/2009

Source: Essex County Council 2009

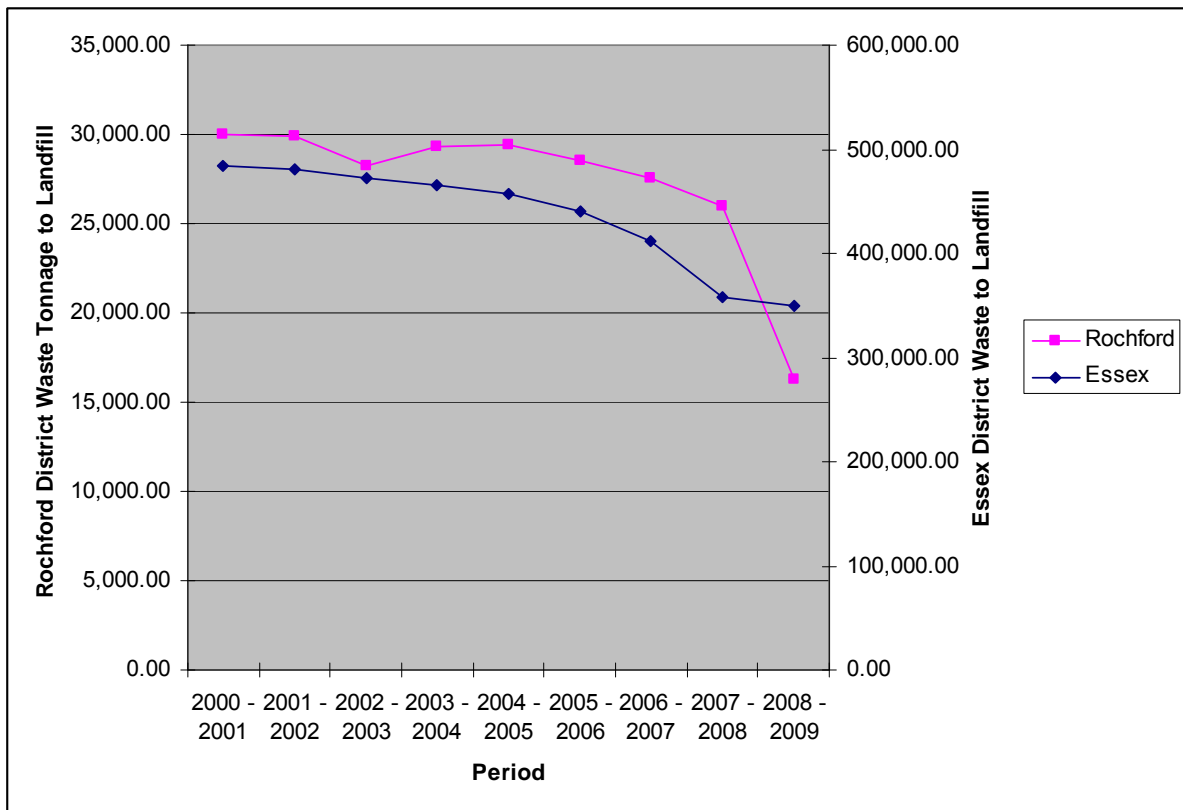
- Within Rochford District, 42,343.73 tonnes of waste was produced in 2008/2009. This is the fourth lowest amount in the County, with Essex as a whole producing 718,865.59 tonnes across the 12 districts and boroughs.
- Basildon District is the single largest producer of waste at 96,753.78 tonnes whilst Maldon District produced the least at 33,753.40 tonnes.
- Braintree District recorded a per dwelling waste arisings total of 1.23. This is the 4th highest in the county and above the county average of 1.21 tonnes. Residents of Brentwood produced the highest total at 1.37 tonnes per dwelling, with Colchester producing the least at 1.06 tonnes.

Table 27: Total District Waste Tonnage Sent to Landfill by Rochford District 2000 - 2009

| | Rochford | Essex |
|-------------|-----------|------------|
| 2000 - 2001 | 30,047.29 | 483,593.58 |
| 2001 - 2002 | 29,875.50 | 480,910.57 |
| 2002 - 2003 | 28,215.75 | 471,596.39 |
| 2003 - 2004 | 29,321.28 | 465,789.94 |
| 2004 - 2005 | 29,376.74 | 457,457.40 |
| 2005 - 2006 | 28,566.54 | 440,096.33 |
| 2006 - 2007 | 27,538.96 | 411,649.32 |
| 2007 - 2008 | 25,997.01 | 358,161.56 |
| 2008 - 2009 | 16,232.12 | 349,013.25 |

Source: Essex County Council 2009

Figure 32: Total District Waste Tonnage Sent to Landfill by Rochford District 2000 – 2009



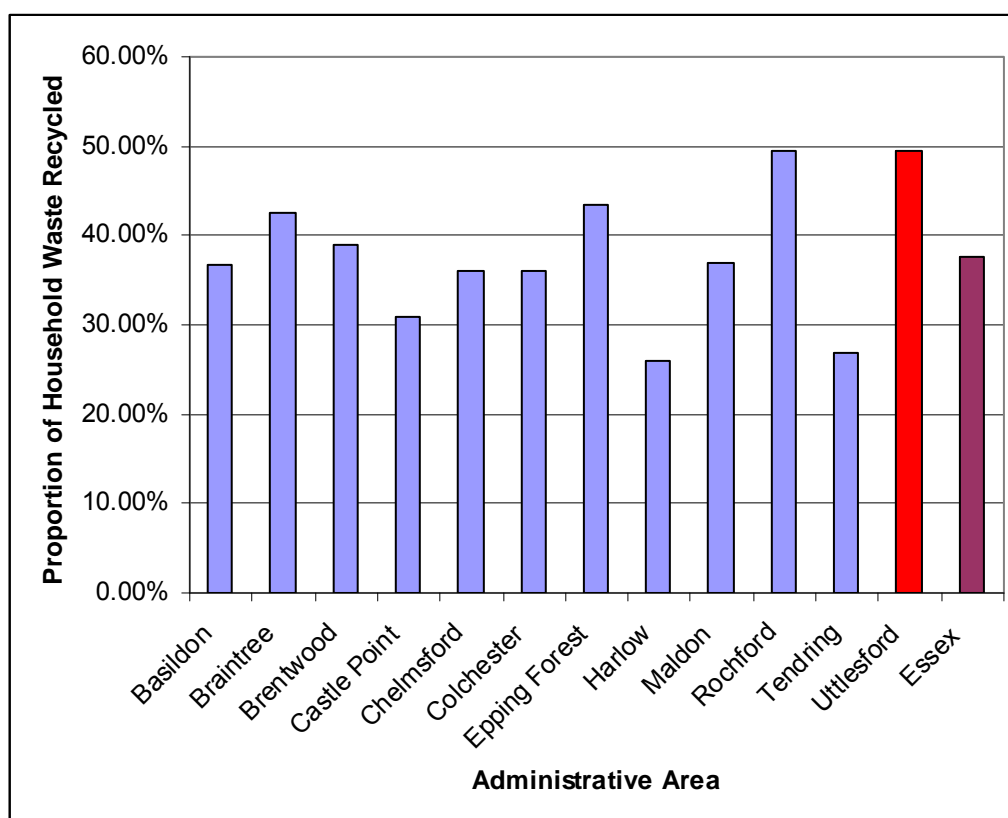
Source: Essex County Council 2009

- The amount of waste taken to landfill in both Essex County and Rochford District has decreased over the period of study.
- Across the 8 years studied, the total amount of waste sent to landfill in Rochford has decreased from 30,047.29 tonnes in 2000/2001 to 16,232.12 tonnes in 2008/2009, meaning that Rochford District sent 54.21% of its total landfilled waste in 2000/2001 to landfill in 2008/2009. The corresponding figure for Essex as a whole is 72.2%.
- There has only been one period of increase in the amount of waste sent to landfill in Rochford District across the period of study. This occurred between the years 2002 and 2004.
- The single largest yearly decrease of total landfilled waste in Rochford was witnessed between 2007/2008 and 2008/2009. Within Essex it was the previous period 2006/2007 and 2007/2008.
- It is a stated aim of the Waste Strategy for England 2007 that the amount of waste entering landfill is to be reduced. The strategy also considers the outcome of removing the ban on local authorities in introducing household financial incentives for waste reduction and recycling. It is predicted that this could reduce annual landfilled waste by up to 15%.

Table 28: Proportion of District Waste which was Recycled and Composted in Essex 2008/2009

| Authority | Total Household Waste | Household Waste Composted and Recycled (Tonnes) | Percentage of Household Waste Composted and Recycled |
|---------------|-----------------------|---|--|
| Basildon | 80,595.40 | 29,610.80 | 36.74% |
| Braintree | 60,195.72 | 25,608.92 | 42.54% |
| Brentwood | 31,117.03 | 12,122.57 | 38.96% |
| Castle Point | 35,859.22 | 11,066.14 | 30.86% |
| Chelmsford | 79,770.75 | 28,766.13 | 36.06% |
| Colchester | 62,222.42 | 22,367.88 | 35.95% |
| Epping Forest | 50,739.28 | 22,048.34 | 43.45% |
| Harlow | 27,462.35 | 7,153.83 | 26.05% |
| Maldon | 22,661.30 | 8,359.01 | 36.89% |
| Rochford | 32,150.45 | 15,918.33 | 49.51% |
| Tendring | 45,976.92 | 12,327.07 | 26.81% |
| Uttlesford | 30,932.69 | 15,321.24 | 49.53% |
| Essex | 559,683.53 | 210,670.28 | 37.64% |

Source: Essex County Council 2009

Figure 33: Proportion of District Waste which was Recycled and Composted in Essex 2008/2009

Source: Essex County Council 2009

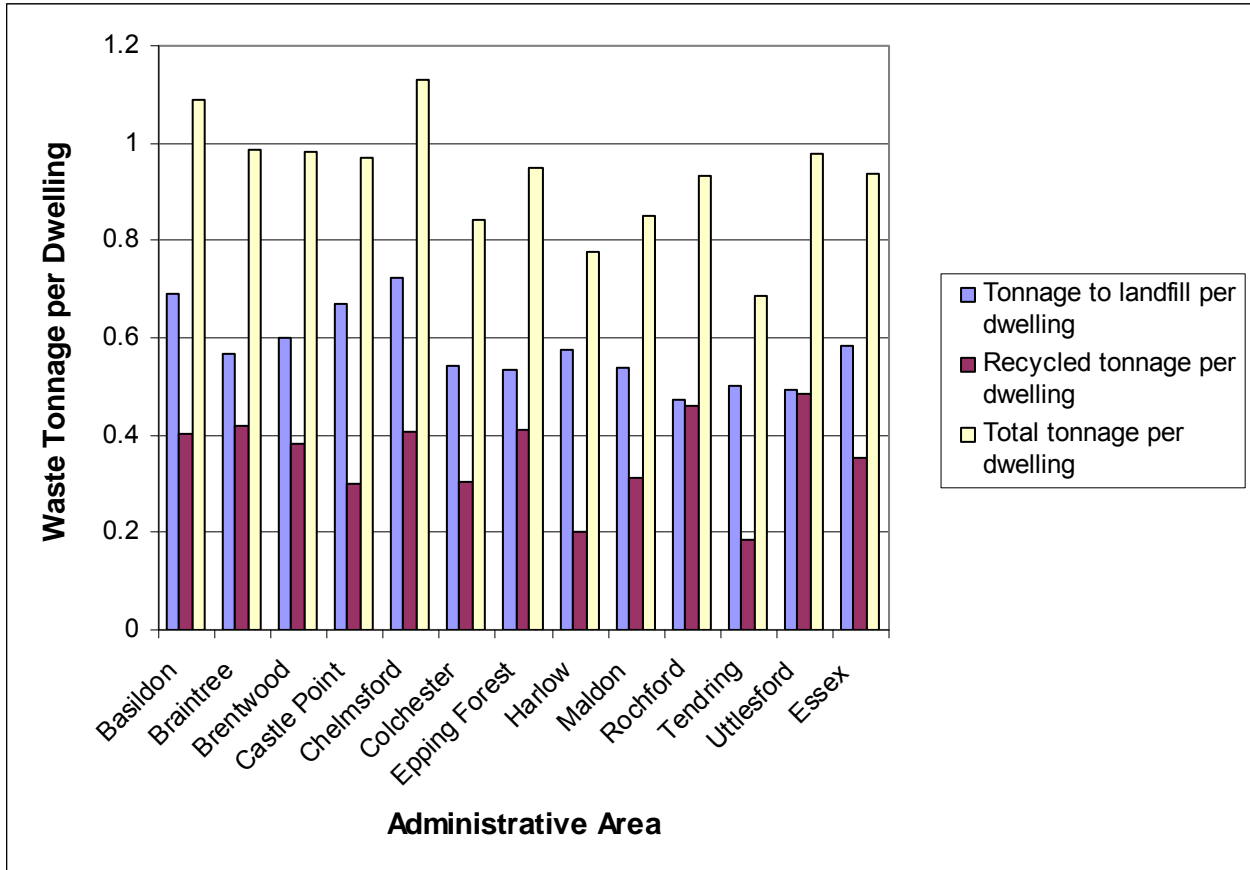
- 49.51% of Rochford District's household waste was recycled in 2008/2009. This is the 3rd highest proportion in the county and is above the 19.39% recorded in 2007/2008 which was the lowest proportion across Essex. The Essex average is recorded as 37.64%, up from 34.52% in 2007/2008.
- With 49.53% of household waste recycled, Uttlesford District was the highest performer in this field. Harlow District's proportion of 26.05% is the lowest in the county.

Table 29: District Waste Collection per Dwelling in Essex 2008/2009

| District | Dwellings | Tonnage to landfill per dwelling | Ranking (1 = lowest per dwelling) | Movement from last year (+ = worse) | Recycled tonnage per dwelling | Ranking (1 = highest per dwelling) | Movement from last year (- = worse) | Total tonnage per dwelling | Ranking (1 = lowest per dwelling) | Movement from last year (+ = worse) |
|---------------|-----------|----------------------------------|-----------------------------------|-------------------------------------|-------------------------------|------------------------------------|-------------------------------------|----------------------------|-----------------------------------|-------------------------------------|
| Basildon | 73,873 | 0.69 | 11 | 0 | 0.40 | 6 | 0 | 1.09 | 11 | 0 |
| Braintree | 61,118 | 0.57 | 7 | +3 | 0.42 | 3 | 0 | 0.98 | 10 | +2 |
| Brentwood | 31,698 | 0.60 | 9 | +6 | 0.38 | 7 | -2 | 0.98 | 9 | +2 |
| Castle Point | 36,917 | 0.67 | 10 | +1 | 0.30 | 10 | -1 | 0.97 | 7 | -2 |
| Chelmsford | 70,702 | 0.72 | 12 | +2 | 0.41 | 5 | -1 | 1.13 | 12 | 0 |
| Colchester | 73,681 | 0.54 | 6 | 0 | 0.30 | 9 | -1 | 0.84 | 3 | 0 |
| Epping Forest | 53,525 | 0.54 | 4 | -1 | 0.41 | 4 | -2 | 0.95 | 6 | 0 |
| Harlow | 35,315 | 0.58 | 8 | 0 | 0.20 | 11 | -1 | 0.78 | 2 | 0 |
| Maldon | 26,651 | 0.54 | 5 | -2 | 0.31 | 8 | -1 | 0.85 | 4 | 0 |
| Rochford | 34,440 | 0.47 | 1 | -11 | 0.46 | 2 | +10 | 0.93 | 5 | 0 |
| Tendring | 66,962 | 0.50 | 3 | +1 | 0.18 | 12 | -1 | 0.69 | 1 | 0 |
| Uttlesford | 31,615 | 0.49 | 2 | +1 | 0.48 | 1 | 0 | 0.98 | 8 | -2 |
| Essex | 596,497 | 0.59 | N/A | N/A | 0.35 | N/A | N/A | 0.94 | N/A | N/A |

Source: Essex County Council 200

Figure 34: District Waste Collection per Dwelling in Essex 2008/2009



Source: Essex County Council 2009

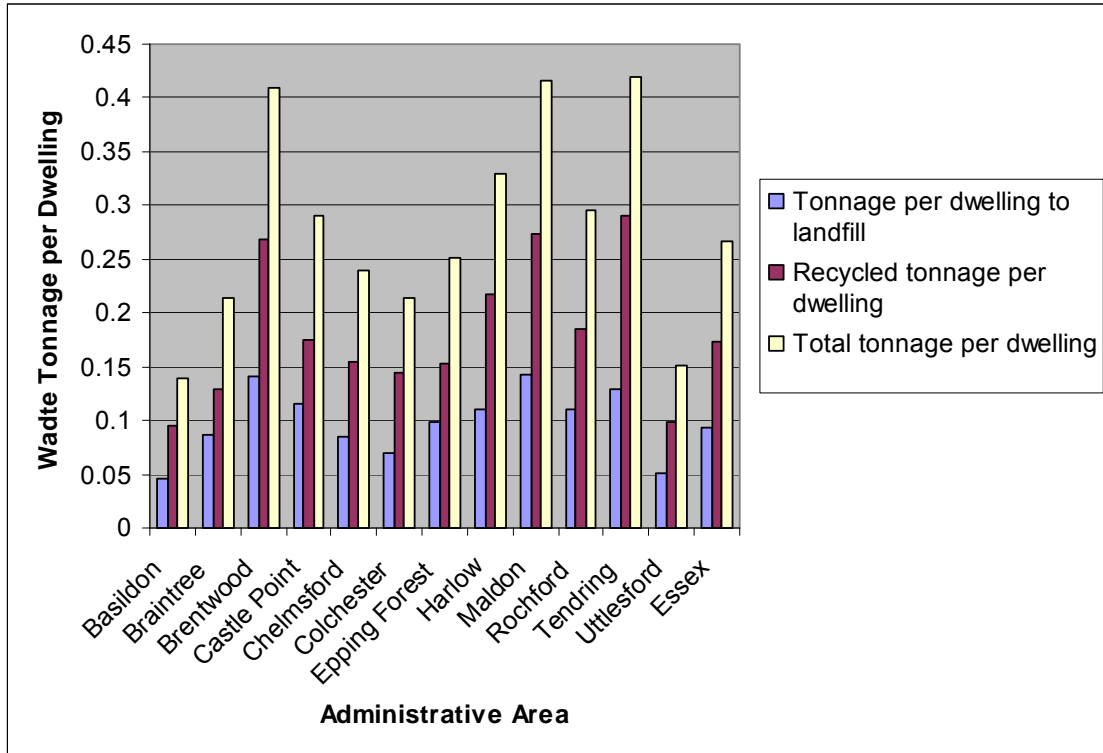
- For each dwelling within Rochford District, an average of 0.93 tonnes of waste was collected from the home. This was the 5th highest amount in the county. In 2008 - 2009, the total amount of district waste per resident was 0.01 tonnes below the Essex average of 0.94 tonnes.
- The highest amount of waste per dwelling was collected in Chelmsford, at 1.13 tonnes per dwelling. With 0.69 tonnes, Tendring District produced the least amount of waste by tonnage per dwelling.
- Of the 0.93 tonnes collected from each Rochford District dwelling, 0.47 tonnes went to landfill. This is the lowest amount in the county whereas previously the district was recording the highest per dwelling amount to landfill.
- On average, Essex sent 0.59 tonnes to landfill. Chelmsford sent the most amount of waste to landfill at 0.72 tonnes per dwelling whilst Rochford sent the least at 0.47 tonnes.
- 0.46 tonnes of waste per dwelling in Rochford District was recycled. This is the 2nd highest performance in the county and is an improvement on 10 places from the previous year. Rochford District is sending a larger amount of waste to recycling per dwelling than the Essex per dwelling average of 0.35 tonnes. Uttlesford residents recycled the most waste at 0.48 tonnes per dwelling whilst Tendring is sending the least at 0.18 tonnes.

Table 30: Waste Collected from Household Waste Recycling Centres per Dwelling in Essex 2008/2009

| District | Dwellings | Tonnage per dwelling to landfill | Ranking (1 = lowest per dwelling) | Movement from last year (+ = worse) | Recycled tonnage per dwelling | Ranking (1 = highest per dwelling) | Movement from last year (- = worse) | Total tonnage per dwelling | Ranking (1 = lowest per dwelling) | Movement from last year (+ = worse) |
|---------------|-----------|----------------------------------|-----------------------------------|-------------------------------------|-------------------------------|------------------------------------|-------------------------------------|----------------------------|-----------------------------------|-------------------------------------|
| Basildon | 73,873 | 0.05 | 1 | 0 | 0.09 | 12 | 0 | 0.14 | 1 | 0 |
| Braintree | 61,118 | 0.09 | 5 | 0 | 0.13 | 10 | 0 | 0.21 | 4 | +1 |
| Brentwood | 31,698 | 0.14 | 11 | 0 | 0.27 | 3 | -2 | 0.41 | 10 | -2 |
| Castle Point | 36,917 | 0.12 | 9 | +1 | 0.18 | 6 | -1 | 0.29 | 7 | -1 |
| Chelmsford | 70,702 | 0.09 | 4 | 0 | 0.15 | 7 | +1 | 0.24 | 5 | 0 |
| Colchester | 73,681 | 0.07 | 3 | 0 | 0.14 | 9 | 0 | 0.21 | 3 | -1 |
| Epping Forest | 53,525 | 0.10 | 6 | -1 | 0.15 | 8 | -1 | 0.25 | 6 | 0 |
| Harlow | 35,315 | 0.11 | 8 | -1 | 0.22 | 4 | 0 | 0.33 | 9 | 0 |
| Maldon | 26,651 | 0.14 | 12 | +2 | 0.27 | 2 | 0 | 0.42 | 11 | +1 |
| Rochford | 34,440 | 0.11 | 7 | +1 | 0.19 | 5 | +1 | 0.30 | 8 | +1 |
| Tendring | 66,962 | 0.13 | 10 | -2 | 0.29 | 1 | +2 | 0.42 | 12 | +1 |
| Uttlesford | 31,615 | 0.05 | 2 | 0 | 0.10 | 11 | 0 | 0.15 | 2 | 0 |
| Essex | 596,497 | 0.09 | N/A | N/A | 0.17 | N/A | N/A | 0.27 | N/A | N/A |

Source: Essex County Council 2009

Figure 35: Waste Collected from Household Waste Recycling Centres per Dwelling in Essex 2008/2009



Source: Essex County Council 2009

- 0.3 tonnes of waste per Rochford District dwelling was sent to Household Waste Recycling Centres (HWRC) in 2008 - 2009. This is the 8th highest amount in the county, and below the Essex average of 0.27 tonnes. At 0.42 tonnes per dwelling, Tendring residents sent the most waste to HWRC whilst Basildon sent the least at 0.14 tonnes per dwelling.
- 0.19 tonnes per dwelling of waste sent to a HWRC went on to be recycled. This is the 5th highest amount in the county, with a positive increase of a single place relative to the previous year, and above the county average of 0.17 tonnes per dwelling. Tendring District had the highest amount of HWRC waste sent to recycling at 0.29 tonnes per dwelling whilst Basildon reported the lowest at 0.09 tonnes per dwelling.
- In Rochford District, 0.11 tonnes of HWRC waste per dwelling was sent to landfill. This is the 7th highest amount in the county and above the Essex average of 0.11. Maldon landfilled the highest amount of HWRC waste at 0.14 tonnes per dwelling, with Basildon the least at 0.05 tonnes.

i) Comparison of Rochford District Landfilled and Recycled Waste Tonnage against Average Essex Performance 2000/2009

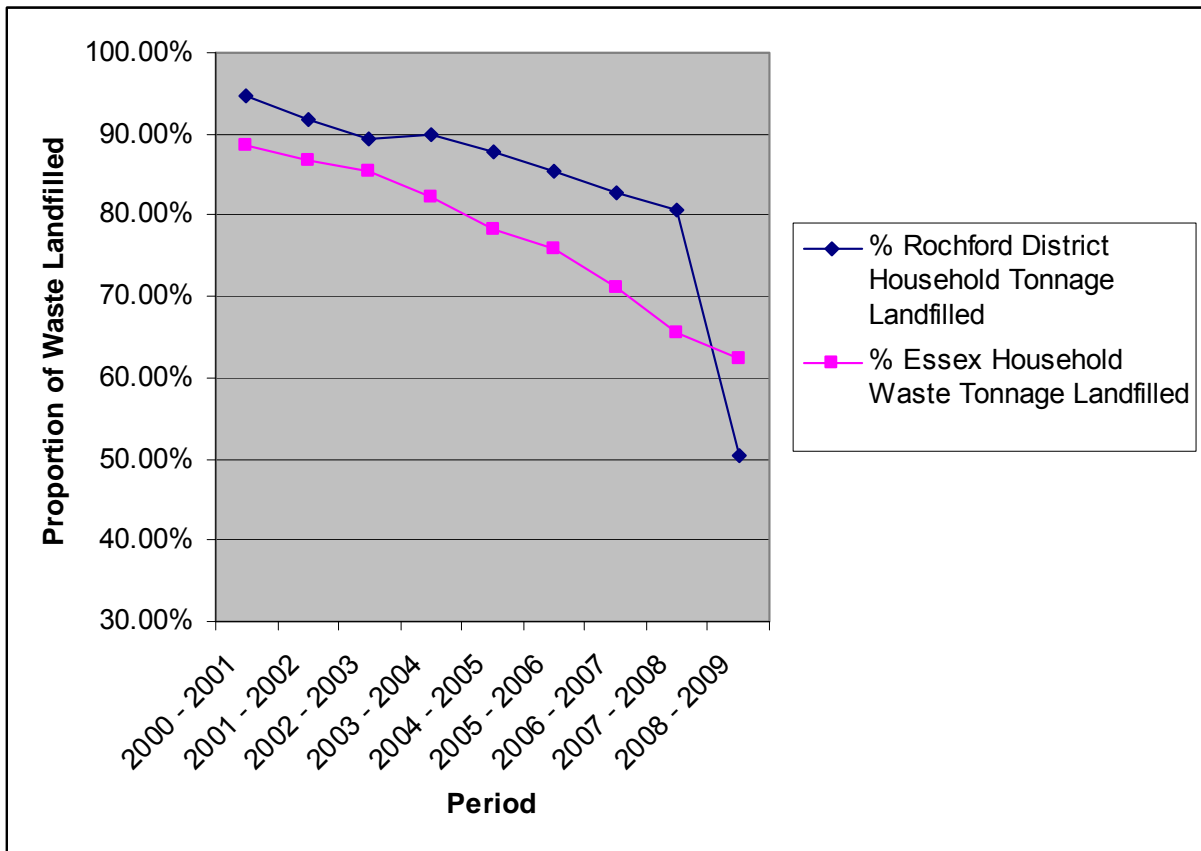
This section includes four separate tables with associated graphs, with two tables recording household waste movements and the remaining two focussing on HWRC waste. Each graph will display the total amount of waste collected in Rochford and Essex as well as the total amount that was either recycled or landfilled. Whilst it is realised that each pair of tables and graphs are the inverse of the other, they are included here for completeness.

Table 31: Household Waste Landfilled in Rochford and Essex 2000/2009

| | 2000 - 2001 | 2001 - 2002 | 2002 - 2003 | 2003 - 2004 | 2004 - 2005 | 2005 - 2006 | 2006 - 2007 | 2007 - 2008 | 2008 - 2009 |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Rochford Household Waste Tonnage Landfilled | 30,047 | 29,876 | 28,216 | 29,321 | 29,377 | 28,567 | 27,539 | 25,997 | 16,232 |
| Rochford Total Household Waste Tonnage | 31,698 | 32,531 | 31,535 | 32,578 | 33,504 | 33,428 | 33,252 | 32,252 | 32,150 |
| % Rochford District Household Tonnage Landfilled | 94.79% | 91.84% | 89.47% | 90.00% | 87.68% | 85.46% | 82.82% | 80.61% | 50.49% |
| Essex Household Waste Tonnage Landfilled | 483,594 | 480,911 | 471,596 | 465,790 | 457,457 | 440,096 | 411,649 | 358,162 | 349,013 |
| Essex Total Household Waste Tonnage | 546,143 | 554,390 | 552,468 | 566,635 | 584,892 | 580,694 | 578,108 | 546,948 | 559,684 |
| % Essex Household Waste Tonnage Landfilled | 88.55% | 86.75% | 85.36% | 82.20% | 78.21% | 75.79% | 71.21% | 65.48% | 62.36% |

Source: Essex County Council 2009

Figure 36: Proportion of Household Waste Landfilled in Rochford and Essex 2000/2009



Source: Essex County Council 2009

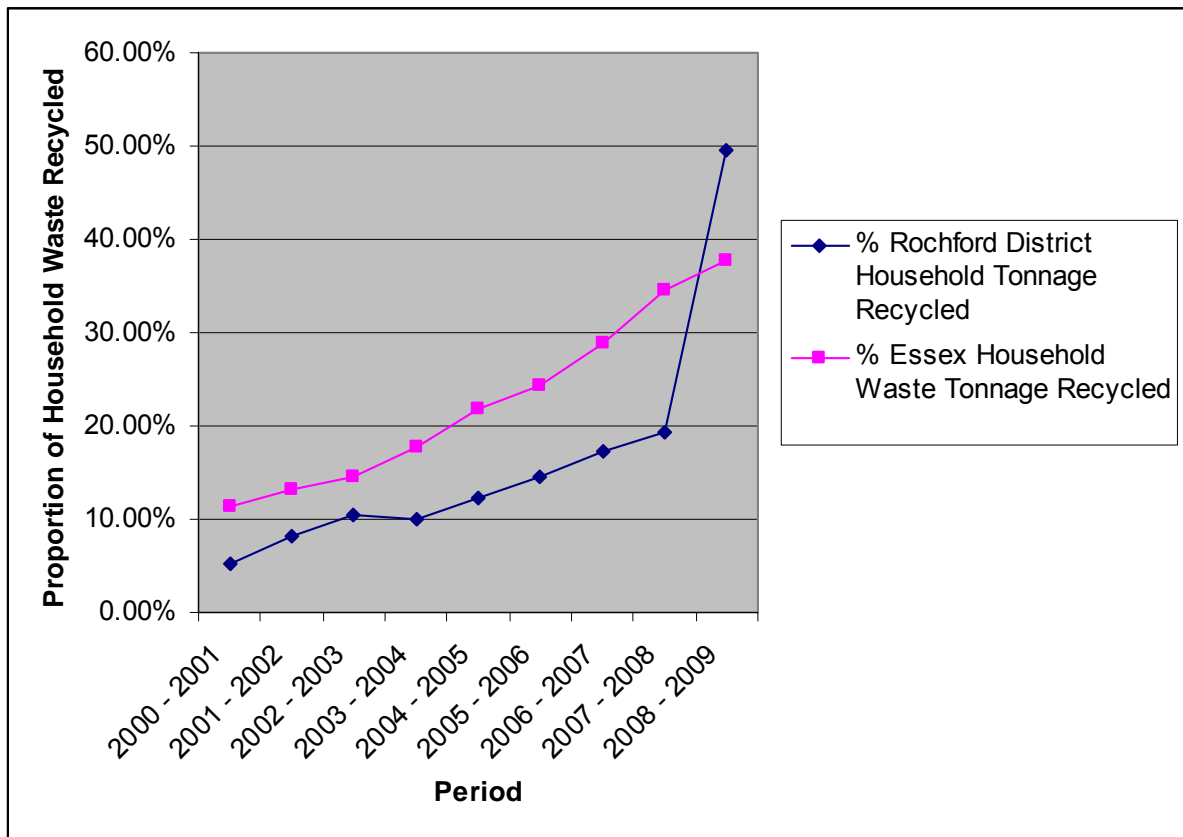
- The proportion of Rochford District household waste that was landfilled has fallen over the period of study, from 94.79% in 2000/2001 to 50.49% in 2008/2009. Within Essex, the proportion has also reduced across this time period, from 88.55% to 62.36%.
- The proportion of waste landfilled in Rochford District was above that of Essex across the period of study save for the final year, 2008/2009. This year represents by far the biggest decrease in the proportion of household waste landfilled in the district.
- Across the period of study, there has only been one instance of an upturn in the proportion of household waste landfilled in Rochford. This occurred during the period 2002/2003 to 2003/2004. Within Essex as a whole there has been a year on year reduction.

Table 32: Household Waste Recycled in Rochford and Essex 2000/2009

| | 2000 - 2001 | 2001 - 2002 | 2002 - 2003 | 2003 - 2004 | 2004 - 2005 | 2005 - 2006 | 2006 - 2007 | 2007 - 2008 | 2008 - 2009 |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Rochford Household Waste Tonnage Recycled | 1,651 | 2,656 | 3,320 | 3,257 | 4,127 | 4,862 | 5,713 | 6,255 | 15,918 |
| Rochford Total Household Waste Tonnage | 31,698 | 32,531 | 31,535 | 32,578 | 33,504 | 33,428 | 33,252 | 32,252 | 32,150 |
| % Rochford District Household Tonnage Recycled | 5.21% | 8.16% | 10.53% | 10.00% | 12.32% | 14.54% | 17.18% | 19.39% | 49.51% |
| Essex Household Waste Tonnage Recycled | 62,550 | 73,479 | 80,872 | 100,845 | 127,434 | 140,597 | 166,458 | 188,786 | 210,670 |
| Essex Total Household Waste Tonnage | 546,143 | 554,390 | 552,468 | 566,635 | 584,892 | 580,694 | 578,108 | 546,948 | 559,684 |
| % Essex Household Waste Tonnage Recycled | 11.45% | 13.25% | 14.64% | 17.80% | 21.79% | 24.21% | 28.79% | 34.52% | 37.64% |

Source: Essex County Council 2009

Figure 37: Proportion of Household Waste Recycled in Rochford and Essex 2000/2009



Source: Essex County Council 2009

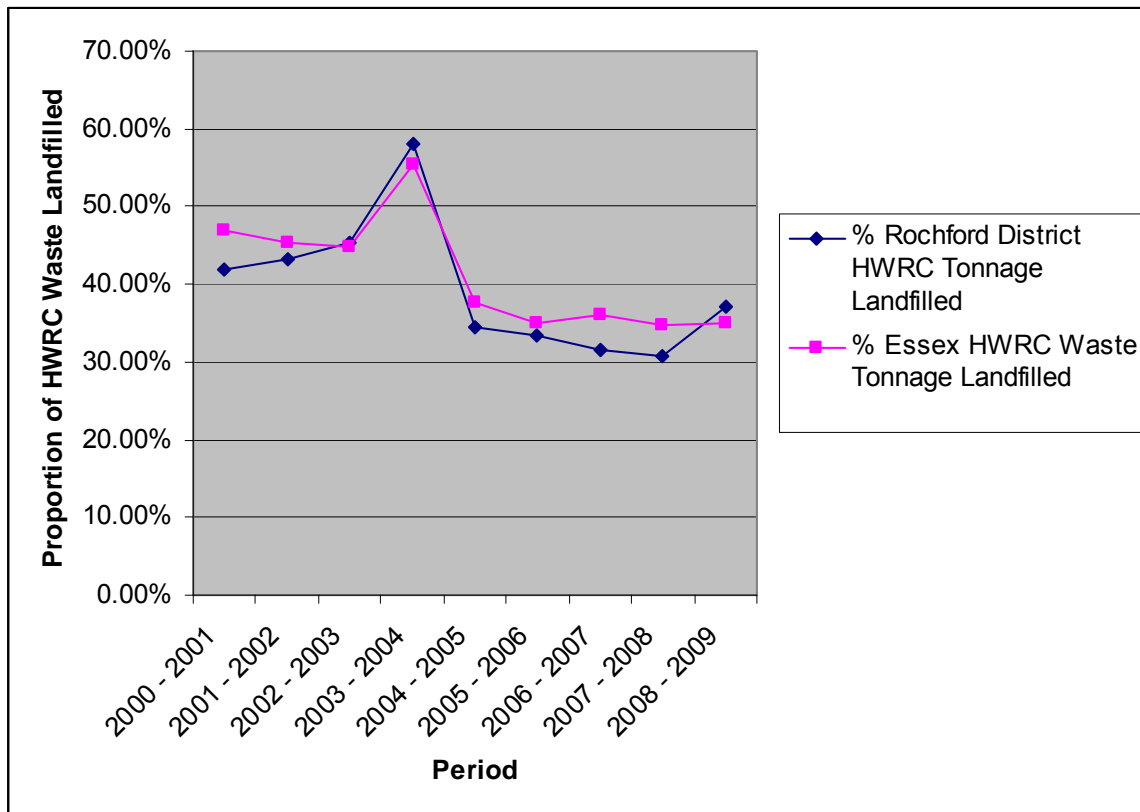
- The proportion of Rochford District household waste that was recycled has increased over the period of study, from 5.21% in 2000/2001 to 49.51% in 2008/2009. Within Essex, the proportion has also increased across this time period, from 11.45% to 37.64%.
- The proportion of household waste recycled in Essex has been above that in Rochford across the period of study save for the final year, 2008/2009, where Rochford reported a proportional increase to 49.51%, up from 19.39% in 2007/2008.
- Across the period of study, there has only been one instance of a downturn in the proportion of household waste recycled in Rochford. This occurred during the period 2002/2003 to 2003/2004. Within Essex as a whole there has been a year on year increase.

Table 33: Household Waste Recycling Centre Waste Landfilled in Rochford and Essex 2000/2009

| | 2000 - 2001 | 2001 - 2002 | 2002 - 2003 | 2003 - 2004 | 2004 - 2005 | 2005 - 2006 | 2006 - 2007 | 2007 - 2008 | 2008 - 2009 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Rochford HWRC Waste Tonnage Landfilled | 4,292 | 5,311 | 4,979 | 5,364 | 3,534 | 3,188 | 3,330 | 3,300 | 3,795 |
| Rochford Total HWRC Waste Tonnage | 10,236 | 12,282 | 10,954 | 9,219 | 10,237 | 9,529 | 10,551 | 10,690 | 10,193 |
| % Rochford District HWRC Tonnage Landfilled | 41.94% | 43.24% | 45.45% | 58.19% | 34.53% | 33.45% | 31.56% | 30.87% | 37.24% |
| Essex HWRC Waste Tonnage Landfilled | 75,620 | 82,899 | 80,402 | 85,109 | 59,982 | 51,933 | 57,745 | 56,459 | 55,613 |
| Essex Total HWRC Waste Tonnage | 161,509 | 183,226 | 179,141 | 153,476 | 159,363 | 148,751 | 160,397 | 162,486 | 159,182 |
| % Essex HWRC Waste Tonnage Landfilled | 46.82% | 45.24% | 44.88% | 55.45% | 37.64% | 34.91% | 36.00% | 34.75% | 34.94% |

Source: Essex County Council 2009

Figure 38: Household Waste Recycling Centre Waste Landfilled in Rochford and Essex 2000/2009



Source: Essex County Council 2009

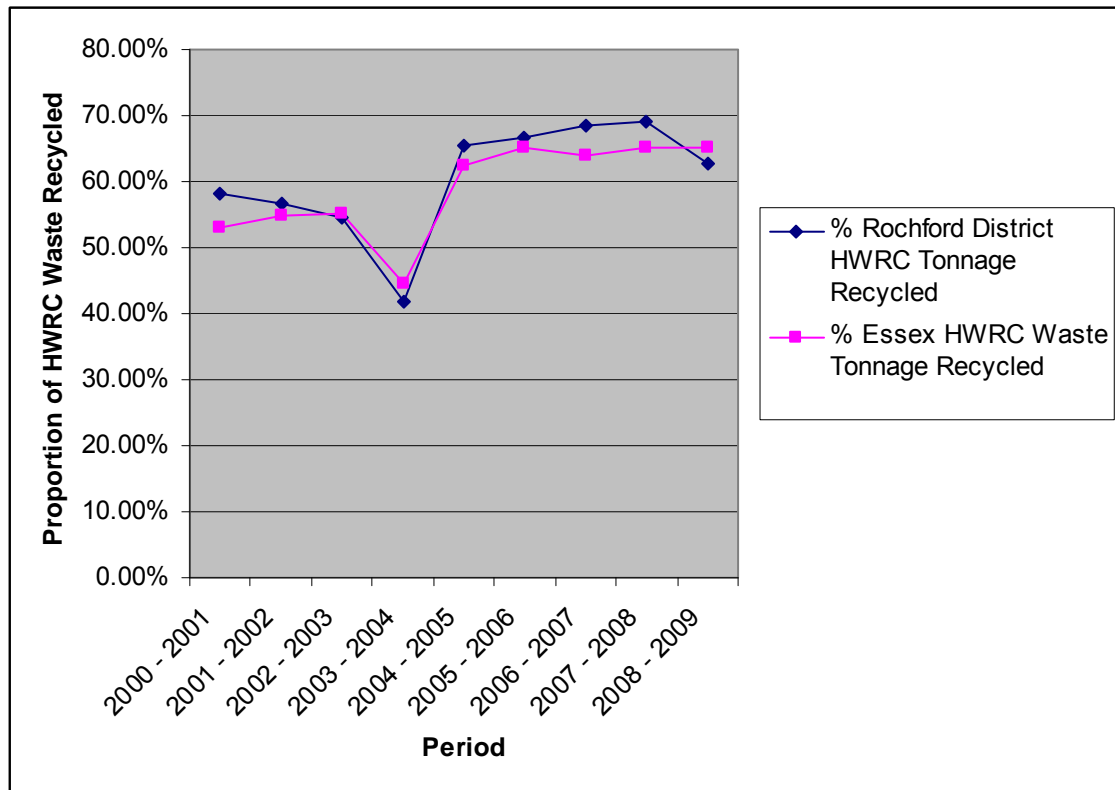
- The proportion of Rochford District HWRC waste that was landfilled has fallen over the period of study, from 41.94% in 2000/2001 to 37.24% in 2008/2009. Within Essex, the proportion has also reduced across this time period, from 46.82% to 34.94%.
- Both Rochford and Essex recorded a spike in HWRC waste which was landfilled in 2003/2004.
- Since 2004/2005, the proportion of HWRC waste landfilled has typically been higher in Essex. However, in 2008/2009, a larger proportional increase of landfilled HWRC waste was reported in Rochford than Essex, taking the overall proportion of landfilled waste in Rochford above that of Essex.
- The proportional landfilled waste increase reported in Rochford in 2008/2009 was the first increase since 2006/2007.

Table 34: Household Waste Recycling Centre Waste Recycled in Rochford and Essex 2000/2009

| | 2000 - 2001 | 2001 - 2002 | 2002 - 2003 | 2003 - 2004 | 2004 - 2005 | 2005 - 2006 | 2006 - 2007 | 2007 - 2008 | 2008 - 2009 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Rochford HWRC Waste Tonnage Recycled | 5,943 | 6,971 | 5,975 | 3,855 | 6,702 | 6,341 | 7,221 | 7,390 | 6,398 |
| Rochford Total HWRC Waste Tonnage | 10,236 | 12,282 | 10,954 | 9,219 | 10,237 | 9,529 | 10,551 | 10,690 | 10,193 |
| % Rochford District HWRC Tonnage Recycled | 58.06% | 56.76% | 54.55% | 41.81% | 65.47% | 66.55% | 68.44% | 69.13% | 62.76% |
| Essex HWRC Waste Tonnage Recycled | 85,889 | 100,327 | 98,739 | 68,368 | 99,381 | 96,818 | 102,652 | 106,027 | 103,569 |
| Essex Total HWRC Waste Tonnage | 161,509 | 183,226 | 179,141 | 153,476 | 159,363 | 148,751 | 160,397 | 162,486 | 159,182 |
| % Essex HWRC Waste Tonnage Recycled | 53.18% | 54.76% | 55.12% | 44.55% | 62.36% | 65.09% | 64.00% | 65.25% | 65.06% |

Source: Essex County Council 2009

Figure 39: Household Waste Recycling Centre Waste Recycled in Rochford and Essex 2000/2009



Source: Essex County Council 2009

- The proportion of Rochford District HWRC waste that was recycled has increased over the period of study, from 58.06% in 2000/2001 to 62.76% in 2008/2009. Within Essex, the proportion has also increased across this time period, from 53.18% to 66.06%.
- Since 2004/2005, the proportion of HWRC waste recycled has typically been higher in Rochford. However, in 2008/2009, a larger proportional decrease of recycled HWRC waste was reported in Rochford than Essex, taking the overall proportion of recycled waste in Rochford below that of Essex.
- The proportional recycled waste decrease reported in Rochford in 2008/2009 was the first decrease since 2006/2007.

C. Essex County Performance against National Indicators 191 and National Indicator 192

Please note that earlier editions of this AMR focussed on performance against BVPI 82a; the percentage of total household waste recycled and BVPI82b; the percentage of total household waste that was composted. These have been superseded by NI191 and 192 which look at, respectively, the amount and proportion of household waste which is reused, recycled or composted over the monitoring period. As such this AMR will reproduce the performance statistics across Essex for the period 2008 – 2009 for both NI191 and NI192.

Table 35: Performance against National Indicators 191 and 192

| AUTHORITY | Household Waste to Landfill (Tonnes) | Household Waste Reused or Recycled (Tonnes) | Household Waste Composted (Tonnes) | Total Household Waste Arisings (Tonnes) | Local Performance Indicators | | Number of Households | National Indicators | | Local Area Agreement | |
|----------------------------------|--------------------------------------|---|------------------------------------|---|--|-------------------------------|----------------------|---|---|----------------------|----------------------|
| | | | | | Household Waste Reused or Recycled (%) | Household Waste Composted (%) | | NI191 Residual Household Waste Per Household (Kg) | NI192 Household Waste Reused, Recycled, Composted (%) | NI191 Target (08/09) | NI192 Target (08/09) |
| Basildon | 47,055.99 | 18,894.80 | 10,716.00 | 76,666.79 | 24.65% | 13.98% | 73,873 | 637 | 38.62% | 701 | 33.0% |
| Braintree | 31,245.34 | 15,171.93 | 10,436.99 | 56,854.26 | 26.69% | 18.36% | 61,118 | 511 | 45.04% | 530 | 43.0% |
| Brentwood | 16,434.91 | 8,254.09 | 3,868.48 | 28,557.48 | 28.90% | 13.55% | 31,698 | 518 | 42.45% | 556 | 40.0% |
| Castle Point | 23,085.31 | 7,441.00 | 3,625.14 | 34,151.46 | 21.79% | 10.61% | 36,917 | 625 | 32.40% | 698 | 28.0% |
| Chelmsford | 46,282.10 | 14,765.68 | 14,000.45 | 75,048.23 | 19.67% | 18.66% | 70,702 | 655 | 38.33% | 729 | 36.0% |
| Colchester | 38,275.77 | 13,919.14 | 8,448.74 | 60,643.65 | 22.95% | 13.93% | 73,681 | 519 | 36.88% | 583 | 34.0% |
| Epping Forest | 28,690.94 | 14,519.82 | 7,528.52 | 50,739.28 | 28.62% | 14.84% | 53,525 | 536 | 43.45% | 562 | 40.0% |
| Harlow | 20,308.52 | 6,714.83 | 439.00 | 27,462.35 | 24.45% | 1.60% | 35,315 | 575 | 26.05% | 633 | 24.0% |
| Maldon | 14,302.29 | 5,037.77 | 3,321.24 | 22,661.30 | 22.23% | 14.66% | 26,651 | 537 | 36.89% | 594 | 34.5% |
| Rochford | 16,232.12 | 8,332.31 | 7,586.02 | 32,150.45 | 25.92% | 23.60% | 34,440 | 471 | 49.51% | 734 | 25.0% |
| Tendring | 33,585.50 | 12,327.07 | 0.00 | 45,912.57 | 26.85% | 0.00% | 66,962 | 502 | 26.85% | 548 | 26.0% |
| Uttlesford | 12,852.20 | 9,525.53 | 5,795.71 | 28,173.45 | 33.81% | 20.57% | 31,615 | 407 | 54.38% | 424 | 55.0% |
| Waste Collection Authority Total | 328,350.99 | 134,903.99 | 75,766.29 | 539,021.27 | 25.03% | 14.06% | 596,497 | 550 | 39.08% | | |
| Essex County Council | 55,613.08 | 43,719.10 | 34,741.37 | 134,073.55 | 32.61% | 25.91% | 596,497 | 93 | 58.52% | 99 | 60.0% |
| Essex Total | 383,964.07 | 178,623.10 | 110,507.66 | 673,094.82 | 26.54% | 16.42% | 596,497 | 644 | 42.96% | 710 | 40.25% |

Source: Essex County Council 2009

- Against a NI191 target of 471kg, Rochford District reported a NI191 of 734kg. Regarding NI192, Rochford reported a score of 49.51% which is above the minimum target of 25%. Rochford therefore satisfied the requirements of NI191 and NI192.
- With a NI191 target of 710kg, Essex County reported a value of 644kg. NI192 was also satisfied, with the county value of 42.96% exceeding the requirement of 40.25%.
- All of the districts and boroughs across Essex satisfied the performance requirements of NI191, with Uttlesford the only District to fail under NI192.

D. Minerals and Waste Planning Applications 2008-2009

Table 36 outlines the total number of Minerals and Waste Planning Applications which were determined by Essex County Council within the 2008/2009 monitoring year (1st April 2009 to the 31st March 2009).

As can be seen there was only one new minerals extraction site in the county which was an extension to Martells Quarry in Tendring District. All other minerals applications were variation of condition applications for existing sites except for one periodic review of an IDO.

Table 36: Total Number of Minerals and Waste Planning Applications Determined in 2008/09

| Type of applications determined. | Waste | | | Minerals | | | Total | | |
|------------------------------------|-------|-----|-----|----------|---|---|-------|----|---|
| | D | G | R | D | G | R | D | G | R |
| Full Application | 22 | 18 | 4 | 1 | 1 | 0 | 23 | 19 | 4 |
| Retrospective Application | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Certificate of Lawful Existing Use | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 1 |
| Variation of Conditions | 4 | 2 | 2 | 6 | 6 | 0 | 10 | 8 | 2 |
| IDO | N/A | N/A | N/A | 1 | 1 | 0 | 1 | 1 | 0 |
| Total | 28 | 21 | 7 | 8 | 8 | 0 | 36 | 29 | 7 |

Source: Essex County Council 2009 (D=Determined, G=Granted, R=Refused)

- There were three and a half times as many waste applications compared to minerals planning applications in the 2008/09 monitoring year. The type of waste operations permitted as a result of the 21 waste planning applications granted within the County is outlined in Table 37.

Table 37: Type of waste operations permitted in Essex 2008/09

| Type of waste operations permitted | Number |
|------------------------------------|--------|
| Composting | 1 |
| Incinerator | 0 |
| Civic Amenity Site | 0 |
| Inert Landfill | 1 |
| Metal / ELV | 3 |
| Non-Haz Landfill | 0 |
| Materials Recycling Facility | 6 |
| Waste Transfer | 6 |
| Treatment | 2 |
| Sewage Treatment | 0 |
| Other | 219 |
| TOTAL | 238 |

Source: Essex County Council 2009

- There were no minerals planning applications and one waste planning application within Rochford during the 2008/09 monitoring year. The details of the waste planning application are outlined in Table 38.

Table 38: Minerals and Waste Applications in Rochford 2008/09

| Site/ Location | Application Number | Type of Application | Description of Proposal | Decision Date | Decision | Type of Waste Facility |
|---|--------------------|-------------------------|---|---------------|----------|------------------------|
| Eco Logic Yard, Purdeys Industrial Estate, Rochford | ESS/20/08/R OC | Variation of Conditions | Continuation of use as a waste transfer station without compliance with Condition 1 (application details) attached to planning permission ESS/53/06/ROC to allow the rearrangement of permitted structures within the site, relocation of soil screen, increase | 15/08/2008 | Granted | C&D Recycling |

Source: Essex County Council 2009

8.3 Soils, Minerals And Waste Summary

- The majority of agricultural land within Essex can be broadly classified as Grade 2 in the north and Grade 3 to the south, as defined by the Agricultural Land Classification System, published by the Ministry of Agriculture, Fisheries and Food (MAFF), now the Department for Environment, Food and Rural Affairs (DEFRA). This is related to the location of the Essex till, with better quality land located in the north-west of the County.
- Within Rochford District, 13.8% (2,352 hectares) of agricultural land is classified as grade 1, 14.2% (2,417 hectares) as grade 2, and 55.6% (9,488 hectares) is

classified as grade 3. The majority of grade 1 listed agricultural soils can be found to the south of the district on the border with Southend On Sea Unitary Authority, with the majority of grade 2 listed land centrally located in the district as well as there being a small isolated area present to the east.

- Within Rochford District, 42,343.73 tonnes of waste was produced in 2008/2009. This is the fourth lowest amount in the County, with Essex as a whole producing 718,865.59 tonnes across the 12 districts and boroughs.
- The total amount of waste sent to landfill in Rochford has decreased from 30,047.29 tonnes in 2000/2001 to 16,232.12 tonnes in 2008/2009, meaning that Rochford District sent 54.21% of its total landfilled waste in 2000/2001 to landfill in 2008/2009. The corresponding figure for Essex as a whole is 72.2%.
- 49.51% of Rochford District's household waste was recycled in 2008/2009. This is the 3rd highest proportion in the county and is above the 19.39% recorded in 2007/2008 which was the lowest proportion across Essex. The Essex average is recorded as 37.64%, up from 34.52% in 2007/2008.
- For each dwelling within Rochford District, an average of 0.93 tonnes of waste was collected from the home. This was the 5th highest amount in the county. In 2008/2009, the total amount of district waste per resident was 0.01 tonnes below the Essex average of 0.94 tonnes.
- Of the 0.93 tonnes collected from each Rochford District dwelling, 0.47 tonnes went to landfill. This is the lowest amount in the county whereas previously the district was recording the highest per dwelling amount to landfill. On average, Essex sent 0.59 tonnes to landfill.
- 0.46 tonnes of waste per dwelling in Rochford District was recycled. This is the 2nd highest performance in the county and is an improvement on 10 places from the previous year. Rochford District is sending a larger amount of waste to recycling per dwelling than the Essex per dwelling average of 0.35 tonnes.
- 0.3 tonnes of waste per Rochford District dwelling was sent to Household Waste Recycling Centres (HWRC) in 2008/2009. This is the 8th highest amount in the county, and below the Essex average of 0.27 tonnes.
- 0.19 tonnes per dwelling of waste sent to a HWRC went on to be recycled. This is the 5th highest amount in the county, with a positive increase of a single place relative to the previous year, and above the county average of 0.17 tonnes per dwelling.
- In Rochford District, 0.11 tonnes of HWRC waste per dwelling was sent to landfill. This is the 7th highest amount in the county and above the Essex average of 0.11.
- The proportion of Rochford District household waste that was landfilled has fallen over the period of study, from 94.79% in 2000/2001 to 50.49% in 2008/2009. Within Essex, the proportion has also reduced across this time period, from 88.55% to 62.36%.
- The proportion of Rochford District HWRC waste that was landfilled has fallen over the period of study, from 41.94% in 2000/2001 to 37.24% in 2008/2009. Within Essex, the proportion has also reduced across this time period, from 46.82% to 34.94%.
- Against a NI191 target of 471kg, Rochford District reported a NI191 of 734kg. Regarding NI192, Rochford reported a score of 49.51% which is above the minimum target of 25%. Rochford therefore satisfied the requirements of NI191 and NI192.
- There were no minerals planning applications and one waste planning application within Rochford during the 2008/09 monitoring year.

PART TWO: Built Environment

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9 CULTURAL HERITAGE AND TOWNSCAPE

9.1 Introduction

The historic environment should be effectively protected and valued for its own sake, as an irreplaceable record which contributes to our understanding of both the present and the past. Cultural heritage adds to the quality of life by enhancing the local scene and sustaining a sense of local distinctiveness which influences the character of towns, villages and the countryside.

9.2 Baseline Information

A. Listed Buildings

Listed buildings of special architectural or historic interest contribute to the character of the district and are protected under the Listed Buildings and Conservations Areas Act (1990). They are structures that are of national or architectural importance and therefore not limited to older buildings.

There are 373,981 listed buildings or groups of buildings in England and 14,317 in Essex (English Heritage, September 2009). Of these 327 are within Rochford District. This accounts for 2.28% of all listed buildings within the county. Table 39 outlines the listed building composition for the district.

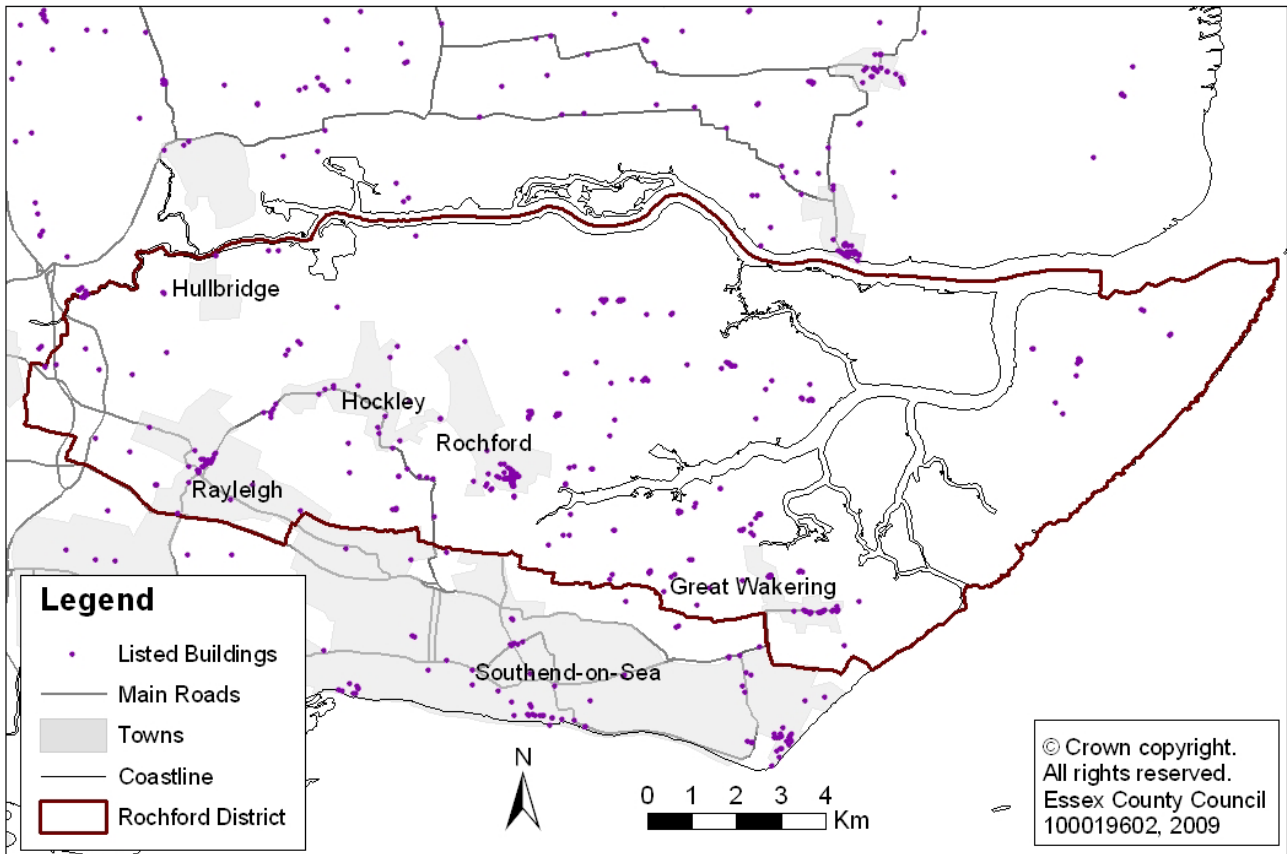
Table 39: Listed Building Composition for Rochford District

| Type of Listed Building | Total Number |
|-------------------------|--------------|
| Grade I | 1 |
| Grade II* | 17 |
| Grade II | 309 |
| Total | 327 |

Source: English Heritage, September 2009 (<http://www.english-heritage.org.uk/>)

- The majority of listed buildings in the district are grade II listed. There is one listed building of exceptional interest (grade I) and 17 which are particularly important buildings of more than special interest (grade II*).

Figure 40: Listed Buildings in Rochford District



Source: Essex County Council, 2009

There are clusters of listed buildings within the historic settlements and located along historic transport routes with few in the more rural parts of the district.

B. Historic Buildings At Risk Register (BARR)

The Historic Buildings at Risk Register contains details of buildings known to be at risk through neglect and decay, or vulnerable of becoming so. The objective of the register is to outline the state of repair of these buildings with the intention of instigating action towards securing their long term conservation.

Table 40: Number of buildings on the Buildings at Risk Register in 2007, 2008 and 2009

| Administrative Area | At Risk | | |
|---------------------|---------|------|------|
| | 2009 | 2008 | 2007 |
| Basildon | 4 | 2 | 2 |
| Braintree | 20 | 23 | 27 |
| Brentwood | 8 | 9 | 9 |
| Castle Point | 0 | 0 | 0 |
| Chelmsford | 15 | 12 | 16 |
| Colchester * | 36 | 36 | 38 |
| Epping Forest | 23 | 23 | 15 |
| Harlow | 2 | 2 | 2 |
| Maldon | 10 | 11 | 10 |
| Rochford | 7 | 7 | 9 |
| Tendring | 26 | 28 | 26 |
| Uttlesford * | 15 | 16 | 16 |
| TOTAL | 166 | 169 | 170 |

Note: * No figures received from Local Authority

Source: Essex County Council 2009

The register addresses a 'moving target' where some buildings which are repaired are taken off and others which become at risk are added.

The number of buildings at risk in 2009 in the district is the fourth lowest in the county. There have been no buildings added or removed from the register in 2009 meaning that there are still 7 buildings at risk in the district. These are:

- Ridgemarsh Farmhouse, Court End, Foulness (Grade II)
- Barn south east of Ridgemarsh Farmhouse, Court End, Foulness (Grade II)
- Quay Farmhouse (Monkton Barns), Foulness (Grade II)
- Bake/Brewhouse 3m N of Quay Farmhouse, Foulness (Grade II)
- Trenders Hall, Trenders Avenue, Rawreth (Grade II)
- Outbuilding at Apton Hall Farmhouse, Canewdon (Grade II)
- Clements Hall, Victor Gardens, Hawkwell (Grade II)

The most recent addition to the register is Bake/Brewhouse which was added in 2005 while the buildings which have been on the register for the longest length of time are Ridgemarsh Farmhouse and the Barn south east of Ridgemarsh Farmhouse. These were added in 1991.

Table 41: Buildings 'At Risk' by Priority, 2009

| Administrative Area | 2009 | | | | | |
|---------------------|------|---|----|----|----|---|
| | A | B | C | D | E | F |
| Basildon | 1 | 0 | 2 | 0 | 0 | 0 |
| Braintree | 9 | 0 | 5 | 2 | 4 | 0 |
| Brentwood | 5 | 0 | 4 | 1 | 0 | 0 |
| Castle Point | 0 | 0 | 0 | 0 | 0 | 0 |
| Chelmsford | 3 | 1 | 9 | 0 | 2 | 0 |
| Colchester | 18 | 0 | 12 | 4 | 1 | 0 |
| Epping Forest | 5 | 2 | 10 | 0 | 2 | 1 |
| Harlow | 1 | 0 | 1 | 0 | 0 | 0 |
| Maldon | 4 | 1 | 3 | 1 | 1 | 0 |
| Rochford | 0 | 0 | 3 | 4 | 0 | 0 |
| Tendring | 0 | 0 | 11 | 3 | 0 | 0 |
| Uttlesford | 6 | 0 | 6 | 4 | 0 | 0 |
| TOTAL | 52 | 4 | 66 | 19 | 10 | 1 |

Source: Essex County Council 2009

- There are no buildings on the BARR listed as being in priority A or B in Rochford District which means there are no buildings at immediate risk of further rapid deterioration or loss of fabric. The three buildings categorised in priority C are in slow decay with no solution for restoration agreed while the four in priority D are in slow decay but with solutions agreed but not yet implemented.

For further information about the individual buildings on the BARR within the district visit the Essex County Council website at:

<http://www.essexcc.gov.uk>

C. Archaeology, recorded sites and finds in Rochford District

The majority of archaeological sites and deposits in Rochford District remain buried, hidden and thus preserved. However, the known archaeological resource in the district is very varied and highly significant. There are 1,158 records of archaeological sites and finds recorded on the Essex Historic Environment Record (EHER) for Rochford District with approximately 21,298 sites and finds listed within the county as a whole. The archaeological deposits range in date from the Palaeolithic, through a variety of prehistoric, Roman, Saxon and medieval settlements to post-medieval / modern industrial sites and World War II / Cold War monuments. However, it should also be remembered that the EHER represent only the known deposits with many new sites being identified each year. Archaeological sites (and their setting) constitute a finite, non-renewable resource which is vulnerable to damage.

D. Scheduled Monuments

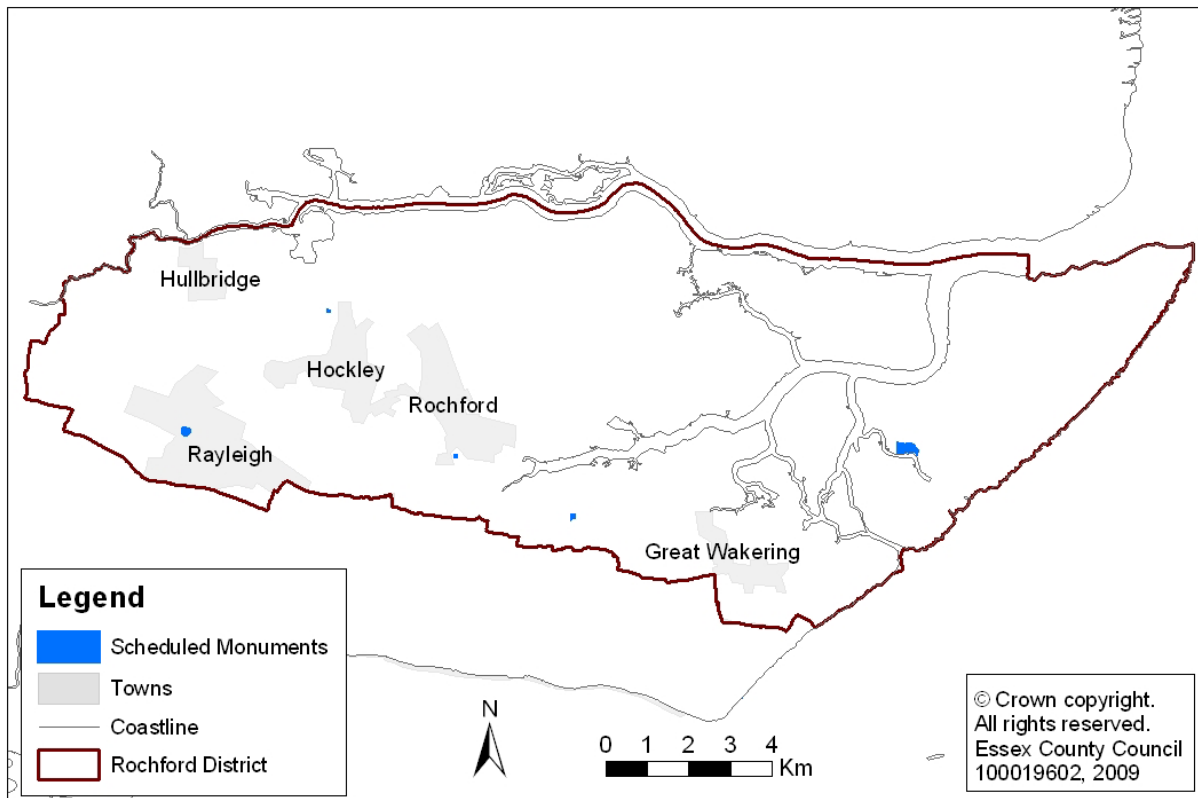
Scheduled Monuments (SMs) are sites of national importance and are protected by the Ancient Monuments and Archaeological Areas Act 1979. The purpose of designating SMs is to preserve the monument for the future and protect it from damage, destruction or any unnecessary interference. Throughout Essex there are 297, ranging from prehistoric burial

mounds to unusual examples of World War II defensive structures. Five SMs are within Rochford District:

- Plumberow Mount, Hockley
- A Second World War heavy anti-aircraft gun site near Butlers Gate, Sutton
- A Romano-British burial site on Foulness Island, Foulness
- Rayleigh Castle, Rayleigh
- Rochford Hall (uninhabited portions), Rochford

The locations of the SMs in the district are shown in Figure 41.

Figure 41: Scheduled Monuments in Rochford District



Source: Essex County Council, 2009

E. Historic Landscape

The district is dominated by the urban areas of Rayleigh and Rochford. Both of these are mainly Post World War II developments, with smaller historic cores (both of which are designated Conservation Areas) located within them. The town of Rayleigh contains a fourteenth century church and the moat of a Norman Royal Castle.

Beyond the urban areas there is generally a flat landscape around the coastal areas and gently undulating arable farmland around the rivers Crouch and Roach. There are many isolated farms and barns and small fringe villages.

Across the district, woodland is concentrated in large blocks in the centre of the area. Narrow bands and broader areas of gently undulating arable farmland separate urban areas with a complex network of transportation routes.

The landscape of the district can be summarised into three categories; urban, farmland and coastal. Farmland areas, concentrated to areas surrounding the two rivers in the

district, contain a network of lanes to which small settlements arise. The coastal areas of the district contain vast tidal mudflats and sands, extensive salt marshes and arable farmland of reclaimed marshlands, intersected by ditches and dykes.

F. Conservation Areas

There are 215 designated Conservation Areas within the county of Essex, 10 of which are within Rochford District. Conservation Areas are defined as historical town centres and buildings having 'special architectural or historical interest, the character of which is desirable to preserve or enhance'. They are protected under the Listed Buildings and Conservations Areas Act (1990). The objective of the Conservation Area designation is to ensure that the character of the defined area is protected from developments which do not preserve or enhance its character.

Conservation Area Appraisals and Management plans have been produced by the district for all 10 Conservation Areas and recommendations from the appraisals regarding changes to the boundary lines for five of the Conservation Areas have since been approved with the boundary lines adjusted. The five Conservation Areas are Rayleigh, Rochford, Canewdon High Street, Canewdon Church and Great Wakering.

Table 42 details the names of the Conservation Areas in the district and the date of their designation and/or last amendment, while Figure 42 shows their location.

Table 42: Conservation Area and the Date of Designation and/or Last Amendment

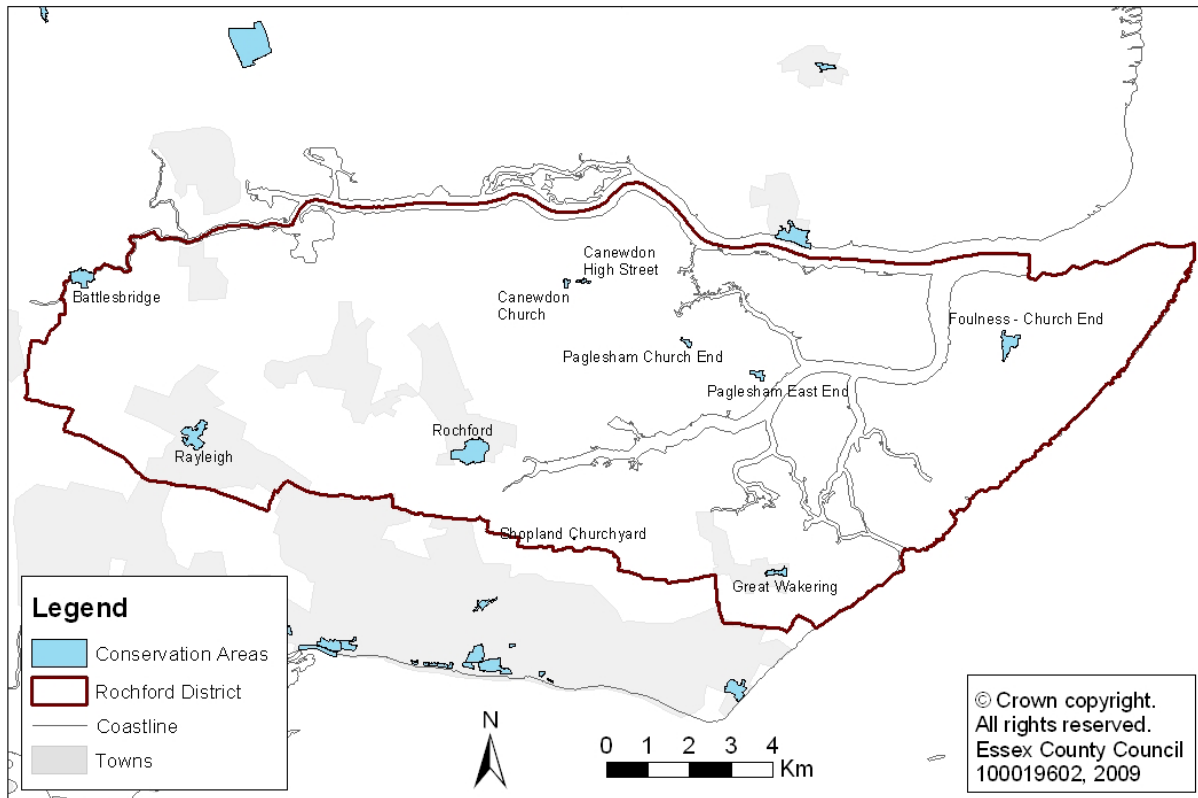
| | Name of Conservation Area | Date of Designation & Amendments |
|----|--|------------------------------------|
| 1 | Battlesbridge (Joint with Chelmsford BC) | March-1992 |
| 2 | Canewdon Church | March-1986 (Amended 2009) |
| 3 | Canewdon High Street | March-1992 (Amended 2009) |
| 4 | Foulness Churchend | March-1992 |
| 5 | Great Wakering | March-1986 (Amended 2006 & 2009) |
| 6 | Pagelsham Churchend | November-1973 |
| 7 | Pagelsham East End | March-1986 |
| 8 | Rayleigh | October-1969 (Amended 2001 & 2009) |
| 9 | Rochford | June-1969 (Amended 2001 & 2009) |
| 10 | Shopland Churchyard | March-1992 |

Source: Rochford District Council, 2009

For further information regarding Rochford District's Conservation Areas and their appraisals visit Rochford District Councils website at:

www.rochford.gov.uk

Figure 42: Conservation Areas in Rochford District



Source: Essex County Council, 2009

9.3 Cultural Heritage and Townscape Summary

- There are 327 listed buildings within Rochford District, the majority of which (309) are Grade II followed by 17 Grade II* and one Grade I listed.
- In 2009, there were seven buildings on the Buildings at Risk Register (BARR) in Rochford District with none being added or removed.
- The most recent addition to the BARR is Bake/Brewhouse which was added in 2005 while the oldest buildings are Ridgemarsh Farmhouse and the Barn south east of Ridgemarsh Farmhouse which were added in 1991.
- There are five Scheduled Monuments within the district:
 - Plumberow Mount, Hockley
 - A Second World War heavy anti-aircraft gun site near Butlers Gate, Sutton
 - A Romano-British burial site on Foulness Island, Foulness
 - Rayleigh Castle, Rayleigh
 - Rochford Hall (uninhabited portions), Rochford
- There are 1,158 records of archaeological sites and finds, recorded on the Essex Historic Environment Record (EHER) for Rochford District.
- There are 10 Conservation Areas in Rochford District, five of which have recently had their boundary lines amended. These are Rayleigh, Rochford, Canewdon High Street, Canewdon Church and Great Wakering Conservation Areas.

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10 HEALTH

10.1 Introduction

Health is of paramount importance to the sustainability of any community although until recently it hasn't formed a central part of the planning process. A good quality of health is inextricably linked to such factors as the potential for economic growth, poverty and other forms of deprivation, quality of life, population and housing.

10.2 Baseline Information

The Health chapter opens with an analysis of age standardised mortality rates for cancer and circulatory diseases. The expected life expectancy at birth within the district will be compared to Regional and National results as will the rate of teenage pregnancy. Following this will be an analysis of the proportion of people receiving Incapacity Benefit and Severe Disablement Allowance to the total population. The chapter also includes information relating to sport participation and the availability of sport and leisure centres. The chapter concludes with a look at the public perception of the availability of leisure facilities, open space and activities for teenagers. This is looked at across the county and is broken down by local authority.

A. Directly Standardised Mortality Ratio

The directly standardised mortality rate is used for calculating the number of mortalities that would occur in a standard population (per 100,000) if that standard population had the age specific mortality rates of a given area. In this case the European standard population is used. Separate directly standardised mortality ratios are presented for all circulatory diseases and cancer for those under 75. This distinction is made as deaths under the age of 75 are deemed 'early deaths' and are the most preventable.

Please note that whilst there appears to be more variance in the trend witnessed for Rochford District, it is recognised that direct standardisation (and indirect standardisation) will show a wider variation in its results as the calculations are made using a relatively smaller population and therefore a smaller number of deaths. The fact that directly standardised calculations are also based on the number of deaths in separate age groups further exacerbates this problem.

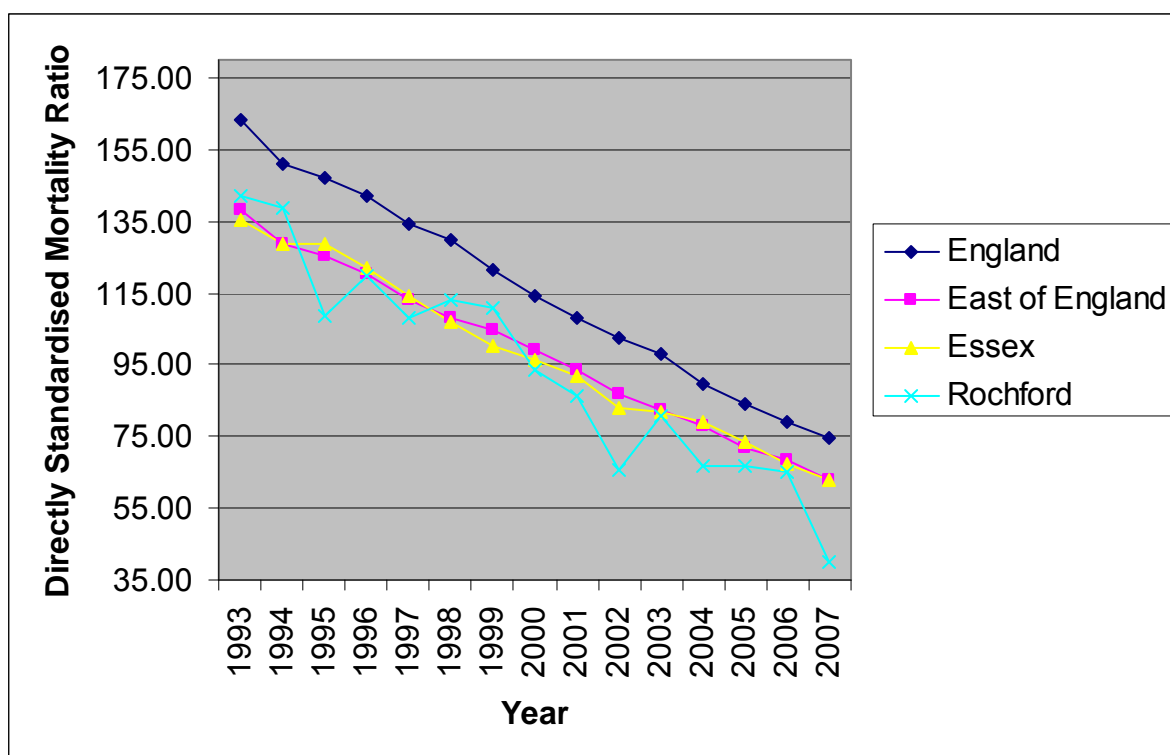
Table 43: Directly Standardised Mortality Rate for All Circulatory Diseases for People under 75 across Essex 1993 - 2007

| | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|
| England | 163.19 | 150.95 | 147.34 | 142.35 | 134.27 | 129.54 | 121.69 | 114.07 |
| East of England | 138.35 | 128.95 | 125.19 | 120.34 | 112.90 | 108.26 | 104.73 | 99.26 |
| Essex | 135.11 | 128.81 | 128.69 | 122.00 | 113.97 | 106.73 | 100.30 | 96.33 |
| Rochford | 142.26 | 138.60 | 108.81 | 119.92 | 107.86 | 112.95 | 110.57 | 93.59 |

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------------|--------|--------|-------|-------|-------|-------|-------|
| England | 107.85 | 102.75 | 97.76 | 89.69 | 84.03 | 79.00 | 74.40 |
| East of England | 93.37 | 86.99 | 82.34 | 77.94 | 72.07 | 68.71 | 63.01 |
| Essex | 91.62 | 83.22 | 82.04 | 78.89 | 73.54 | 67.47 | 62.63 |
| Rochford | 86.41 | 65.60 | 80.53 | 67.04 | 66.65 | 65.04 | 39.92 |

Source: Clinical and Health Outcomes Knowledge Base 2009 (<http://www.nchod.nhs.uk/>)

Figure 43: Rochford District Comparison of Directly Standardised Mortality Rate for All Circulatory Diseases for People under 75 1993 - 2007



Source: Clinical and Health Outcomes Knowledge Base 2009 (<http://www.nchod.nhs.uk/>)

- There has been a decrease in the number of deaths suffered by all circulatory diseases at all geographical hierarchies.
- In 2007, 39.92 people per 100,000 could be expected to die from circulatory diseases within the district. This is significantly lower than the rates of 74.40 in England, 63.01 in the East of England and 62.63 in Essex.

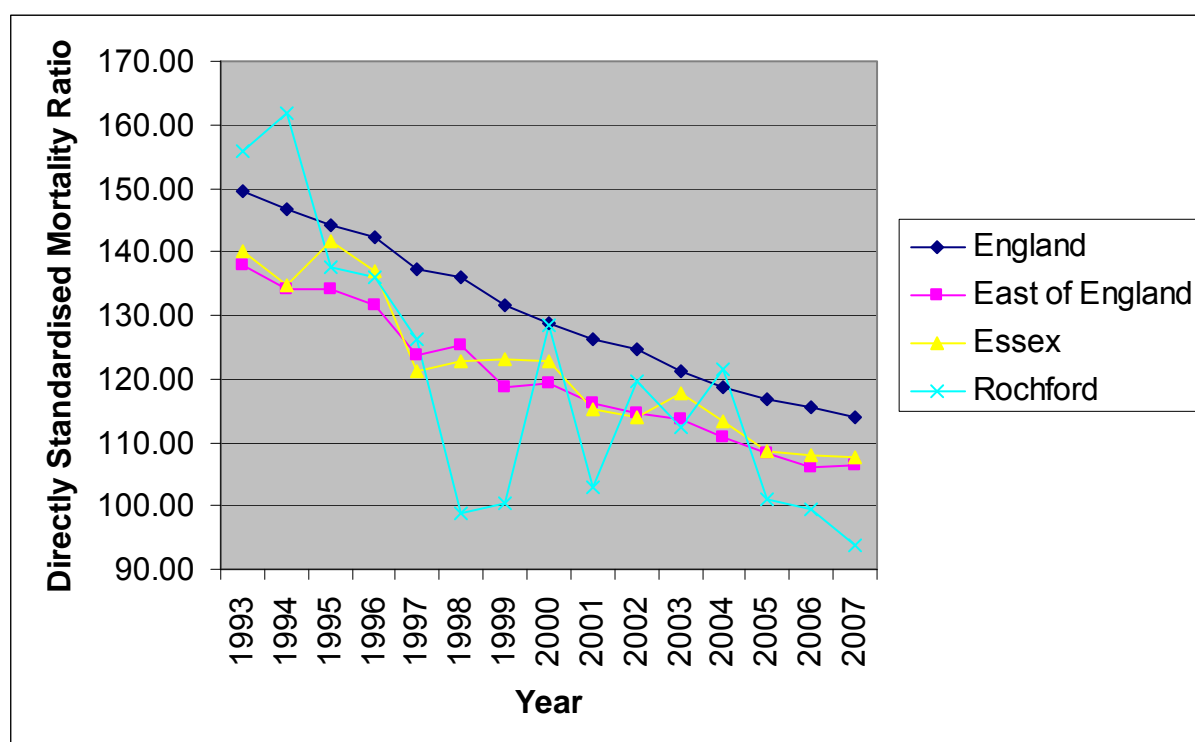
Table 44: Directly Standardised Mortality Rate for All Cancers for People under 75 across Essex 1993 - 2007

| | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|
| England | 149.56 | 146.63 | 144.21 | 142.18 | 137.23 | 135.96 | 131.52 | 128.66 |
| East of England | 137.80 | 134.16 | 134.24 | 131.55 | 123.76 | 125.12 | 118.67 | 119.17 |
| Essex | 140.22 | 134.58 | 141.59 | 136.88 | 121.25 | 122.80 | 123.16 | 122.67 |
| Rochford | 155.77 | 161.66 | 137.71 | 135.94 | 126.15 | 98.88 | 100.35 | 128.35 |

| | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------------|--------|--------|--------|--------|--------|--------|--------|
| England | 126.07 | 124.75 | 121.30 | 118.75 | 116.80 | 115.54 | 114.07 |
| East of England | 116.29 | 114.46 | 113.54 | 110.90 | 108.17 | 105.91 | 106.53 |
| Essex | 115.17 | 114.08 | 117.74 | 113.20 | 108.66 | 108 | 107.65 |
| Rochford | 102.90 | 119.57 | 112.22 | 121.53 | 100.96 | 99.44 | 93.64 |

Source: Clinical and Health Outcomes Knowledge Base 2009 (<http://www.nchod.nhs.uk/>)

Figure 44: Rochford District Comparison of Directly Standardised Mortality Rate for All Cancers for People under 75 across Essex 1993 - 2007



Source: Clinical and Health Outcomes Knowledge Base 2009 (<http://www.nchod.nhs.uk/>)

- There has been a decrease in the rate of mortality in the under 75s caused by all cancers across the period of study.
- Whilst reported mortality rates in the district can be seen to rapidly fluctuate, they have been below those seen in England since 2004.

- In 2007 Rochford reported a DSMR of 93.64 for deaths relating to cancer in people aged under 75. This is a lower mortality rate than England (114.07), the East of England (106.53) and Essex (107.65).

B. Life Expectancy

The table below highlights the average life expectancy of Rochford District, East of England and England residents at birth. Please note that all references to 'life expectancy' should be taken to mean 'life expectancy at birth' in the remainder of this section.

Table 45: Life Expectancy at Birth in Rochford District, East of England and England

| | January 2001 - December 2003 | | January 2002 - December 2004 | | January 2003 - December 2005 | | January 2004 - December 2006 | | January 2005 - December 2007 | |
|-----------------|------------------------------|---------|------------------------------|---------|------------------------------|---------|------------------------------|---------|------------------------------|---------|
| | Males | Females | Males | Females | Males | Females | Males | Females | Males | Females |
| Rochford | 78.5 | 82.3 | 78.9 | 82.7 | 78.9 | 83.1 | 79.3 | 84.3 | 79.6 | 84.4 |
| East of England | 77.3 | 81.4 | 77.6 | 81.6 | 78.0 | 81.9 | 78.3 | 82.2 | 78.7 | 82.6 |
| England | 76.2 | 80.7 | 76.5 | 80.9 | 76.9 | 81.1 | 77.3 | 81.6 | 77.7 | 81.8 |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

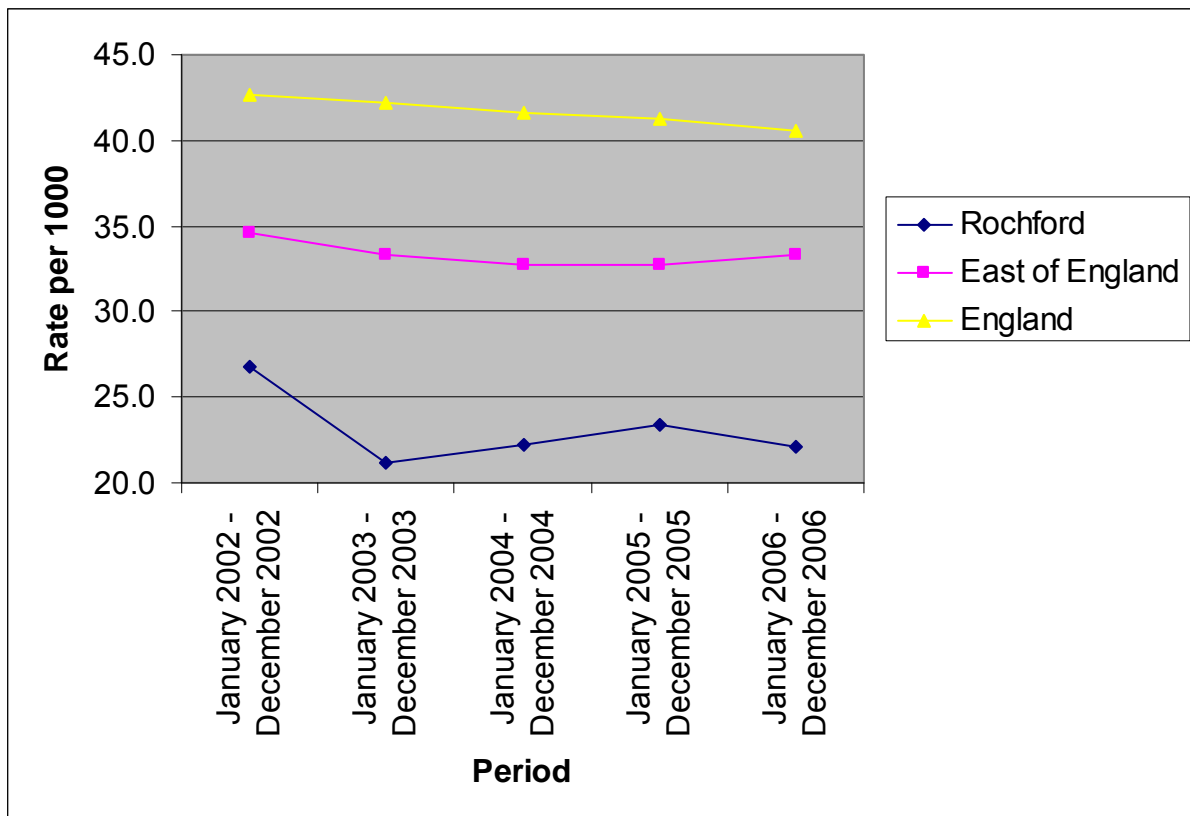
- Life expectancy has shown a general upward trend in all areas between January 2001 and December 2007.
- By January 2005 – December 2007, life expectancy increased to 79.6 years for males and 84.4 years for females. This is above the life expectancy for the East of England and nationally.

C. Teenage Pregnancy

Table 46: Teenage Conception Rates across Essex per 1,000 Females Aged 15 - 17

| | January 2002 - December 2002 | | January 2003 - December 2003 | | January 2004 - December 2004 | | January 2005 - December 2005 | | January 2006 - December 2006 | |
|-----------------|------------------------------|---------------|------------------------------|---------------|------------------------------|---------------|------------------------------|---------------|------------------------------|---------------|
| | Count | Rate per 1000 | Count | Rate per 1000 | Count | Rate per 1000 | Count | Rate per 1000 | Count | Rate per 1000 |
| Basildon | 174 | 56.7 | 170 | 54.2 | 131 | 40.2 | 155 | 47.0 | 121 | 36.9 |
| Braintree | 55 | 23.1 | 81 | 32.6 | 73 | 28.0 | 87 | 33.0 | 105 | 39.1 |
| Brentwood | 32 | 27.3 | 24 | 19.4 | 24 | 18.6 | 20 | 15.4 | 21 | 15.8 |
| Castle Point | 51 | 30.0 | 57 | 32.5 | 54 | 30.8 | 55 | 32.0 | 53 | 29.9 |
| Chelmsford | 74 | 25.3 | 71 | 23.0 | 82 | 25.6 | 70 | 21.7 | 91 | 28.7 |
| Colchester | 103 | 37.8 | 88 | 30.3 | 96 | 31.7 | 113 | 36.8 | 112 | 37.3 |
| Epping Forest | 45 | 21.1 | 53 | 24.5 | 66 | 29.6 | 53 | 22.2 | 64 | 26.4 |
| Harlow | 64 | 42.1 | 79 | 52.2 | 85 | 54.9 | 63 | 41.5 | 81 | 52.0 |
| Maldon | 25 | 24.4 | 24 | 21.8 | 26 | 23.6 | 29 | 25.9 | 26 | 22.8 |
| Rochford | 38 | 26.8 | 31 | 21.2 | 33 | 22.2 | 36 | 23.4 | 35 | 22.1 |
| Tendring | 107 | 47.7 | 85 | 36.7 | 85 | 34.8 | 86 | 34.4 | 103 | 41.0 |
| Uttlesford | 21 | 16.0 | 17 | 12.1 | 19 | 13.1 | 20 | 13.9 | 29 | 20.0 |
| Southend | 146 | 51.1 | 140 | 48.4 | 135 | 47.4 | 136 | 47.5 | 143 | 48.8 |
| Thurrock | 119 | 41.9 | 120 | 41.2 | 123 | 43.0 | 129 | 43.6 | 141 | 46.4 |
| East of England | 3,424 | 34.6 | 3,374 | 33.3 | 3,392 | 32.7 | 3,441 | 32.7 | 3,529 | 33.3 |
| England | 39,350 | 42.7 | 39,553 | 42.2 | 39,593 | 41.6 | 39,804 | 41.3 | 39,170 | 40.6 |

Source: Office for National Statistics 2009 (<http://neighbourhood/statistics.gov.uk>)

Figure 45: Teenage Conception Rate Trend Analysis

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- The rate of teenage pregnancies in Rochford District has fallen since 2005, contrary to the regional average.
- The conception rate in Rochford has been well below the regional and national averages since January 2002 to December 2006.

D. Incapacity Benefit and Severe Disablement Allowance

Incapacity Benefit is paid to people who are assessed as being incapable of work due to six defined reasons. These are mental disorders, diseases of the nervous system, disease of the respiratory or circulatory system, musculoskeletal disease, injury or poisoning and other.

Severe Disablement Allowance (SDA) claimants have to be aged between 16 and 65, been unable to work for at least 28 weeks and are unable to get Incapacity Benefit. Since April 2001 it has not been possible to make a new claim for SDA.

Table 47 details the breakdown in Incapacity Benefit and SDA claims in Rochford District, the East of England and England.

Table 47: Total Incapacity Benefit and SDA Claims in November 2008

| | Rochford | Percentage | East of England | Percentage | England | Percentage |
|------------------------------------|----------|------------|-----------------|------------|------------|------------|
| Total Population | 83,200 | 100.00% | 5,728,700 | 100.00% | 51,446,200 | 100.00% |
| Total Receiving Benefits | 1,940 | 2.33% | 179,140 | 3.13% | 2,103,220 | 4.09% |
| Claimants | | | | | | |
| Total Incapacity Benefit Claimants | 1,730 | 89.18% | 159,090 | 88.81% | 1,898,020 | 90.24% |
| Total Severe Disablement Claimants | 210 | 10.82% | 20,050 | 11.19% | 205,190 | 9.76% |
| Male | 1,070 | 55.15% | 99,950 | 55.79% | 1,207,730 | 57.42% |
| Female | 870 | 44.85% | 79,150 | 44.18% | 895,490 | 42.58% |
| Age of Claimant | | | | | | |
| Claimants Aged 16-24 | 120 | 6.19% | 12,070 | 6.74% | 129,080 | 6.14% |
| Claimants Aged 25-49 | 840 | 43.30% | 87,020 | 48.58% | 1,012,620 | 48.15% |
| Claimants Aged 50-59 | 660 | 34.02% | 56,950 | 31.79% | 689,460 | 12.93% |
| Claimants Aged 60+ | 320 | 16.49% | 23,100 | 12.89% | 271,990 | 12.93% |
| Claim Duration | | | | | | |
| Claim Duration Less Than 6 Months | 170 | 8.76% | 15,620 | 8.72% | 176,870 | 8.41% |
| Claim Duration 6 Months - 1 Year | 130 | 6.70% | 11,710 | 6.54% | 126,300 | 6.01% |
| Claim Duration 1-2 Years | 170 | 8.76% | 18,060 | 10.08% | 197,520 | 9.39% |
| Claim Duration 2-5 Years | 380 | 19.59% | 35,910 | 20.05% | 407,090 | 19.36% |
| Claim Duration 5 Years+ | 1,090 | 56.19% | 97,840 | 54.62% | 1,195,450 | 56.84% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

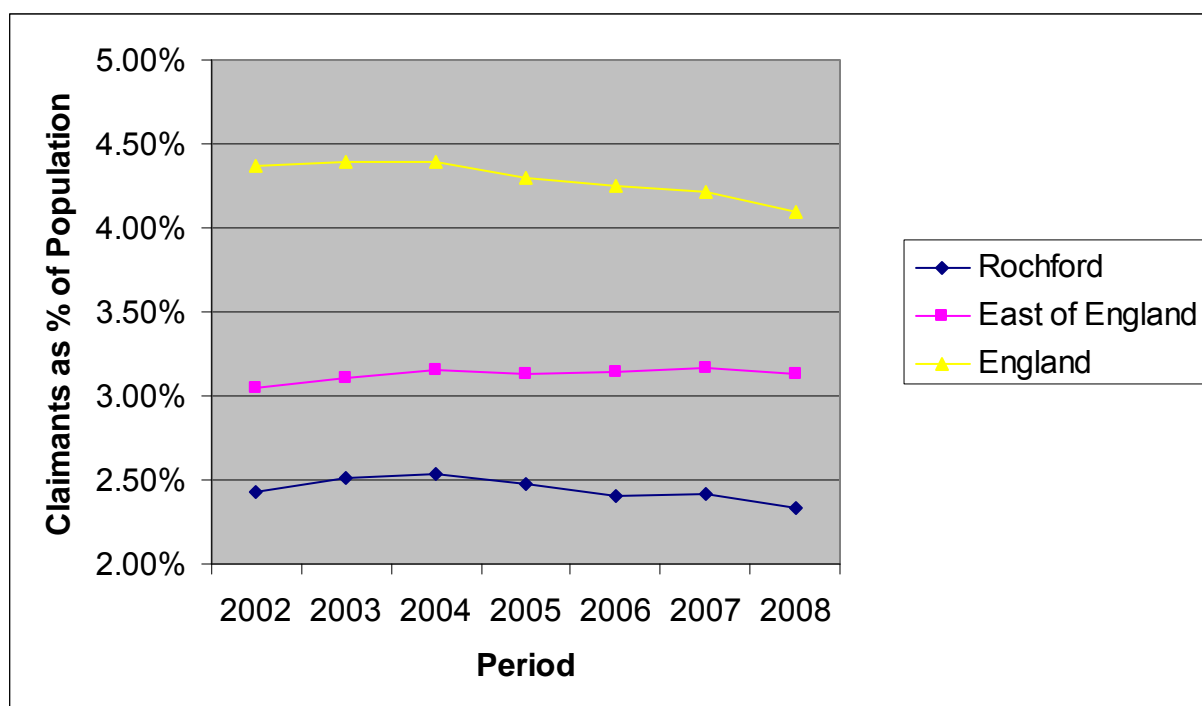
- There is a smaller percentage of people claiming benefits in the district (2.33%) than the East of England (3.13%) and England (4.09%).
- Of those, 10.82% of district benefit claimants receive Severe Disablement Allowance, compared to 11.19% in the East of England and 9.76% in England.
- The highest proportion of claimants are in the 25 – 49 age group and have been claiming for over 5 years.

Table 48: Total Incapacity Benefit and SDA Claimants as a Percentage of Total Population

| | Total Claimants as Percentage of Total Population | | | | | | |
|-----------------|---|--------|--------|--------|--------|--------|--------|
| | Nov-02 | Nov-03 | Nov-04 | Nov-05 | Nov-06 | Nov-07 | Nov-08 |
| Rochford | 2.43% | 2.51% | 2.54% | 2.48% | 2.40% | 2.42% | 2.33% |
| East of England | 3.05% | 3.11% | 3.16% | 3.13% | 3.14% | 3.17% | 3.13% |
| England | 4.37% | 4.39% | 4.39% | 4.30% | 4.25% | 4.22% | 4.09% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 46: Total Incapacity Benefit and SDA Claimants as a Percentage of Total Population



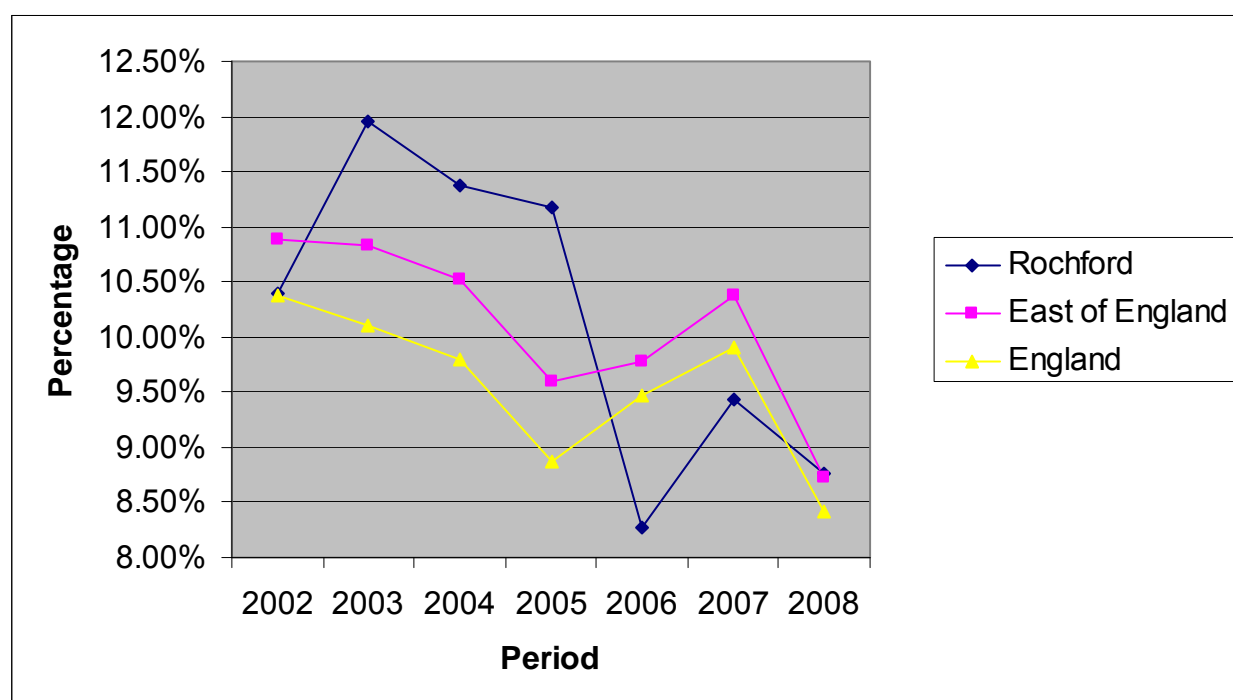
Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- The proportion of claimants in Rochford District has been lower than the East of England and England across the period of study.
- Between November 2002 and November 2008, the total proportion of claimants has slightly decreased in Rochford District, increased regionally and decreased nationally.

Table 49: Comparison between Changing Trends Witnessed In Short Term Claimants

| | Proportion Who Have Claimed For Less Than 6 Months | | | | | | |
|-----------------|--|--------|--------|--------|--------|--------|--------|
| | Nov-02 | Nov-03 | Nov-04 | Nov-05 | Nov-06 | Nov-07 | Nov-08 |
| Rochford | 10.40% | 11.96% | 11.37% | 11.17% | 8.27% | 9.43% | 8.76% |
| East of England | 10.88% | 10.83% | 10.52% | 9.59% | 9.77% | 10.37% | 8.72% |
| England | 10.38% | 10.10% | 9.79% | 8.88% | 9.47% | 9.90% | 8.41% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 47: Comparison between Changing Trends Witnessed In Short Term Claimants

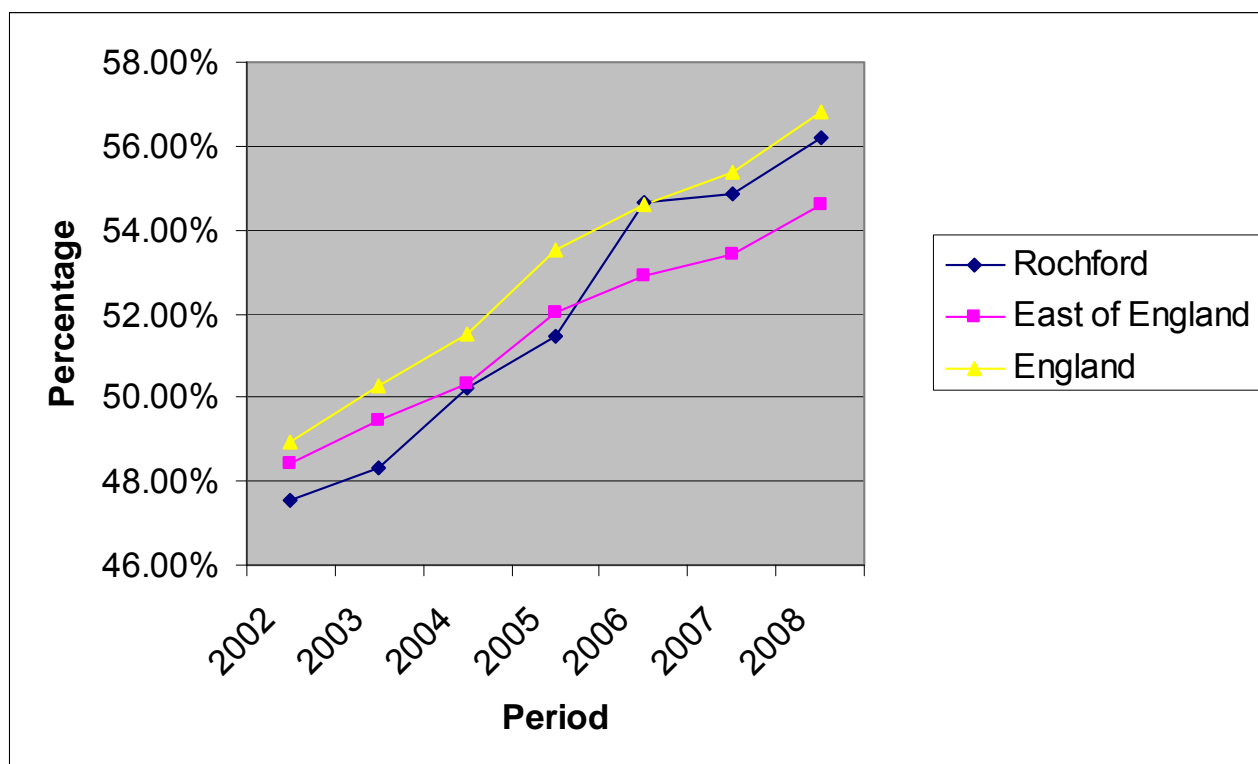
Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- There has been a decrease in short term claimants in Rochford between November 2002 (10.40%) and November 2008 (8.76%).
- Between 2002 and 2008 the proportion of claimants claiming short term benefits has also decreased across both the East of England and England. Rochford's noticeable upturn in the proportion of short term claimants between 2006 and 2007 is also matched regionally and nationally.
- In November 2008, 8.76% of Rochford District Incapacity Benefit claimants had been claiming short term, with the comparative figures being 8.72% in the East of England and 8.41% in England.

Table 50: Comparison between Changing Trends Witnessed In Long Term Claimants

| | Proportion Who Have Claimed For More Than 5 Years | | | | | | |
|-----------------|---|--------|--------|--------|--------|--------|--------|
| | Nov-02 | Nov-03 | Nov-04 | Nov-05 | Nov-06 | Nov-07 | Nov-08 |
| Rochford | 47.52% | 48.33% | 50.24% | 51.46% | 54.64% | 54.84% | 56.19% |
| East of England | 48.44% | 49.43% | 50.35% | 52.04% | 52.92% | 53.41% | 54.62% |
| England | 48.93% | 50.26% | 51.52% | 53.50% | 54.60% | 55.39% | 56.84% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 48: Comparison between Changing Trends Witnessed In Long Term Claimants

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- The proportion of benefit claimants who have claimed for a period of over 5 years can be seen to have increased at all geographical hierarchies from November 2002 to November 2008.
- Between November 2002 and November 2008, Rochford has shown an increase in claimants who have claimed for a period of over 5 years of 8.67%. This is higher than the increases regionally and nationally, which were 6.18% and 7.91% respectively.
- In 2008 56.19% of all claimants had claimed for 5 years or more in the district, higher than the 54.62% claiming long term in the region and lower than the 56.84% of all claimants claiming in the country.

E. Participation in Sport

The following results have been taken from the Active People Survey 3 carried out by Sport England in 2009. The definition of 'participation' in this instance is a measure of the percentage of the adult population who participate in at least 3 days times 30mins, moderate intensity participation (sport and recreational walking and cycling and for those

aged 65 years and over - yoga; pilates; indoor and outdoor bowls' archery and croquet) per week (all adults). Walking and cycling are included in this measure.

Table 51: Percentage of Participation in Sport across Essex October 2007 – October 2008

| | Male | | Female | | 16-34 | | 35-54 | | 55+ | | White | | Non-White | | Limiting Disability | | No Limiting Disability | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|------------------------|-----------|
| | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 |
| Basildon | 22.5 | 25.0 | 13.9 | 16.5 | 25.6 | 26.2 | 19.8 | 23.4 | 9.3 | 12.7 | 17.8 | 20.2 | 21.8 | 29.9 | 7.6 | 8.9 | 19.8 | 22.2 |
| Braintree | 21.8 | 21.1 | 21.0 | 15.8 | 30.1 | 23.5 | 23.3 | 18.8 | 12.7 | 14.0 | 21.4 | 18.3 | 19.0 | 23.7 | 11.3 | 5.3 | 22.9 | 20.5 |
| Brentwood | 23.0 | 30.0 | 23.1 | 15.7 | 28.7 | 35.7 | 25.5 | 24.3 | 17.2 | 12.0 | 23.1 | 22.6 | 21.5 | 20.5 | 9.1 | 9.1 | 25.1 | 24.7 |
| Castle Point | 24.3 | 18.9 | 14.0 | 15.5 | 30.4 | 23.5 | 21.3 | 19.8 | 10.5 | 11.4 | 18.7 | 17.4 | 32.1 | 0.0 | 8.5 | 4.4 | 20.9 | 20.2 |
| Chelmsford | 22.2 | 26.4 | 20.1 | 22.7 | 31.3 | 35.3 | 19.2 | 24.1 | 14.6 | 16.0 | 21.4 | 25.2 | 15.1 | 8.2 | 6.9 | 4.3 | 23.0 | 27.4 |
| Colchester | 23.8 | 23.1 | 23.4 | 24.5 | 31.5 | 30.6 | 28.1 | 23.4 | 11.4 | 16.7 | 23.4 | 24.8 | 27.8 | 8.5 | 15.0 | 8.6 | 25.0 | 26.3 |
| Epping Forest | 23.5 | 21.1 | 19.1 | 23.5 | 30.9 | 33.0 | 22.4 | 22.1 | 13.1 | 15.0 | 21.1 | 22.5 | 22.4 | 20.9 | 8.6 | 10.4 | 23.0 | 24.2 |
| Harlow | 23.2 | 23.4 | 15.8 | 19.9 | 28.4 | 31.4 | 18.6 | 23.7 | 11.0 | 9.5 | 19.0 | 21.1 | 23.0 | 28.4 | 8.5 | 10.3 | 21.4 | 23.6 |
| Maldon | 23.7 | 30.2 | 18.9 | 22.0 | 31.0 | 43.0 | 23.9 | 24.3 | 13.4 | 18.0 | 21.4 | 25.9 | 14.8 | 37.7 | 6.2 | 14.3 | 23.9 | 28.2 |
| Rochford | 22.9 | 24.6 | 17.8 | 17.8 | 32.3 | 37.2 | 23.7 | 18.2 | 10.2 | 13.8 | 20.6 | 20.8 | 4.7% | 40.9 | 10.5 | 12.1 | 21.9 | 22.9 |
| Tendring | 17.7 | 21.4 | 15.4 | 19.4 | 29.0 | 32.7 | 17.9 | 22.5 | 10.5 | 14.1 | 16.5 | 20.5 | 13.2 | 8.0 | 5.5 | 4.7 | 19.2 | 24.0 |
| Uttlesford | 23.1 | 26.9 | 23.2 | 25.7 | 35.6 | 41.0 | 23.5 | 25.8 | 14.9 | 17.8 | 23.6 | 26.3 | 0.0% | 21.8 | 5.8 | 5.7 | 25.9 | 30.1 |
| Southend | 26.7 | 22.2 | 17.3 | 16.9 | 32.4 | 28.5 | 21.5 | 19.0 | 14.4 | 13.3 | 22.0 | 19.7 | 18.4 | 10.8 | 7.3 | 8.7 | 24.6 | 21.4 |
| Thurrock | 19.5 | 17.5 | 14.7 | 14.6 | 22.4 | 17.8 | 19.2 | 19.0 | 8.8 | 10.7 | 17.5 | 16.3 | 12.2 | 13.3 | 9.7 | 10.0 | 18.4 | 17.2 |
| Essex | 22.4 | 23.9 | 18.6 | 20.0 | 30.0 | 31.4 | 22.1 | 22.5 | 12.1 | 14.3 | 20.5 | 22.0 | 20.3 | 18.0 | 8.7 | 7.6 | 22.5 | 24.4 |

Source: Sport England Active People Survey 3, 2009 (<http://www.sportengland.org>)

- At 24.6% the proportion of male adults participating in sport in the district is above the Essex average of 23.9%. At 17.8% the proportion of female adults participating in sport in the district is below the Essex average of 20%.
- Participation across all age groups except those aged 16-34 is below the Essex average. Participation from those with a limiting long term disability at 12.1% in 2007/2008 is above the Essex average of 7.6% and is the second highest percentage of all districts, boroughs and unitaries in the county.

F. Choice Of Sporting Facility

Residents who have a range of sporting facilities within a short journey of their residence are more likely to use such facilities and reap the health benefits of doing so. The following table highlights the percentage of residents in an area who have access to at least 3 sporting facilities within 20 minutes travel time, with at least one of these being awarded a quality mark. The 20 minute journey time constraint is dependent on the type of area lived in, meaning a 20 minute walk in urban areas and a 20 minute drive in rural areas.

Table 52: Percentage of Residents Living Within 20 Minutes Travelling Time of 3 Different Types of Sporting Facility of which At Least One Has Been Awarded a Quality Mark

| | Dec-05 | Dec-06 | June-07 (Interim) |
|---------------|--------|--------|-------------------|
| Basildon | 13.60% | 13.63% | 13.63% |
| Braintree | 46.40% | 53.37% | 43.68% |
| Brentwood | 30.80% | 30.63% | 30.63% |
| Castle Point | 1.20% | 1.44% | 0.25% |
| Chelmsford | 33.50% | 59.79% | 65.40% |
| Colchester | 20.40% | 19.77% | 19.77% |
| Epping Forest | 7.70% | 53.90% | 54.09% |
| Harlow | 0.00% | 0.00% | 0.00% |
| Maldon | 58.50% | 56.49% | 55.27% |
| Rochford | 20.60% | 6.95% | 6.95% |
| Tendring | 4.30% | 4.12% | 4.12% |
| Uttlesford | 9.50% | 62.07% | 61.82% |
| Essex CC Area | 20.54% | 30.18% | 29.63% |

Source: Audit Commission/Sport England 2007 (<http://www.areaprofiles.audit-commission.gov.uk>)

- The proportion of residents within 20 minutes of 3 sporting facilities in Rochford currently stands at 6.95%. This is the same figure as December 2006 and down from the 20.60% reported in December 2005.
- The main driver for a proportion to fall in this case is the removal of a quality mark from a facility.
- Rochford District is the 4th lowest performing authority in Essex. At 0% and 0.25% respectively, Harlow and Castle Point were the two lowest performing local authorities in June 2007.

G. Public Perceptions of Facilities in Their Local Area

This section is concerned with how the residents of a local area perceive the range of facilities that are on offer to them. Examined here are the availability of sport and leisure facilities, scope for activity provision for teenagers and the availability of open space. Residents were asked if they felt that these had improved or stayed the same over the last 3 years.

Table 53: Proportion of the Adult Population Who Are Satisfied or Very Satisfied with Sports Provision in Their Local Area October 2005-2006 to October 2007-2008

| | Male | | Female | | 16-34 | | 35-54 | | 55+ | | White | | Non-White | | Limiting Disability | | No Limiting Disability | |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------------|-----------|------------------------|-----------|
| | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 | Oct 05-06 | Oct 07-08 |
| Basildon | 22.5 | 25.0 | 13.9 | 16.5 | 25.6 | 26.2 | 19.8 | 23.4 | 9.3 | 12.7 | 17.8 | 20.2 | 21.8 | 29.9 | 7.6 | 8.9 | 19.8 | 22.2 |
| Braintree | 21.8 | 21.1 | 21.0 | 15.8 | 30.1 | 23.5 | 23.3 | 18.8 | 12.7 | 14.0 | 21.4 | 18.3 | 19.0 | 23.7 | 11.3 | 5.3 | 22.9 | 20.5 |
| Brentwood | 23.0 | 30.0 | 23.1 | 15.7 | 28.7 | 35.7 | 25.5 | 24.3 | 17.2 | 12.0 | 23.1 | 22.6 | 21.5 | 20.5 | 9.1 | 9.1 | 25.1 | 24.7 |
| Castle Point | 24.3 | 18.9 | 14.0 | 15.5 | 30.4 | 23.5 | 21.3 | 19.8 | 10.5 | 11.4 | 18.7 | 17.4 | 32.1 | 0.0 | 8.5 | 4.4 | 20.9 | 20.2 |
| Chelmsford | 22.2 | 26.4 | 20.1 | 22.7 | 31.3 | 35.3 | 19.2 | 24.1 | 14.6 | 16.0 | 21.4 | 25.2 | 15.1 | 8.2 | 6.9 | 4.3 | 23.0 | 27.4 |
| Colchester | 23.8 | 23.1 | 23.4 | 24.5 | 31.5 | 30.6 | 28.1 | 23.4 | 11.4 | 16.7 | 23.4 | 24.8 | 27.8 | 8.5 | 15.0 | 8.6 | 25.0 | 26.3 |
| Epping Forest | 23.5 | 21.1 | 19.1 | 23.5 | 30.9 | 33.0 | 22.4 | 22.1 | 13.1 | 15.0 | 21.1 | 22.5 | 22.4 | 20.9 | 8.6 | 10.4 | 23.0 | 24.2 |
| Harlow | 23.2 | 23.4 | 15.8 | 19.9 | 28.4 | 31.4 | 18.6 | 23.7 | 11.0 | 9.5 | 19.0 | 21.1 | 23.0 | 28.4 | 8.5 | 10.3 | 21.4 | 23.6 |
| Maldon | 23.7 | 30.2 | 18.9 | 22.0 | 31.0 | 43.0 | 23.9 | 24.3 | 13.4 | 18.0 | 21.4 | 25.9 | 14.8 | 37.7 | 6.2 | 14.3 | 23.9 | 28.2 |
| Rochford | 22.9 | 24.6 | 17.8 | 17.8 | 32.3 | 37.2 | 23.7 | 18.2 | 10.2 | 13.8 | 20.6 | 20.8 | 4.7% | 40.9 | 10.5 | 12.1 | 21.9 | 22.9 |
| Tendring | 17.7 | 21.4 | 15.4 | 19.4 | 29.0 | 32.7 | 17.9 | 22.5 | 10.5 | 14.1 | 16.5 | 20.5 | 13.2 | 8.0 | 5.5 | 4.7 | 19.2 | 24.0 |
| Uttlesford | 23.1 | 26.9 | 23.2 | 25.7 | 35.6 | 41.0 | 23.5 | 25.8 | 14.9 | 17.8 | 23.6 | 26.3 | 0.0% | 21.8 | 5.8 | 5.7 | 25.9 | 30.1 |
| Southend | 26.7 | 22.2 | 17.3 | 16.9 | 32.4 | 28.5 | 21.5 | 19.0 | 14.4 | 13.3 | 22.0 | 19.7 | 18.4 | 10.8 | 7.3 | 8.7 | 24.6 | 21.4 |
| Thurrock | 19.5 | 17.5 | 14.7 | 14.6 | 22.4 | 17.8 | 19.2 | 19.0 | 8.8 | 10.7 | 17.5 | 16.3 | 12.2 | 13.3 | 9.7 | 10.0 | 18.4 | 17.2 |
| Essex | 22.4 | 23.9 | 18.6 | 20.0 | 30.0 | 31.4 | 22.1 | 22.5 | 12.1 | 14.3 | 20.5 | 22.0 | 20.3 | 18.0 | 8.7 | 7.6 | 22.5 | 24.4 |

Source: Sport England Active People Survey 3, 2009 (<http://www.sportengland.org>)

- 73.6% of male Rochford residents were satisfied or very satisfied with sports provision in their local area. This is above the Essex average of 68.2% and an increase of 2.6% from previous figures. Similarly, 73.4% of females were satisfied or very satisfied with sports provision in their local area, above the county average of 68.9%.
- 16 – 34 year olds within the district are more satisfied than those aged 35 – 54 and both these demographics less satisfied than those aged 55+. Figures for all ages within the district are higher than the Essex County average.
- Those with a limiting disability in the district have become more satisfied with sports provision in their local area over the period 2005/2006 to 2007/2008, rising from 63.4% to 76.3%. This was below the Essex average of 66.1% in 2005/2006, but well above the Essex average of 66.0% in 2007/2008.

Table 54: Proportion of Residents Who Think That the Availability of Parks and Open Spaces Have Got Better or Stayed the Same in the Last 3 Years in Their Local Area

| Local Authority | Percentage |
|-----------------|------------|
| Basildon | 87.06% |
| Braintree | 85.62% |
| Brentwood | 90.19% |
| Castle Point | 80.63% |
| Chelmsford | 93.77% |
| Colchester | 92.31% |
| Epping Forest | 90.00% |
| Harlow | 77.30% |
| Maldon | 90.20% |
| Rochford | 90.29% |
| Tendring | 85.12% |
| Uttlesford | 91.74% |
| Essex CC Area | 88.60% |

Source: Audit Commission 2007 (<http://www.areaprofiles.audit-commission.gov.uk>)

- The public perception of the changing state of parks and open spaces has been largely positive with over 75% of people in each Local Authority feeling that the availability of this facility has either got better or stayed the same over the last 3 years.
- 90.29% of Rochford District residents gave positive responses in this area, placing them 4th in Essex. Chelmsford Borough achieved the highest score, 93.77%, with Harlow District's score of 77.3% being the lowest.

Table 55: Proportion of Residents Who Feel That Activities for Teenagers Have Got Better or Stayed the Same over the Last 3 Years

| Local Authority | Percentage |
|-----------------|------------|
| Basildon | 55.42% |
| Braintree | 70.39% |
| Brentwood | 50.11% |
| Castle Point | 46.68% |
| Chelmsford | 67.03% |
| Colchester | 60.02% |
| Epping Forest | 49.07% |
| Harlow | 49.26% |
| Maldon | 64.90% |
| Rochford | 54.26% |
| Tendring | 55.59% |
| Uttlesford | 62.41% |
| Essex CC Area | 56.72% |

Source: Audit Commission 2007 (<http://www.areaprofiles.audit-commission.gov.uk>)

- Rochford's performance in this field is 54.26%, below the Essex average of 56.72%. Figures show that residents do not feel as though there are sufficient facilities for teenagers in many of their respective Local Authorities.

10.3 Health Summary

- In 2007, 39.92 people per 100,000 could be expected to die from circulatory diseases within the district. This is significantly lower than the rates of 74.40 in England, 63.01 in the East of England and 62.63 in Essex.
- In 2007 Rochford reported a DSMR of 93.64 for deaths relating to cancer in people aged under 75. This is a lower mortality rate than England (114.07), the East of England (106.53) and Essex (107.65).
- By January 2005 – December 2007, life expectancy in the district increased to 79.6 years for males and 84.4 years for females. This is above the life expectancy for the East of England and nationally.
- The rate of teenage pregnancies in Rochford District has fallen since 2005, contrary to the regional average.
- There are a smaller percentage of people claiming benefits in the district (2.33%) than the East of England (3.13%) and England (4.09%).
- Between November 2002 and November 2008, Rochford has shown an increase in claimants who have claimed for a period of over 5 years of 8.67%. This is higher than the increases regionally and nationally, which were 6.18% and 7.91% respectively.
- At 24.6% the proportion of male adults participating in sport in the district is above the Essex average of 23.9%. At 17.8% the proportion of female adults participating in sport in the district is below the Essex average of 20%.
- Male participation across all age groups except those aged 55+ is above the Essex average, whilst female participation is below the average for all ages except those aged 16-34. Participation from those with a limiting long term disability at 12.1% in

2007-2008 is above the Essex average of 7.6% and is the second highest percentage of all districts, boroughs and unitaries in the county.

- Rochford district is the 4th lowest performing authority in Essex in regards to residents living within 20 minutes travelling time of 3 different types of sporting facility of which at least one has been awarded a quality mark.
- 73.6% of male Rochford residents were satisfied or very satisfied with sports provision in their local area. This is above the Essex average of 68.2% and an increase of 2.6% from previous figures. Similarly, 73.4% of females were satisfied or very satisfied with sports provision in their local area, above the county average of 68.9%.
- Those with a limiting disability in the district have become more satisfied with sports provision in their local area over the period 2005/2006 to 2007/2008, rising from 63.4% to 76.3%. This was below the Essex average of 66.1% in 2005/2006, but well above the Essex average of 66.0% in 2007/2008.
- 90.29% of Rochford District residents believe that the state of parks and open spaces has either got better or stayed the same over the last 3 years, placing them 4th in Essex.

11 POPULATION AND SOCIAL

11.1 Introduction

This section focuses on population and social indicators within the district of Rochford. It contains data on population structure, estimates and forecasts, the number of pupils attending schools and their achievements, crime and indices of multiple deprivation.

11.2 Baseline Information

This chapter incorporates data and analysis on population, education, crime and deprivation within the district of Rochford. Population data will include ONS mid-year estimates to 2008, ONS projections and EERA forecasts from 2001 to 2021 with a comparison between the two. Education data will detail school attendances and capacity within the district as well as GCSE and equivalent qualifications for the school-year 2007/2008. Deprivation data includes Rochford's average rank within the Essex County Council area as well as a more detailed breakdown of the character of deprivation throughout the county.

A. Population Change since 2001

The ONS publishes annual mid year population estimates and biannual projections. Consideration of these figures is important in many facets of sustainable planning because they indicate the number of people likely to be living in an area and provide a base for estimating activity levels.

This sub-section looks at population change from 2001 in the form of the ONS' latest mid year estimates and the ONS projections to 2021.

Table 56: ONS Mid-Year Estimates 2001/2008

| | 2001 | 2008 | Difference | Percentage Change |
|-------------------|------------|------------|------------|-------------------|
| Rochford District | 78,700 | 83,200 | 4,500 | 5.72% |
| Essex | 1,312,600 | 1,396,400 | 83,800 | 6.38% |
| East of England | 5,400,500 | 5,728,700 | 328,200 | 6.08% |
| England | 49,449,700 | 51,446,200 | 1,996,500 | 4.04% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- Population growth in Rochford at 5.72% is lower than that of the county and the East of England region at 6.38% and 6.08% respectively but higher than the national figure of 4.04%.

Table 57: ONS Mid-Year Estimates Population Structure 2001-2008

| | Rochford | | East of England | | England | |
|--------------------|----------|----------|-----------------|----------|----------|----------|
| | Mid 2001 | Mid 2008 | Mid 2001 | Mid 2008 | Mid 2001 | Mid 2008 |
| All Persons; 0-4 | 5.72% | 5.17% | 5.95% | 5.98% | 5.91% | 6.08% |
| All Persons; 5-14 | 12.83% | 12.26% | 12.87% | 11.75% | 12.86% | 11.48% |
| All Persons; 15-19 | 5.59% | 6.25% | 5.89% | 6.29% | 6.16% | 6.48% |
| All Persons; 20-44 | 31.64% | 30.41% | 34.29% | 33.37% | 35.52% | 34.89% |
| All Persons; 45-64 | 26.43% | 27.52% | 24.54% | 25.67% | 23.71% | 24.97% |
| All Persons; 65+ | 17.53% | 18.87% | 16.46% | 16.94% | 15.85% | 16.10% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- Rochford District has a similar proportion of the population aged 0-14 than the East of England average and national figures.
- There is a lower percentage aged 15-44 in the district (36.66%) than regionally (39.66%) and nationally (41.37%).
- Within Rochford, there are higher percentages of the overall population of the ages 45-65 (27.52%) than regionally (25.67%) and nationally (24.97%).

i) Office for National Statistics Projections

The ONS projections for 2021 are trend based projections. Generally this means that future populations are based on assumptions that births, deaths and migration will continue observed trends over the previous five years. They show what the future population of an area will be if these trends continue. They do not reflect any future policy intentions. The currently available ONS population projections are 2006-based projections published by ONS on 12th June 2008.

Table 58: ONS Revised 2006-Based Population Projections

| | 2009 | 2021 | Difference | Percentage Change |
|---------------------------|------------|------------|------------|-------------------|
| Rochford District | 82,900 | 89,800 | 6,900 | 8.32% |
| Essex County Council Area | 1,400,100 | 1,562,200 | 162,100 | 11.58% |
| East of England Region | 5,773,000 | 6,471,000 | 698,000 | 12.09% |
| England | 51,888,400 | 56,757,000 | 4,868,600 | 9.38% |

Source: Office for National Statistics 2008 (<http://www.statistics.gov.uk>)

- The Rochford District population will rise by 8.32% to 89,800 in 2021. This percentage increase is lower than the county average of 11.58%, the regional average of 12.09%, and the nationwide average of 9.38%.

Table 59: ONS Revised 2006-Based Population Projections – Natural Change and Migration Summaries

| | | Population | Natural Change | Births | Deaths | All Migration Net | Internal Migration In | Internal Migration Out | International & Cross Border Migration In | International & Cross Border Migration Out |
|---------------------------|------|------------|----------------|--------|--------|-------------------|-----------------------|------------------------|---|--|
| Rochford District | 2009 | 82.9 | 0.1 | 0.8 | 0.8 | 0.5 | 3.9 | 3.3 | 0.3 | 0.4 |
| | 2021 | 89.8 | 0.1 | 0.9 | 0.8 | 0.5 | 4.2 | 3.6 | 0.3 | 0.4 |
| Essex County Council Area | 2009 | 1,400.1 | 3.4 | 16.2 | 12.8 | 10.0 | 45.9 | 38.5 | 12.8 | 10.2 |
| | 2021 | 1,562.2 | 4.4 | 17.5 | 13.2 | 9.2 | 49.1 | 41.8 | 12.8 | 10.9 |
| East of England Region | 2009 | 5,773.0 | 18.4 | 70.4 | 52.0 | 39.4 | 141.1 | 120.5 | 64.3 | 45.5 |
| | 2021 | 6,471.0 | 21.8 | 75.2 | 53.5 | 36.2 | 150.2 | 129.8 | 64.4 | 48.6 |
| England | 2009 | 51,888.4 | 198.2 | 664.2 | 466.0 | 202.2 | 0.0 | 0.0 | 693.4 | 491.2 |
| | 2021 | 56,757.0 | 231.2 | 690.3 | 459.1 | 171.2 | 0.0 | 0.0 | 694.4 | 523.2 |

All figures in thousands

Source: Office for National Statistics 2008 (<http://www.statistics.gov.uk>)

- These natural change and migration summaries are trend based projections, which means assumptions for future levels of births, deaths and migration are based on a continuation of observed levels mainly over the previous five years.
- Rochford's population is projected to increase by 6,900 people over the period 2009 to 2021. This is mainly due to an increase in internal migration in which is not matched by internal out-migration.

ii) Chelmer Forecasts

In December 2006 EERA commissioned population forecasts from the Population and Housing Research Group (PHRG) at Anglia Ruskin University (ARU). The forecasts illustrate the population consequences of the housing provisions (Policy H1) of the East of England Plan.

Table 60: EERA Population Forecasts – Based on the East of England Plan

| | 2001 | 2021 | Difference | Percentage Change |
|---------------------------|-----------|-----------|------------|-------------------|
| Rochford District | 78,400 | 81,400 | 3,000 | 3.83% |
| Essex County Council Area | 1,614,400 | 1,718,900 | 104,500 | 6.47% |
| East of England Region | 5,400,100 | 5,973,100 | 573,000 | 10.61% |

Source: EERA, East of England Plan 2006

- Data shows that Rochford's population would rise to 81,400, an increase of 3.83%. Essex's overall population is expected to rise by 6.47% to 1,718,900 and the regional population by 10.61% to 5,973,100.

iii) Comparison of ONS Projections and Chelmer Forecasts

The differences between the ONS projections and the EERA forecasts are largely due to the difference in approach between the two datasets. The ONS projections reflect continuations of recent trends into the future. The EERA forecasts reflect future policy in respect of housing provision.

Table 61: Comparison of Population at 2021

| | | Ages | | | | |
|---------------------------|------|-----------|-----------|-----------|-----------|-----------|
| | | 0-14 | 15-44 | 45-64 | 65+ | Total |
| Rochford District | ONS | 15,200 | 29,000 | 24,300 | 21,000 | 89,800 |
| | EERA | 12,700 | 24,000 | 21,600 | 23,200 | 81,400 |
| Essex County Council Area | ONS | 277,700 | 559,000 | 399,100 | 326,500 | 1,562,200 |
| | EERA | 277,900 | 596,600 | 453,500 | 390,900 | 1,718,900 |
| East of England Region | ONS | 1,161,200 | 2,362,800 | 1,633,800 | 1,313,300 | 6,471,000 |
| | EERA | 975,000 | 2,129,500 | 1,571,000 | 1,297,500 | 5,973,100 |

Source: ONS 2009 (<http://www.statistics.gov.uk>) and EERA 2006

- The ONS figures indicate a higher district population in Rochford than the Chelmer figures across all ages apart from the 65+ age group.

- In the county as a whole, the Chelmer figures forecast a higher population than the ONS figures project across all ages, particularly in the 65+ year old category with a difference of approximately 65,000.
- Regionally, the ONS data projects a higher population in 2021 than the Chelmer figures forecast.

B. Education

Table 62: Number Attending and Capacity of Schools in Rochford District

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2008 Capacity |
|-----------|--------|--------|--------|--------|--------|---------------|
| Primary | 7,143 | 7,046 | 6,883 | 6,728 | 6,671 | 7,156 |
| Secondary | 5,522 | 5,617 | 5,724 | 5,694 | 5,700 | 5,660 |
| Special | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 12,665 | 12,663 | 12,607 | 12,422 | 12,371 | 12,816 |

Source: Essex School Organisation Plan 2008-2013, Essex County Council 2009
<http://www.essexcc.gov.uk>

- The numbers attending and the capacity of schools is important in light of the population age profile estimates previously mentioned.
- The number of those attending primary schools has decreased annually over the period 2004/2008.
- The numbers attending secondary schools have risen annually between 2004 and 2006 by 202 pupils but decreased by 24 pupils between 2006 and 2008.
- Capacity figures for 2008 indicate that on a district wide basis there are enough primary school places for the current year. There is however a deficit of 40 pupils in secondary school capacity. For capacity figures of individual schools please refer to the full Essex School Organisational Plan 2008-2013.

Table 63: GCSE and Equivalent Results for Young People in Rochford– Referenced by Location of Educational Institution 2006/2007 - 2007/2008

| | Rochford | | East of England | | England | |
|--|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| | September '06 - August '07 | September '07 - August '08 | September '06 - August '07 | September '07 - August '08 | September '06 - August '07 | September '07 - August '08 |
| All Pupils at the end of KS4 | 1,032 | 1,070 | 66,073 | 66,294 | 649,159 | 653,045 |
| All Pupils at the end of KS4 achieving 5+ A* - C | 78.7% | 72.5% | 61.2% | 64.7% | 62.0% | 65.3% |
| All Pupils at the end of KS4 achieving 5+ A* - G | 94.7% | 95.0% | 92.3% | 92.9% | 91.7% | 91.6% |
| All Pupils at the end of KS4 achieving 5+ A* - C Including English and Mathematics | 55.6% | 55.0% | 48.4% | 50.3% | 46.7% | 47.6% |
| All Pupils at the end of KS4 achieving 5+ A* - G Including English and Mathematics | n/a | 94.5% | n/a | 91.7% | n/a | 87.4% |
| All Pupils at the end of KS4 with any passes | 98.9% | 99.4% | 97.9% | 98.4% | 98.9% | 98.6% |
| All Pupils at the end of KS4 with no passes | 1.1% | 0.6% | 2.1% | 1.6% | 1.1% | 1.4% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- The above table shows that the number of those taking GCSEs and equivalent qualifications in the district had risen by 38 pupils between 2006/2007-2007/2008, a trend matched regionally and nationally.
- The figures show that the district is performing above the East of England region and nationally in the attainment of 5+ A*-C grades but is showing a percentage decline between 2006/2007-2007/2008, a trend not matched by regional and national percentage increases.
- The number of pupils receiving no passes is lower at 0.6% than the wider region at 1.6% and the country as a whole at 1.4%. This percentage decreased over the period 2006/2007-2007/2008, a trend matched regionally but not nationally.

C. Crime

Table 64: Offences in Rochford District

| | Rochford District | | Essex average | | England and Wales average | |
|---|-------------------|---------------------------|---------------|---------------------------|---------------------------|---------------------------|
| | 2007/08 | Increase from 2006/07 (%) | 2007/08 | Increase from 2006/07 (%) | 2007/08 | Increase from 2006/07 (%) |
| Population | 81,000 | n/a | 1,670,000 | n/a | 53,729,000 | n/a |
| Households | 33,000 | n/a | 696,000 | n/a | 22,310,000 | n/a |
| Violence against the person offences recorded | 572 | -5 | 23,145 | 1 | 944,642 | -8 |
| Sexual offences recorded | 31 | -6 | 1,146 | -6 | 52,683 | -7 |
| Robbery offences recorded | 14 | -18 | 1,310 | -14 | 83,660 | -16 |
| Burglary dwelling offences recorded | 119 | -17 | 6,144 | 0 | 280,696 | -4 |
| Theft of a motor vehicle offences recorded | 133 | -5 | 5,041 | -10 | 169,724 | -12 |
| Theft from a vehicle offences recorded | 316 | 1 | 10,247 | -20 | 428,980 | -14 |
| Recorded crime BCS comparator offences recorded | 1,875 | -10 | 69,883 | -9 | 2,885,979 | -11 |

Source: Home Office 2009 (<http://www.homeoffice.gov.uk>)

- Rochford District has seen a percentage reduction in crime figures across all of the indicators listed with the exception of recorded theft from a vehicle offences which has experienced an increase of 1%. This is not representative of Essex and England where recorded theft from a vehicle offences have fallen by 20% and 14% from the previous year's figures.
- Robbery and Burglary dwelling offences have decreased by 18% and 17% respectively from 2006/2007 to 2007/2008. This is a better performance than in Essex as a whole and nationally for both indicators.

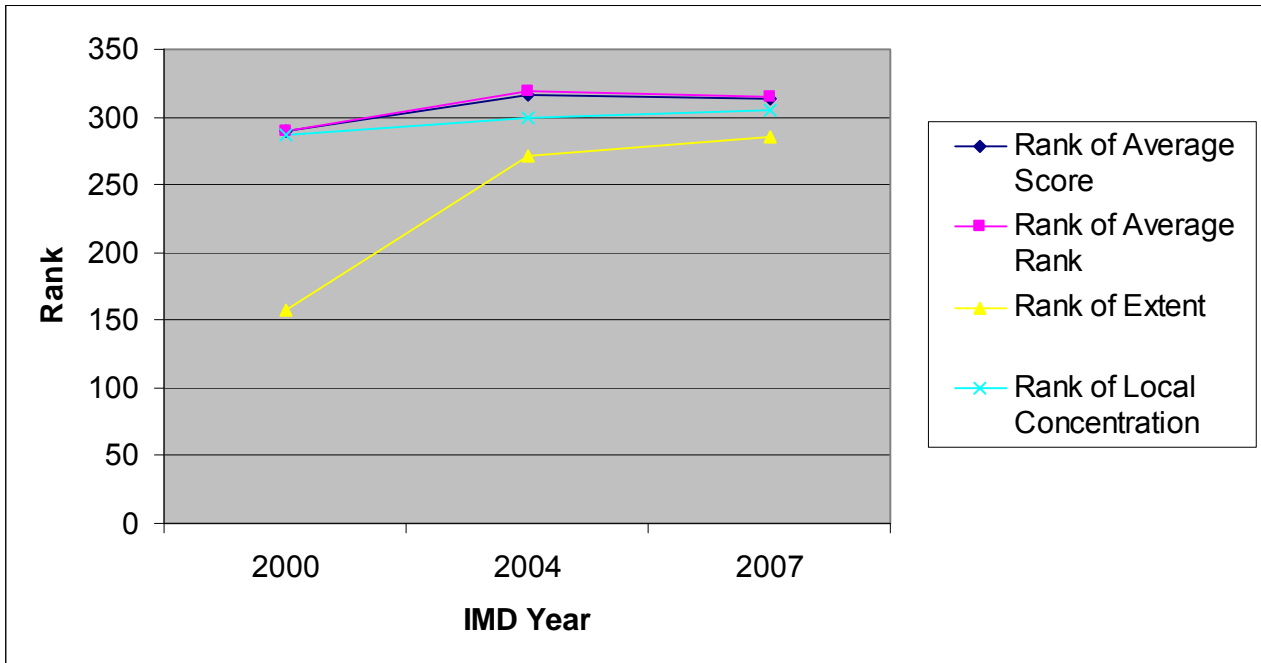
D. Deprivation

Table 65: Essex Boroughs/Districts/Unitaries Ranking on IMD2007 Measures

| Rank Essex | Average Score | Average Rank | Extent | Local Concentration |
|------------|-------------------|-------------------|-------------------|---------------------|
| 1 | Tendring 103 | Tendring 91 | Southend 107 | Southend 83 |
| 2 | Southend 111 | Harlow 105 | Basildon 114 | Thurrock 107 |
| 3 | Harlow 121 | Southend 124 | Thurrock 123 | Tendring 109 |
| 4 | Thurrock 124 | Thurrock 131 | Tendring 126 | Basildon 134 |
| 5 | Basildon 136 | Basildon 151 | Harlow 186 | Colchester 200 |
| 6 | Colchester 224 | Epping Forest 220 | Colchester 202 | Harlow 207 |
| 7 | Epping Forest 229 | Colchester 224 | Epping Forest 247 | Epping Forest 246 |
| 8 | Braintree 239 | Braintree 232 | Castle Point 263 | Braintree 252 |
| 9 | Castle Point 249 | Castle Point 246 | Braintree 265 | Castle Point 261 |
| 10 | Maldon 255 | Maldon 252 | Chelmsford 270 | Chelmsford 276 |
| 11 | Chelmsford 312 | Brentwood 312 | Rochford 285 | Brentwood 293 |
| 12 | Rochford 314 | Chelmsford 314 | Brentwood 295 | Maldon 294 |
| 13 | Brentwood 315 | Rochford 315 | Maldon 309= | Rochford 305 |
| 14 | Uttlesford 347 | Uttlesford 347 | Uttlesford 309= | Uttlesford 352 |

Source: Communities and Local Government 2008 (<http://www.communities.gov.uk>)

- The above table shows the national ranking of Essex districts, boroughs and unitaries for four measures from the IMD. The number alongside each authority's name is that authority's national rank for that measure. A lower rank means a greater incidence of deprivation within the authority.
- Rochford District is the 3rd best ranked authority out of 14 in the County.

Figure 49: Index of Multiple Deprivation Trend Analysis

Source: Communities and Local Government 2008 (<http://www.communities.gov.uk>)

- Rochford's average score rank has fluctuated year on year, from 290 in 2000, to 316 in 2004 and 314 in 2007.
- This has also been the case for the average rank, changing from 289 in 2000 to 319 in 2004 and 315 in 2007.
- Rochford's rank of extent has risen from 158 in 2000 to 271 in 2004 and 285 in 2007.
- The rank of local concentration in Rochford has successfully increased from 287 in 2000 to 299 in 2004, and to 305 in 2007.

Table 66: Character of Deprivation

| | IMD | Income | Employment | Health & Disability | Education, Skills & Training | Barriers to Housing & Services | Living Environment | Crime |
|---------------|-------|--------|------------|---------------------|------------------------------|--------------------------------|--------------------|-------|
| Essex CC | 14.04 | 0.11 | 0.07 | -0.53 | 20.15 | 21.85 | 9.75 | -0.37 |
| Basildon | 20.62 | 0.16 | 0.09 | -0.02 | 31.83 | 20.29 | 6.28 | 0.17 |
| Braintree | 13.71 | 0.11 | 0.07 | -0.56 | 21.04 | 25.99 | 9.40 | -0.58 |
| Brentwood | 9.30 | 0.08 | 0.06 | -1.10 | 9.10 | 21.41 | 9.13 | -0.33 |
| Castle Point | 13.03 | 0.11 | 0.07 | -0.57 | 24.11 | 12.80 | 11.01 | -0.41 |
| Chelmsford | 9.26 | 0.09 | 0.06 | -0.97 | 11.94 | 17.36 | 11.05 | -0.49 |
| Colchester | 14.81 | 0.11 | 0.07 | -0.31 | 19.07 | 26.90 | 11.42 | -0.41 |
| Epping Forest | 14.15 | 0.11 | 0.07 | -0.62 | 17.52 | 26.24 | 11.92 | 0.01 |
| Harlow | 21.67 | 0.16 | 0.10 | 0.15 | 31.85 | 24.56 | 6.97 | 0.37 |
| Maldon | 12.20 | 0.10 | 0.06 | -0.49 | 18.67 | 23.07 | 8.68 | -0.73 |
| Rochford | 9.35 | 0.09 | 0.06 | -0.81 | 15.66 | 13.09 | 8.52 | -0.65 |
| Tendring | 23.32 | 0.16 | 0.12 | 0.21 | 33.78 | 24.81 | 14.72 | -0.27 |
| Uttlesford | 7.05 | 0.07 | 0.04 | 1.27 | 7.19 | 24.84 | 7.87 | -1.08 |
| Southend | 22.51 | 0.18 | 0.11 | 0.22 | 23.57 | 15.50 | 20.75 | 0.24 |
| Thurrock | 21.99 | 0.15 | 0.10 | -0.13 | 35.64 | 19.47 | 13.10 | 0.53 |

Source: Communities and Local Government 2008 (<http://www.communities.gov.uk>)

- Rochford is less deprived than the county average in all of the listed categories, showing a good performance.

Table 67: Deprivation Character by Sub-Domain

| | Child Poverty (IDACI) | Older People Poverty (IDAOP) | Education Sub-Domain: Children & Young People | Education Sub-Domain: Working Age Skills | Barriers Sub-Domain: Geographical Barriers to Services | Barriers Sub-Domain: Wider Barriers to Housing | Environment Sub-Domain: 'Indoors' | Environment Sub-Domain: 'Outdoors' |
|---------------|-----------------------|------------------------------|---|--|--|--|-----------------------------------|------------------------------------|
| Essex CC | 0.15 | 0.15 | 18.79 | 21.48 | 0.31 | -0.20 | 8.28 | 12.68 |
| Basildon | 0.23 | 0.20 | 30.12 | 33.54 | 0.21 | -0.12 | 3.15 | 12.56 |
| Braintree | 0.13 | 0.16 | 19.57 | 22.51 | 0.48 | 0.02 | 9.07 | 10.05 |
| Brentwood | 0.11 | 0.12 | 7.96 | 10.24 | 0.34 | -0.23 | 8.38 | 10.62 |
| Castle Point | 0.15 | 0.16 | 18.47 | 29.47 | 0.03 | -0.49 | 4.47 | 24.09 |
| Chelmsford | 0.12 | 0.12 | 11.18 | 12.70 | 0.26 | -0.48 | 9.93 | 13.30 |
| Colchester | 0.16 | 0.16 | 20.60 | 17.53 | 0.16 | 0.34 | 9.18 | 15.89 |
| Epping Forest | 0.15 | 0.14 | 15.39 | 19.66 | 0.30 | 0.21 | 9.68 | 16.40 |
| Harlow | 0.24 | 0.19 | 33.12 | 30.59 | 0.00 | 0.34 | 4.49 | 11.92 |
| Maldon | 0.13 | 0.15 | 17.30 | 19.99 | 0.63 | -0.48 | 9.79 | 6.45 |
| Rochford | 0.11 | 0.13 | 11.30 | 20.02 | 0.18 | -0.72 | 5.72 | 14.12 |
| Tendring | 0.21 | 0.17 | 35.21 | 32.34 | 0.18 | -0.16 | 15.41 | 13.36 |
| Uttlesford | 0.08 | 0.11 | 5.25 | 9.13 | 0.93 | -0.96 | 10.12 | 3.35 |
| Southend | 0.24 | 0.21 | 23.39 | 23.75 | -0.33 | 0.01 | 16.74 | 28.77 |
| Thurrock | 0.21 | 0.19 | 33.23 | 38.05 | -0.02 | 0.04 | 11.91 | 15.49 |

Source: Communities for Local Government 2008 (<http://www.communities.gov.uk>)

- The district performs poorly in the Environment outdoors sub-domain at 14.12 which is above the county average of 12. This sub-domain contains two criteria consisting of air quality and road traffic accidents.
- The district performs well and below the county average in all other sub-domains, most notably in the education sub-domain: children and young people, where a score of 11.30 is significantly below the county's 18.79 average.

11.3 Population and Social Summary

- ONS 2008 Mid Year Estimates show that population growth in Rochford at 5.72% is lower than that of the county and the East of England region at 6.38% and 6.08% respectively but higher than the national figure of 4.04%.
- There is a lower percentage of residents aged 15-44 in the district at 36.66% than that seen regionally (39.66%) and nationally (41.37%).
- Within Rochford, there are higher percentages of the overall population being between the ages of 45 and 65 in the district (27.52%) than regionally (25.67%) and nationally (24.97%).
- ONS Population projections show that the Rochford District population will rise by 8.32% to 89,800 in 2021. This percentage increase is lower than the county average of 11.58%, the regional average of 12.09%, and the nationwide average of 9.38%.
- Chelmer Forecasts show that Rochford's population would rise to 81,400, an increase of 3.83%. Essex's overall population is expected to rise by 6.47% to 1,718,900 and the regional population by 10.61% to 5,973,100.
- The ONS figures indicate a higher district population in Rochford than the Chelmer figures across all ages apart from the 65+ age group.
- The number of those attending primary schools has decreased annually over the period 2004-2008.
- Capacity figures for 2008 indicate that on a district wide basis there are enough primary school places for the current year. There is however a deficit of 40 pupils in secondary school capacity.
- The figures show that the district is performing above the East of England region and nationally in the attainment of 5+ A*-C grades but is showing a percentage decline between 2006/2007 to 2007/2008, a trend not matched by regional and national percentage increases.
- The number of pupils receiving no passes is lower at 0.6% than the wider region at 1.6% and the country as a whole at 1.4%. This percentage decreased over the period 2006/2007-2007/2008, a trend matched regionally but not nationally.
- Rochford District has seen a percentage reduction in crime figures across all of the indicators listed with the exception of recorded theft from a vehicle offences which has experienced an increase of 1%. This is not representative of Essex and England where recorded theft from a vehicle offences have fallen by 20% and 14% from the previous year's figures.
- Robbery and Burglary dwelling offences have decreased by 18% and 17% respectively from 2006/2007 to 2007/2008. This is a better performance than in Essex as a whole and nationally for both indicators.
- Rochford District is the 3rd best ranked authority out of 14 in the county for deprivation.
- The district performs poorly in the IMD2007 Environment outdoors sub-domain at 14.12 which is above the county average of 12. This sub-domain contains two criteria consisting of air quality and road traffic accidents.

- The district performs well and below the county average in all other sub-domains, most notably in the education sub-domain: children and young people, where a score of 11.30 is significantly below the county's 18.79 average.

12 ECONOMY

12.1 Introduction

For an area to be sustainable, it must be able to attract industry and commerce in order that its citizens may gain employment and contribute to a successful local economy. This chapter presents information on the types of industry and commerce in Rochford District, as well as the economic status of its residents.

12.2 Baseline Information

The following list covers all the information which will be contained within this chapter of the report:

- Count of VAT paying businesses by people employed
- Count of VAT paying businesses by urban / rural location
- New business registration rate
- Small business growth
- Count of VAT businesses by industry type and rateable value
- Count of floorspace used by bulk industry
- Proportion of Commercial and Industrial Land lying vacant
- Proportion of VAT paying businesses by employment size
- Job Density
- Proportion of employment by industry class
- Proportion of employment by occupation type
- Economic activity of residents, both economically active and inactive
- Proportion of residents self employed
- Wage Comparisons
- Planning Permissions implemented and unimplemented by use class

Please note:

- The Office for National Statistics frequently round data in order to protect confidentiality and therefore it is possible that unit counts may not equate across data sets.
- Reference is made to both Local Units and Enterprises in this chapter. A local unit is defined as a statistical unit in an enterprise, being an individual site in a geographically identifiable place. This will often take the form of a factory or a shop. An enterprise is defined as a group of local units which have a certain degree of autonomy or control and essentially this can be defined as a business, often taking the form of a head office or main operating site.
- Some data released by NOMIS prior to the period April 2005 to March 2006 has not been reweighted in line with the latest ONS estimates as these were not available at the time of this report. Consequently some historical data prior to this date has had to be removed for the purpose of this report but will subsequently be reinstated as it becomes available. All data prior to April 2005 included within this section has been reweighted and therefore trend analysis is valid. For more information please go to <https://www.nomisweb.co.uk>

A. Count of VAT and PAYE Based Local Units

Please note that ONS have changed the way that this information is reported. As of March 2008, size of business statistics are presented by VAT and / or PAYE-based local units

rather than by VAT-based enterprises. Historic information has been repeated separately for convenience but is not directly comparable.

Table 68: Count of VAT and PAYE Based Local Units in Rochford March 2008

| | Rochford | | East of England | | England | |
|---------------------------------------|----------|------------|-----------------|------------|-----------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage |
| All VAT and/or PAYE Based Local Units | 3,430 | 100.00% | 259,055 | 100.00% | 2,244,290 | 100.00% |
| All 0 to 4 Persons Employed | 2,580 | 75.22% | 183,370 | 70.78% | 1,553,900 | 69.24% |
| All 5 to 9 Persons Employed | 450 | 13.12% | 34,825 | 13.44% | 313,530 | 20.18% |
| All 10 to 19 Persons Employed | 210 | 6.12% | 19,830 | 7.65% | 183,105 | 58.40% |
| All 20 or More Persons Employed | 190 | 5.54% | 21,030 | 8.12% | 193,755 | 105.82% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- In each case, businesses which employ 0 to 4 persons are the most prevalent, at 75.22% in the District, 70.78% in the East of England and 69.24% in England.
- The District has a higher proportion of local based units which employ 0 – 4 people and a lower proportion of units which employ 20 or more persons than both the East of England and England.

Table 69: Count of VAT Based Enterprises in Rochford 2005 – 2007

| | Rochford District | | | East of England | | | England | | |
|--------------------------------|-------------------|--------|--------|-----------------|---------|---------|-----------|-----------|-----------|
| | Mar-05 | Mar-06 | Mar-07 | Mar-05 | Mar-06 | Mar-07 | Mar-05 | Mar-06 | Mar-07 |
| All VAT Registered Local Units | 2,660 | 2,640 | 2,655 | 201,520 | 203,435 | 206,245 | 1,741,870 | 1,758,270 | 1,788,670 |
| 0 to 4 Persons Employed | 73.87% | 73.11% | 74.01% | 68.49% | 68.66% | 68.71% | 66.83% | 66.97% | 67.12% |
| 5 to 9 Persons Employed | 13.91% | 14.39% | 13.75% | 14.64% | 14.37% | 14.09% | 15.20% | 15.05% | 14.77% |
| 10 to 19 Persons Employed | 6.39% | 6.63% | 6.59% | 8.10% | 8.12% | 8.35% | 8.52% | 8.52% | 8.76% |
| 20 or More Persons Employed | 5.83% | 5.68% | 5.65% | 8.78% | 8.85% | 8.85% | 9.46% | 9.46% | 9.35% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- Businesses which employ between 0 and 4 people have been by far the most prevalent at all geographical hierarchies during the period of study.
- Regionally and nationally there has been a decline in those employed in businesses with 5 to 9 persons across the period 2005/2007. In the East of England the percentage decreased from 14.64% to 14.09% and in England the change was from 15.20% to 14.77%.
- At 74.01% in 2007, Rochford District had a higher percentage of Local Based Units with 0 to 4 persons employed than both the region and nation with 68.71% and 67.12%. The District is relatively underrepresented in all other employment bands when compared to the regional and national average.

B. VAT Based Units by Location

Table 70: VAT and PAYE Based Units by Location March 2008

| | Rochford | East of England | England | Rochford | East of England | England |
|---------------------------------------|----------|-----------------|-----------|----------|-----------------|---------|
| | Urban | | | Rural | | |
| All VAT and/or PAYE Based Local Units | 2,665 | 162,835 | 1,673,220 | 765 | 96,215 | 571,065 |
| Agriculture | 45 | 1,880 | 14,805 | 60 | 11,740 | 92,525 |
| Production | 225 | 10,570 | 106,875 | 50 | 6,875 | 37,465 |
| Construction | 480 | 18,655 | 155,380 | 170 | 12,485 | 63,000 |
| Motor Trades | 80 | 5,495 | 50,930 | 35 | 3,555 | 19,640 |
| Wholesale | 130 | 8,400 | 86,380 | 20 | 4,700 | 26,465 |
| Retail | 250 | 19,485 | 208,990 | 65 | 6,715 | 40,210 |
| Hotels & Catering | 100 | 9,790 | 111,930 | 45 | 4,795 | 33,135 |
| Transport | 110 | 5,645 | 51,270 | 35 | 3,285 | 18,620 |
| Post & Telecommunications | 20 | 1,870 | 17,715 | 5 | 980 | 4,410 |
| Finance | 55 | 4,075 | 46,230 | 5 | 1,170 | 6,780 |
| Property & Business Services | 770 | 50,340 | 528,280 | 175 | 26,980 | 151,765 |
| Education | 55 | 3,940 | 40,200 | 15 | 2,190 | 13,515 |
| Health | 110 | 8,880 | 96,425 | 20 | 3,410 | 20,065 |
| Public Admin & Other Services | 235 | 13,810 | 157,810 | 65 | 7,335 | 43,470 |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Table 71: VAT and PAYE Based Units by Location March 2008 (percentages)

| | Rochford | East of England | England | Rochford | East of England | England |
|---------------------------------------|----------|-----------------|---------|----------|-----------------|---------|
| | Urban | | | Rural | | |
| All VAT and/or PAYE Based Local Units | 77.70% | 62.86% | 74.55% | 22.30% | 37.14% | 25.45% |
| Agriculture | 1.69% | 1.15% | 0.88% | 7.84% | 12.20% | 16.20% |
| Production | 8.44% | 6.49% | 6.39% | 6.54% | 7.15% | 6.56% |
| Construction | 18.01% | 11.46% | 9.29% | 22.22% | 12.98% | 11.03% |
| Motor Trades | 3.00% | 3.37% | 3.04% | 4.58% | 3.69% | 3.44% |
| Wholesale | 4.88% | 5.16% | 5.16% | 2.61% | 4.88% | 4.63% |
| Retail | 9.38% | 11.97% | 12.49% | 8.50% | 6.98% | 7.04% |
| Hotels & Catering | 3.75% | 6.01% | 6.69% | 5.88% | 4.98% | 5.80% |
| Transport | 4.13% | 3.47% | 3.06% | 4.58% | 3.41% | 3.26% |
| Post & Telecommunications | 0.75% | 1.15% | 1.06% | 0.65% | 1.02% | 0.77% |
| Finance | 2.06% | 2.50% | 2.76% | 0.65% | 1.22% | 1.19% |
| Property & Business Services | 28.89% | 30.91% | 31.57% | 22.88% | 28.04% | 26.58% |
| Education | 2.06% | 2.42% | 2.40% | 1.96% | 2.28% | 2.37% |
| Health | 4.13% | 5.45% | 5.76% | 2.61% | 3.54% | 3.51% |
| Public Admin & Other Services | 8.82% | 8.48% | 9.43% | 8.50% | 7.62% | 7.61% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- Rochford District has a lower proportion of local units in rural locations than both the East of England and England. Within Rochford this proportion is 22.3% compared to a regional value of 37.14% and national value of 25.45%.
- The highest proportion of workers in the district can be found in the Property and Business Services sector at 28.89% of all urban local units and 22.88% of all rural based units. This sector also displays the highest proportion of workers at both regional and national level. Both the East of England and England have a greater incidence than the district of property and business services units as a proportion of total rural and urban units.

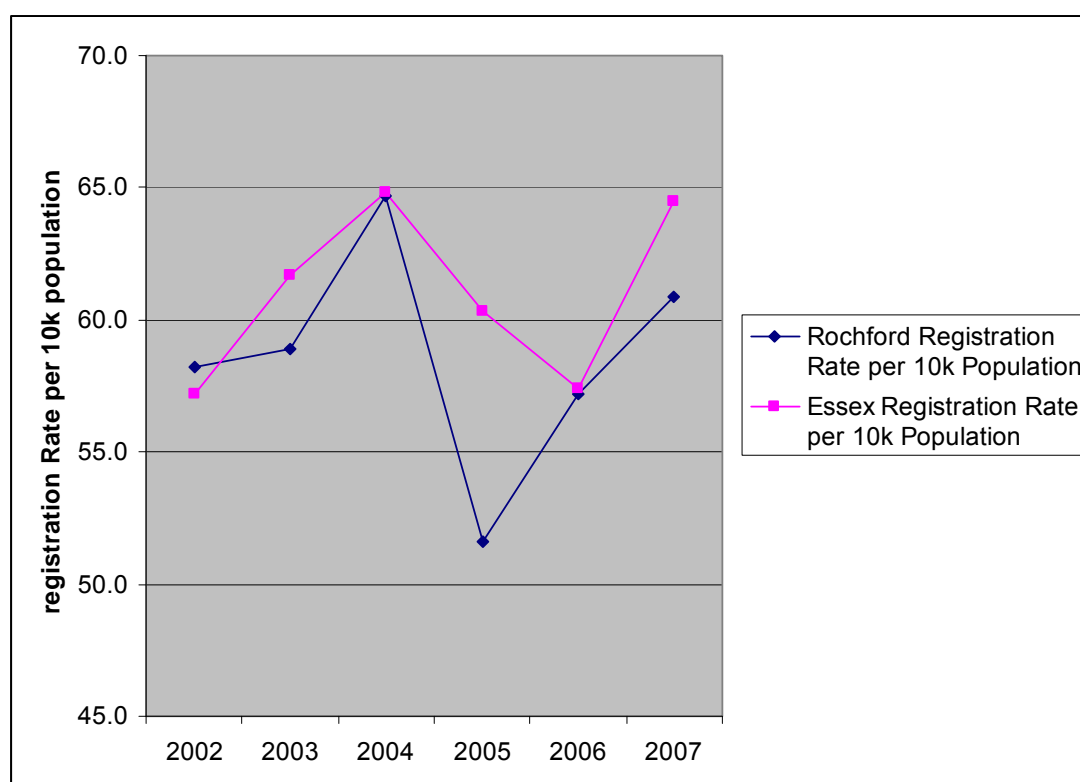
C. New Business Registration Rate

The data within this section relates to the proportion of business registrations per 10,000 resident population aged 16 and above. The higher the outcome, the better the performance. It is beneficial for local economies to have vibrant start up markets as this creates competitiveness, increases the range of goods and services available and increases business performance.

Table 72: New Business Registration Rate in Rochford and Essex 2002 – 2007

| Year | Business Births | Adult Population (aged 16+) / 10,000 | Rochford Registration Rate per 10k Population | Essex Registration Rate per 10k Population |
|------|-----------------|--------------------------------------|---|--|
| 2002 | 370 | 6.4 | 58.2 | 57.2 |
| 2003 | 375 | 6.4 | 58.9 | 61.7 |
| 2004 | 415 | 6.4 | 64.7 | 64.8 |
| 2005 | 335 | 6.5 | 51.6 | 60.3 |
| 2006 | 375 | 6.6 | 57.2 | 57.4 |
| 2007 | 405 | 6.7 | 60.9 | 64.5 |

Source: Department for Business Innovation and Skills (BIS) (formerly the Department of Business, Enterprise and Regulatory Reform (BERR)) 2009 (<http://stats.berr.gov.uk>)

Figure 50: New Business Registration Rate in Rochford and Essex 2002 – 2007

Source: Department for Business Innovation and Skills (BIS) (formerly the Department of Business, Enterprise and Regulatory Reform (BERR)) 2009 (<http://stats.berr.gov.uk>)

- The registration rate of new businesses in Rochford per 10,000 population has been lower than that recorded in Essex since 2003.
- The business formation rate in Rochford has increased from 58.2 to 60.9 over the period of study. Within Essex the rate increased from 57.2 to 64.5. Increases have not been year-on-year at either hierarchy.
- The business formation rate per 10,000 population peaked in Rochford in 2004 at 64.7 whilst in Essex it peaked in the same year at 64.8.

D. Small Business Growth

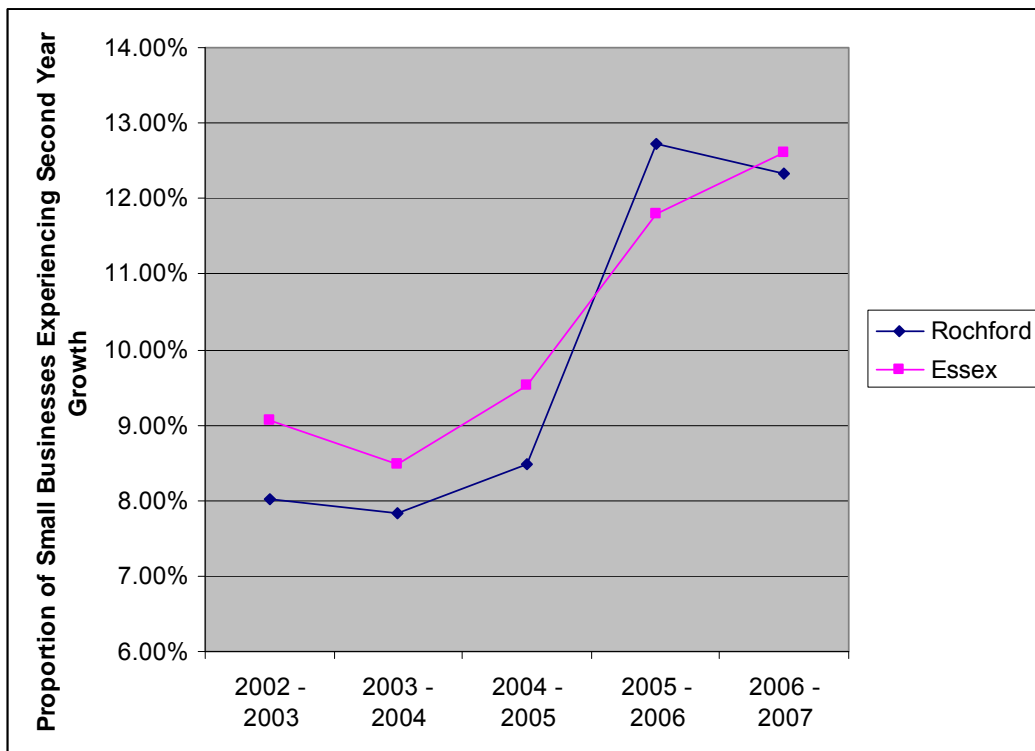
This section analyses the proportion of small businesses that show a year-on-year growth. For the purpose of this study, a small business is defined as one which employs less than 50 people.

Table 73: Small Business Growth in Rochford and Essex 2002 – 2007

| Year | Rochford | | | Essex | | |
|-------------|--|---|---|--|---|---|
| | Registered Enterprises with Employment <50 | Number of Enterprises with an Increase in Employment in Second Year | Proportion of Small Businesses Showing Growth | Registered Enterprises with Employment <50 | Number of Enterprises with an Increase in Employment in Second Year | Proportion of Small Businesses Showing Growth |
| 2002 - 2003 | 2,995 | 240 | 8.01% | 51,525 | 4,670 | 9.06% |
| 2003 - 2004 | 3,065 | 240 | 7.83% | 52,795 | 4,475 | 8.48% |
| 2004 - 2005 | 3,185 | 270 | 8.48% | 53,710 | 5,110 | 9.51% |
| 2005 - 2006 | 3,185 | 405 | 12.72% | 54,298 | 6,405 | 11.80% |
| 2006 - 2007 | 3,245 | 400 | 12.33% | 55,005 | 6,940 | 12.62% |

Source: Department for Business Innovation and Skills (BIS) (formerly the Department of Business, Enterprise and Regulatory Reform (BERR)) 2009 (<http://stats.berr.gov.uk>)

Figure 51: Small Business Growth in Rochford and Essex 2002 – 2007



Source: Department for Business Innovation and Skills (BIS) (formerly the Department of Business, Enterprise and Regulatory Reform (BERR)) 2009 (<http://stats.berr.gov.uk>)

- Across the period of study, the proportion of small businesses experiencing growth has increased in both Rochford and Essex. Within Rochford the proportion

increased from 8.01% to 12.33% whilst in Essex it increased from 9.06% to 12.62%.

- Between 2005/2006 and 2006/2007, the proportion of small businesses which showed a year-on-year growth reduced from 12.72% (the highest recorded by either hierarchy) to 8.01%.
- The proportion of small businesses experiencing a year-on-year growth has typically been higher in Essex than Rochford across the period of study although this wasn't the case in 2005/2006.

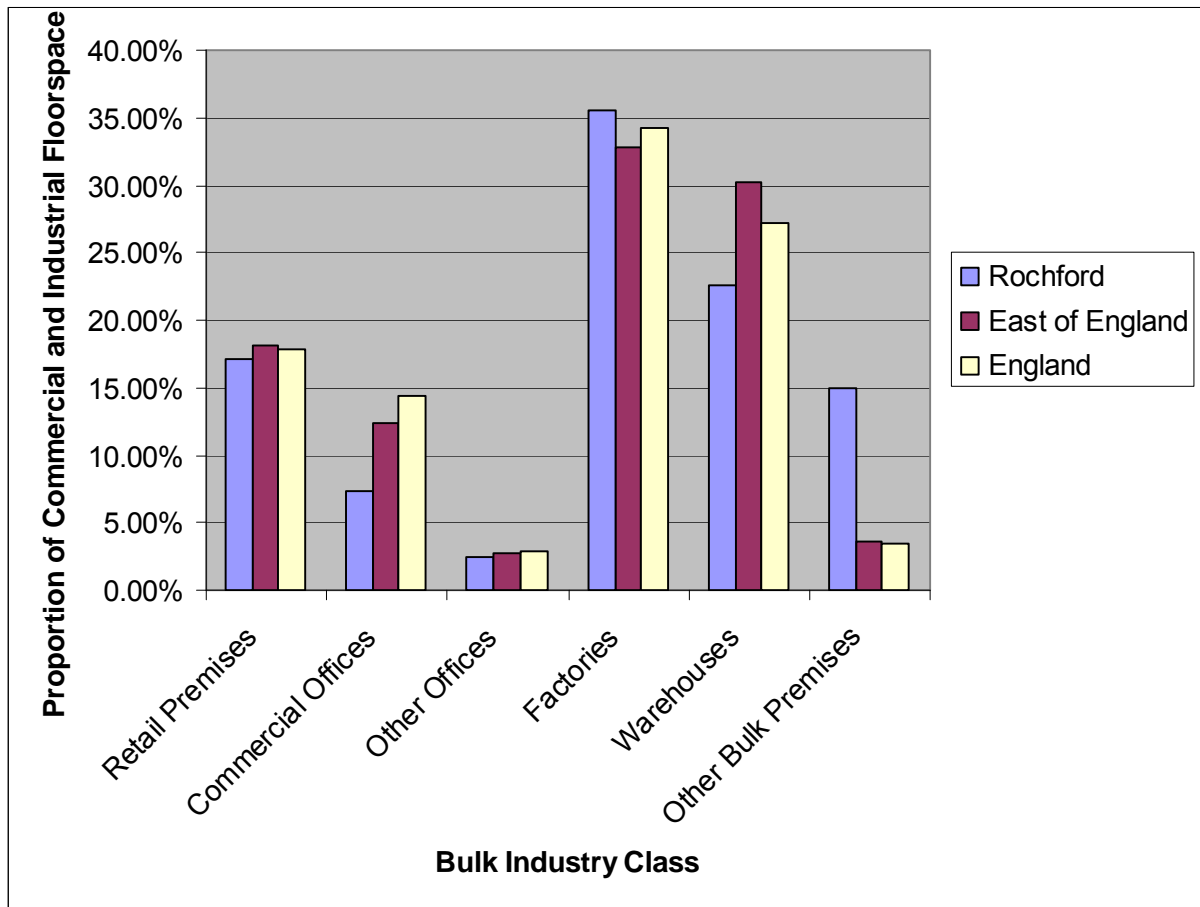
E. Industrial and Commercial Floorspace Composition and Rateable Value

Table 74: Industrial and Commercial Floorspace Composition by Bulk Industry Class in m² April 2008

| | Rochford | | East of England | | England | |
|---------------------|----------|------------|-----------------|------------|---------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage |
| All Bulk Classes | 495 | 100.00% | 56,904 | 100.00% | 561,777 | 100.00% |
| Retail Premises | 85 | 17.17% | 10,287 | 18.08% | 100,208 | 17.84% |
| Commercial Offices | 36 | 7.27% | 7,081 | 12.44% | 81,203 | 14.45% |
| Other Offices | 12 | 2.42% | 1,583 | 2.78% | 16,362 | 2.91% |
| Factories | 176 | 35.56% | 18,704 | 32.87% | 192,322 | 34.23% |
| Warehouses | 112 | 22.63% | 17,186 | 30.20% | 152,485 | 27.14% |
| Other Bulk Premises | 74 | 14.95% | 2,062 | 3.62% | 19,196 | 3.42% |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 52: Industrial and Commercial Floorspace Composition by Bulk Industry Class in m² April 2008



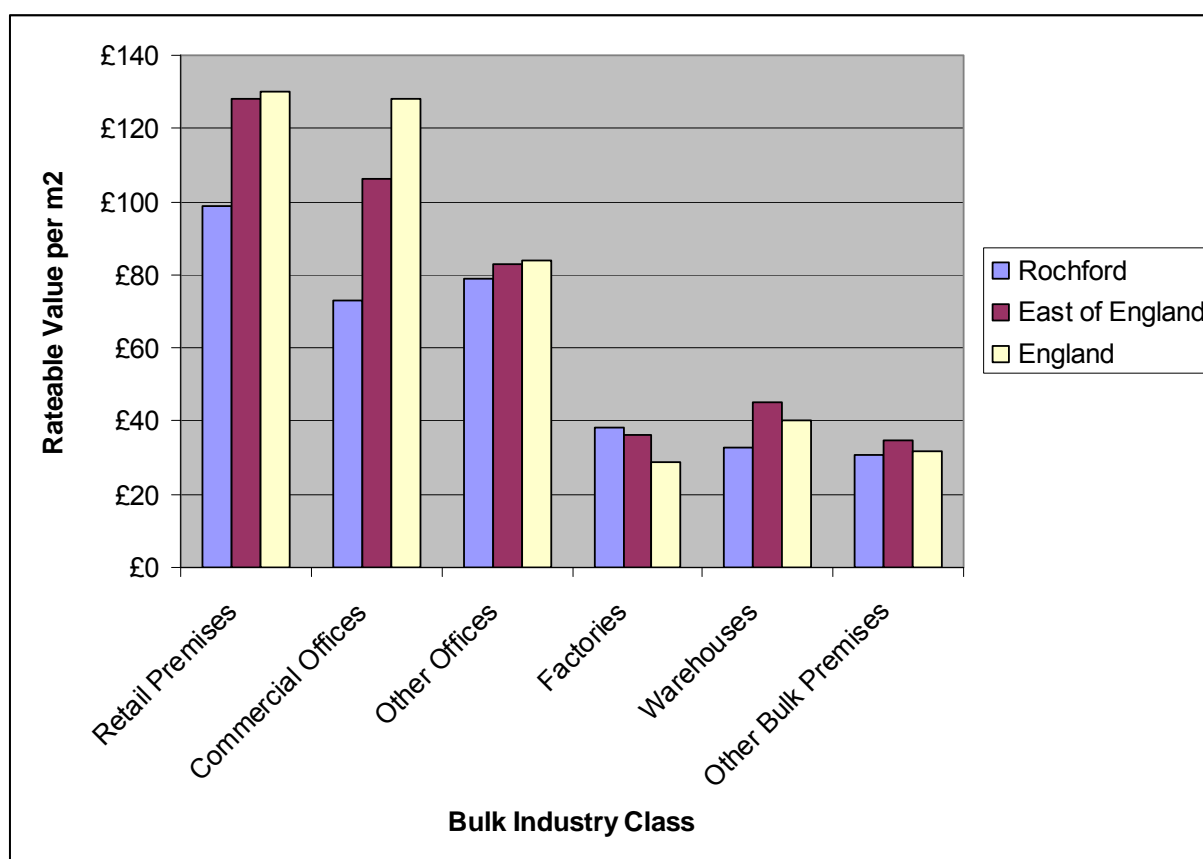
Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- Factories and warehouses account for the majority of industrial floorspace at all geographical hierarchies. The floorspace allocated to factories in the district, at 35.36%, is above that found in the East of England (32.87%) and England (34.23%).
- The largest relative under-representation within the district can be found within the amount of commercial and industrial floorspace being utilised by commercial offices. At 7.27% it is below that in the East of England (12.44%) and nearly half of that found in England (14.45%).
- The district also has the smallest proportion of retail, warehouse and non-commercial office floorspace across the three hierarchies.

Table 75: Rateable Values of Commercial and Industrial Floorspace per m² April 2008

| | Rochford | East of England | England |
|---------------------|----------|-----------------|---------|
| All Bulk Classes | £50 | £65 | £66 |
| Retail Premises | £99 | £128 | £130 |
| Commercial Offices | £73 | £106 | £128 |
| Other Offices | £79 | £83 | £84 |
| Factories | £38 | £36 | £29 |
| Warehouses | £33 | £45 | £40 |
| Other Bulk Premises | £31 | £35 | £32 |

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 53: Rateable Values of Commercial and Industrial Floorspace per m² April 2008

Source: Office for National Statistics 2009 (<http://neighbourhood.statistics.gov.uk>)

- At £38 per m², rateable values for factory floorspace are higher in the district than at any other hierarchy.
- Rateable values per m² are lower in the district for all bulk industry classes other than factories. The disparity is most pronounced in the retail premises and commercial offices classes.

F. Commercial and Industrial Property Vacancies

Table 76: Vacant Employment Sites within Rochford District by Ward 2008

| Ward/Parish | Address | Proposed Use Code Description | Development Plan | PDL | Site Area (h) | Permission Details | Area with Permission (h) | Vacant Land (h) |
|--|---|-------------------------------|------------------|-----|---------------|--|--------------------------|-----------------|
| Downhall and Rawreth Ward | Adjacent Superstore, Rawreth Industrial Estate | B1, B2, B8 | Y | N | 0.44 | | 0 | 0.44 |
| Downhall and Rawreth Ward | Rawreth Industrial Estate. Opposite Stirling Close | B1, B2, B8 | Y | N | 0.09 | | 0 | 0.09 |
| Rochford Ward | Plot G, Aviation Way Industrial Estate | B1, B2, B8 | Y | N | 0.57 | | 0 | 0.57 |
| Rochford Ward | Plot B, Sutton Wharf | B1, B2, B8 | Y | N | 1.4 | | 0 | 1.4 |
| | | | | | 2.5 | | 0 | 2.5 |
| Sites Granted Planning Permission 2009 | | | | | | | | |
| Ward/Parish | Address | Proposed Use Code Description | Development Plan | PDL | Site Area (h) | Permission Details | Area with Permission (h) | Vacant Land (h) |
| Rochford Ward | Plot B, Land East B1013, Aviation Way Industrial Estate | B1, B2, B8 | Y | N | 1.38 | Now covered by ROC/0670/08 (22027) for Hotel and 2 Office Buildings (4250 sq m) on 3.03 Ha | 3.03 | 0 |
| Rochford Ward | Plot C, Aviation Way Industrial Estate | B1, B2, B8 | Y | N | 1.08 | Now covered by ROC/0670/08 (22027) for Hotel and 2 Office Buildings (4250 sq m) on 3.03 Ha | as above | 0 |
| Rochford Ward | Plot H, Aviation Way Industrial Estate | B1, B2, B8 | Y | N | 0.57 | Now covered by ROC/0670/08 (22027) for Hotel and 2 Office Buildings (4250 sq m) on 3.03 Ha | as above | 0 |
| | | | | | 3.03 | | 3.03 | 0 |

Source: Essex County Council, 2009

G. Job Density

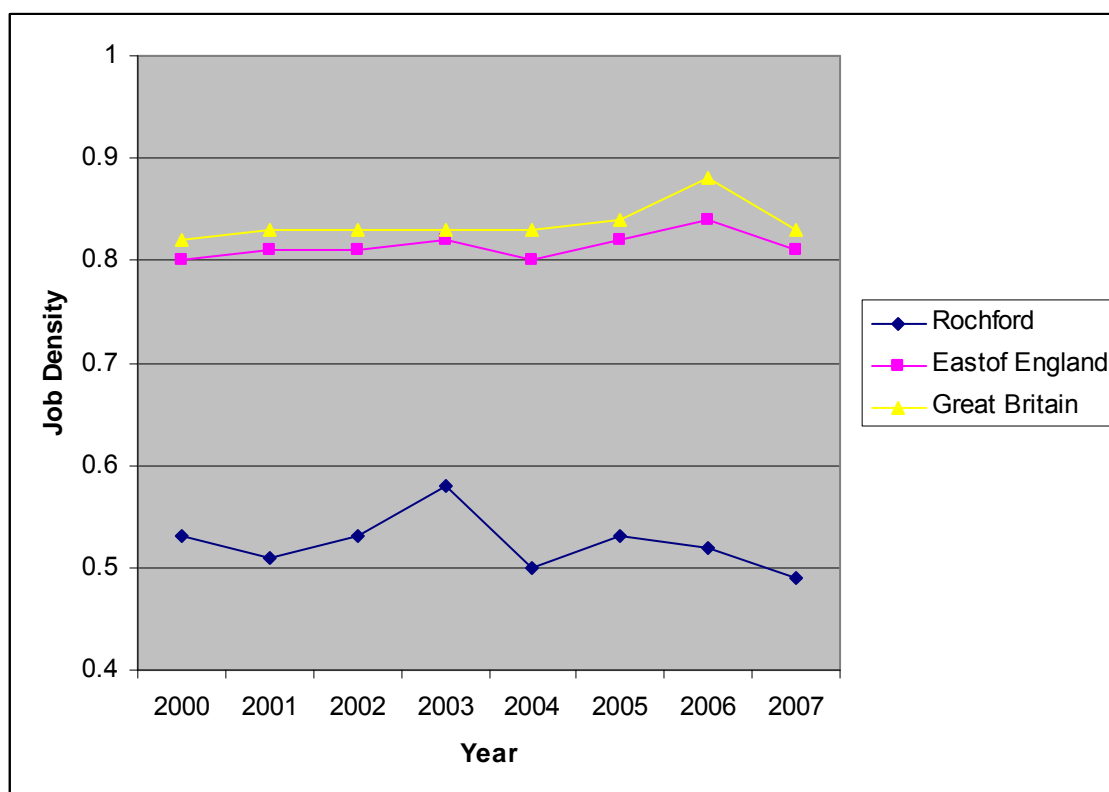
'Job density' is the term given to represent the number of jobs available for a single person of working age over a given area. For example, a job density of 1 would represent the fact that there is a single job available for every person of working age.

Table 77: Job Density 2000 – 2007

| Year | Rochford | East of England | Great Britain |
|------|----------|-----------------|---------------|
| 2000 | 0.53 | 0.80 | 0.82 |
| 2001 | 0.51 | 0.81 | 0.83 |
| 2002 | 0.53 | 0.81 | 0.83 |
| 2003 | 0.58 | 0.82 | 0.83 |
| 2004 | 0.5 | 0.80 | 0.83 |
| 2005 | 0.53 | 0.82 | 0.84 |
| 2006 | 0.52 | 0.84 | 0.88 |
| 2007 | 0.49 | 0.81 | 0.83 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk?>)

Figure 54: Job Density 2000 – 2007



Source: NOMIS 2009

(https://www.nomisweb.co.uk/reports/lmp/la/2038431775/subreports/jd_time_series/report.aspx?)

- Across the period of study, Rochford District can be seen to have a lower job density than that found in the Eastern Region or Great Britain.

- Between 2000 and 2007, job density in Rochford District has decreased from 0.53 to 0.49 whilst peaking in 2003 at 0.58. This figure is still below that seen in the Eastern Region and Great Britain across the study.
- Job Density in the Eastern Region and Great Britain has increased across the study, from 0.8 to 0.81 and 0.82 to 0.83 respectively.
- In comparison to the previous year of study, namely 2006, the job density in Rochford decreased from 0.52 to 0.49 whilst also decreasing in the East of England (0.84 to 0.81) and Great Britain (0.88 to 0.83).

H. Employment by Industry Class

Table 78: Employment by Industry Class 2007

| | Rochford | | East of England | Great Britain |
|--|----------|--------|-----------------|---------------|
| Total employee jobs | 19,100 | 100.0% | 100.0% | 100.0% |
| Full-time | 12,600 | 65.9% | 68.3% | 69.0% |
| Part-time | 6,500 | 34.1% | 31.7% | 31.0% |
| Employee jobs by industry | | | | |
| Manufacturing | 2,500 | 13.0% | 10.7% | 10.6% |
| Construction | 1,300 | 7.0% | 5.5% | 4.9% |
| Services | 14,700 | 77.2% | 81.8% | 83.0% |
| - Distribution, hotels & restaurants | 4,800 | 25.0% | 24.7% | 23.3% |
| - Transport & communications | 1,100 | 5.5% | 6.1% | 5.9% |
| - Finance, IT, other business activities | 2,900 | 15.1% | 20.7% | 21.6% |
| - Public admin, education & health | 4,700 | 24.4% | 25.5% | 26.9% |
| - Other services | 1,400 | 7.2% | 4.8% | 5.2% |
| Tourism-related [†] | 1,800 | 9.4% | 7.6% | 8.2% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: 1. Tourism-related includes employees also counted as part of the Services Industry Class.

2. Employee jobs excludes self employed, government supported trainees and HM Forces.

† Tourism consists of industries that are also part of the service industry

- The above table has split employment into 4 main categories, namely 'Manufacturing', 'Construction', 'Services' and 'Tourism-related'. Rochford District can be seen to have an above average proportion of people employed in the 'Manufacturing' and 'Construction' sectors and a deficit in 'Services'.
- 'Manufacturing' is the service with the biggest relative overrepresentation from the Regional and National picture, standing at 13% (13.3% in 2006) in the District, 10.7% (11% in 2006) in the Eastern Region and 10.6% (10.9% in 2006) in Great Britain.
- 77.2% of the District's workforce work within the services sector compared to 81.8% regionally and 83% nationally. The biggest relative deficit in the Services sub-group

can be seen within the 'Finance, IT and other business services' sub-group, with 15.1% (down from 15.9% in 2006) of Rochford District's workforce being employed in this sector, compared to 20.7% regionally and 21.6% nationally.

- The general proportion of full-time to part time jobs, at approximately 2:1, is in line with regional and national averages.
- The Borough can be seen to be providing a range of employment opportunities, in line with Policy E3 of the draft East of England Plan. Policy E5 of the same plan states the need to support the growth of a variety of economic sectors

I. Employment by Occupation

A Standard Occupational Classification (SOC) scheme has been devised in order to be able to classify workers into occupational categories. The 9 Major SOC categories are summarised in Table 13. SOC Major Categories are amalgamated into 4 distinct groups, as also shown.

Table 79: SOC Classification

| SOC Group | Occupation |
|-----------|--|
| 1 | Managers and Senior Professionals |
| 2 | Professional Occupations |
| 3 | Associate Professional and Technical |
| 4 | Administrative and Secretarial |
| 5 | Skilled Trades Occupations |
| 6 | Personal Service Occupations |
| 7 | Sales and Customer Service Occupations |
| 8 | Process Plant and Machine Operatives |
| 9 | Elementary Occupations |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Table 80: Employment by Occupation January – December 2008

| | Rochford | | East of England | Great Britain |
|--------------------------------------|----------|-------|-----------------|---------------|
| Soc 2000 major group 1-3 | 18,800 | 48.9% | 44.5% | 43.4% |
| 1 Managers and senior officials | 5,900 | 15.3% | 16.9% | 15.7% |
| 2 Professional occupations | 5,800 | 15.1% | 13.1% | 13.0% |
| 3 Associate professional & technical | 7,100 | 18.5% | 14.3% | 14.5% |
| Soc 2000 major group 4-5 | 11,200 | 29.2% | 22.5% | 22.3% |
| 4 Administrative & secretarial | 4,500 | 11.7% | 11.2% | 11.4% |
| 5 Skilled trades occupations | 6,700 | 17.5% | 11.3% | 10.8% |
| Soc 2000 major group 6-7 | 4,500 | 11.7% | 15.0% | 15.8% |
| 6 Personal service occupations | # | # | 8.0% | 8.2% |
| 7 Sales and customer service occs | # | # | 7.0% | 7.6% |
| Soc 2000 major group 8-9 | 3,900 | 10.2% | 18.0% | 18.5% |
| 8 Process plant & machine operatives | # | # | 7.1% | 7.1% |
| 9 Elementary occupations | # | # | 10.9% | 11.4% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: # Sample size is too small for reliable estimate

- The 'Associate professional and technical' SOC group is the group with the largest proportion of workers in Rochford at 18.5%. 'Managers and senior officials' show the highest proportion of workers in the East of England (16.9%) and Great Britain (15.7%). In Rochford this proportion is 15.3% which is the second highest proportion found in the district.
- The SOC group within Rochford which shows the most deviation from the regional and national picture is that of 'skilled trade occupations'. At 17.5%, the district has a higher proportion of people occupied in this type of role than the Eastern Region and England, who report 11.3% and 10.8% respectively.

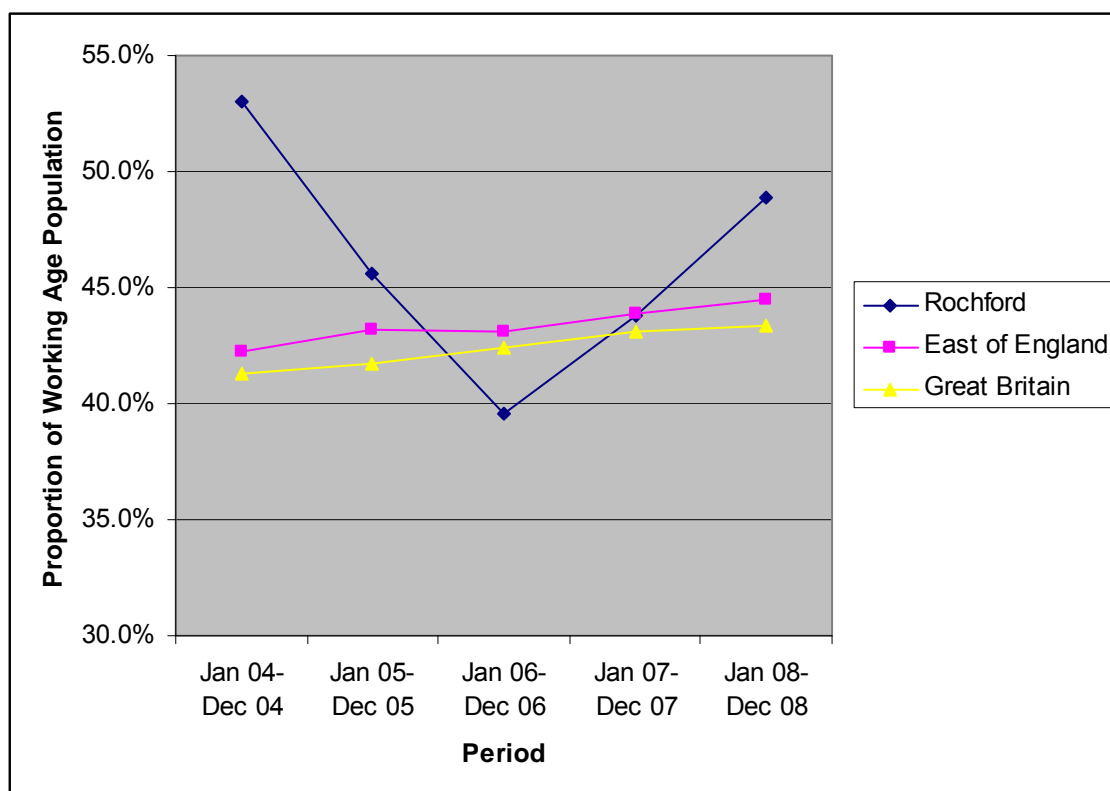
The following set of tables and figures analyse the proportion of workers in Rochford District, the East of England and Great Britain who work in each of the four Major SOC Groups over the period January 2004 to December 2008.

Table 81: Proportion of Workers Present in SOC Major Group 1 – 3 January 2004 – December 2008

| Date | Rochford | | East of England | Great Britain |
|---------------|----------|-------|-----------------|---------------|
| Jan 04-Dec 04 | 20,400 | 53.0% | 42.2% | 41.3% |
| Jan 05-Dec 05 | 18,600 | 45.6% | 43.2% | 41.7% |
| Jan 06-Dec 06 | 15,900 | 39.6% | 43.1% | 42.4% |
| Jan 07-Dec 07 | 17,000 | 43.8% | 43.9% | 43.1% |
| Jan 08-Dec 08 | 18,800 | 48.9% | 44.5% | 43.4% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 55: Proportion of Workers Present in SOC Major Group 1 – 3 January 2004 – December 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

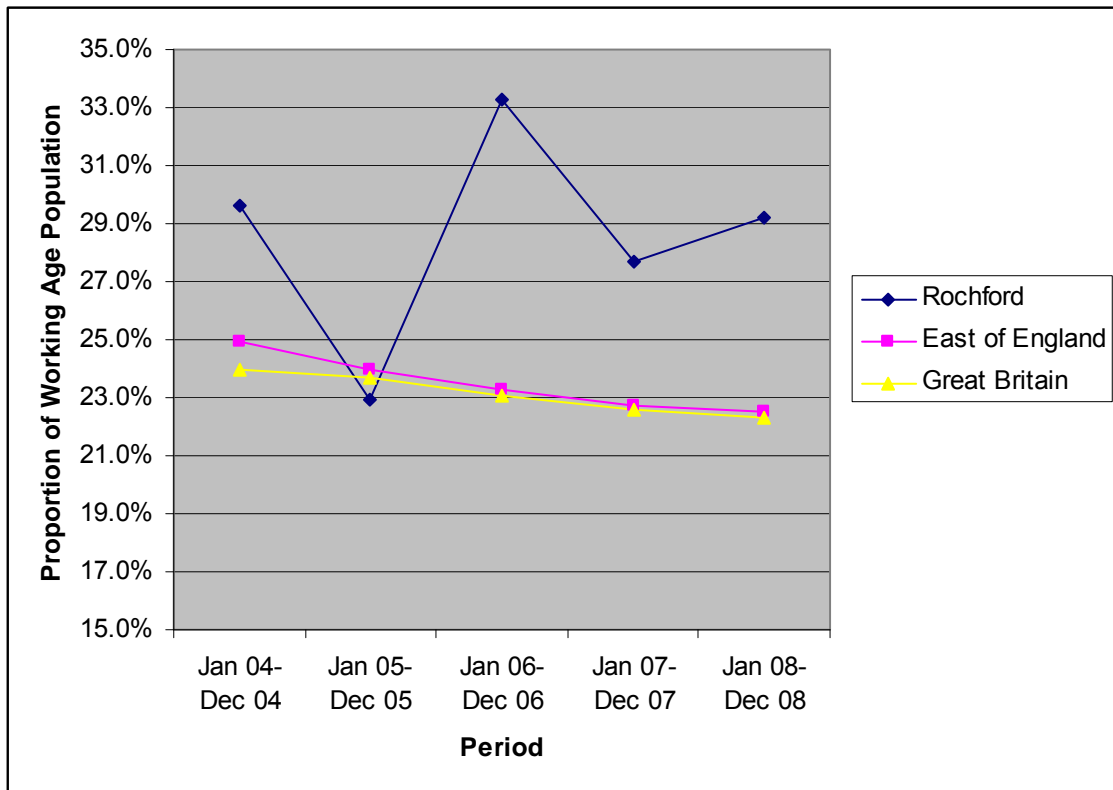
- The proportion of Rochford District employees working in SOC Major Group 1-3 has generally been higher than that seen in the Eastern Region and Great Britain across the period of study. Other than for the period January – December 2006, the district return has been above that of the regional and national.
- Across the study, the proportion of Rochford District workers in this SOC group has decreased from 53% to 48.9%. Both the Eastern Region and Great Britain display a year on year increase, from 42.2% to 44.5% and 41.3% to 43.4% respectively.

Table 82: Proportion of Workers Present in SOC Major Group 4- 5 January 2004 – December 2008

| Date | Rochford | | East of England | Great Britain |
|---------------|----------|-------|-----------------|---------------|
| Jan 04-Dec 04 | 11,400 | 29.6% | 42.2% | 41.3% |
| Jan 05-Dec 05 | 9,300 | 22.9% | 43.2% | 41.7% |
| Jan 06-Dec 06 | 13,400 | 33.3% | 43.1% | 42.4% |
| Jan 07-Dec 07 | 10,700 | 27.7% | 43.9% | 43.1% |
| Jan 08-Dec 08 | 11,200 | 29.2% | 44.5% | 43.4% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 56: Proportion of Workers Present in SOC Major Group 4 – 5 January 2004 – December 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The proportion of workers in this SOC grouping has decreased in the district, Eastern Region and Great Britain across the period of study although it has been highest in the district for each year other than January – December 2005.
- There is no obvious direction of travel within the district across the period of study although between January 2004 and December 2008 the proportion of workers in this SOC Major Group has decreased from 29.6% to 29.2%.
- Both the Eastern Region and Great Britain have seen a year-on-year fall in the proportion of workers employed within this SOC group. In the Eastern Region this reduction has been from 24.9% to 22.5% whilst in England the proportion has been even lower, from 24% to 22.3%.
- Rochford District shows an opposite direction of travel to the East of England and Great Britain between January 2007 and December 2008.

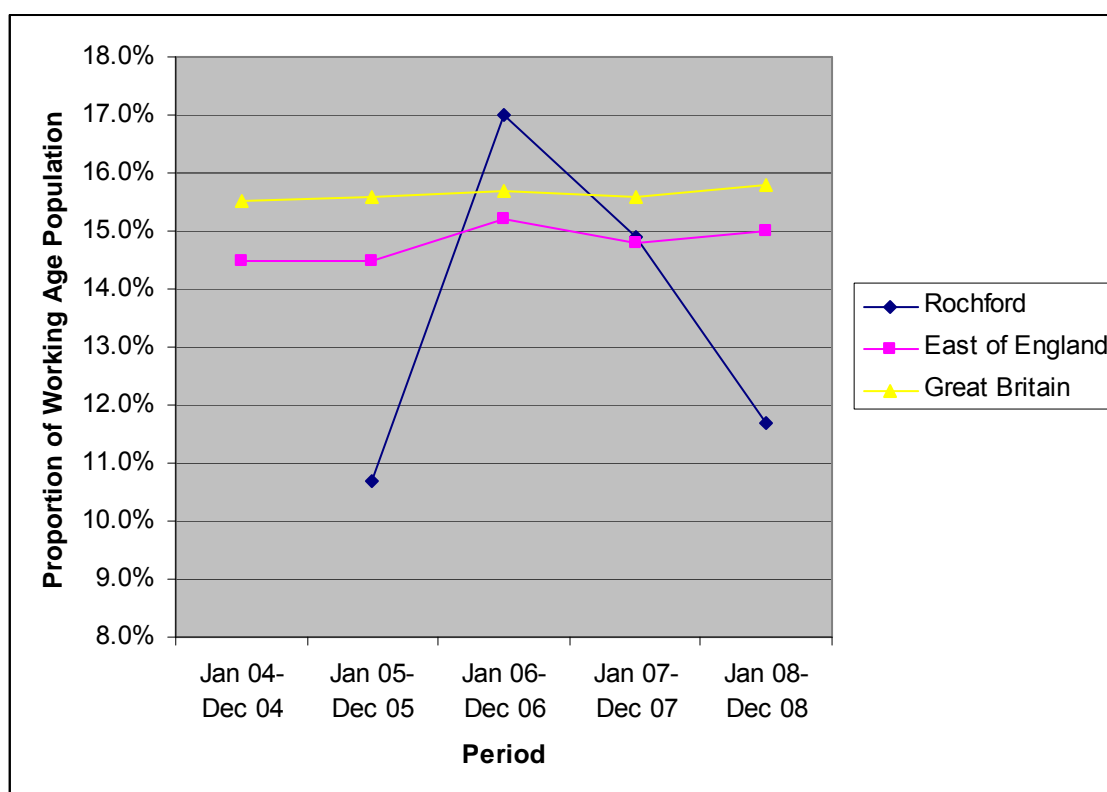
Table 83: Proportion of Workers Present in SOC Major Group 6 – 7 January 2004 – December 2008

| Date | Rochford | | East of England | Great Britain |
|---------------|----------|-------|-----------------|---------------|
| | # | # | | |
| Jan 04-Dec 04 | | | 42.2% | 41.3% |
| Jan 05-Dec 05 | 4,400 | 10.7% | 43.2% | 41.7% |
| Jan 06-Dec 06 | 6,800 | 17.0% | 43.1% | 42.4% |
| Jan 07-Dec 07 | 5,800 | 14.9% | 43.9% | 43.1% |
| Jan 08-Dec 08 | 4,500 | 11.7% | 44.5% | 43.4% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: # Sample size is too small for reliable estimate

Figure 57: Proportion of Workers Present in SOC Major Group 6 – 7 January 2004 – December 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The proportion of people employed within this SOC group has increased in the District, from 10.7% in January – December 2005 to 11.7% in January – December 2008. The proportion peaked in January – December 2006 at 14.9%.
- January – December 2006 was the only period in which the proportion of workers in the district employed within this SOC group was above that seen nationally and regionally. The figure of 14.9% is also the highest in any one period across the study at all hierarchies.
- The Eastern Region reported an increase in the proportions of people employed within this SOC group. Across the study, the proportion has risen from 14.5% to

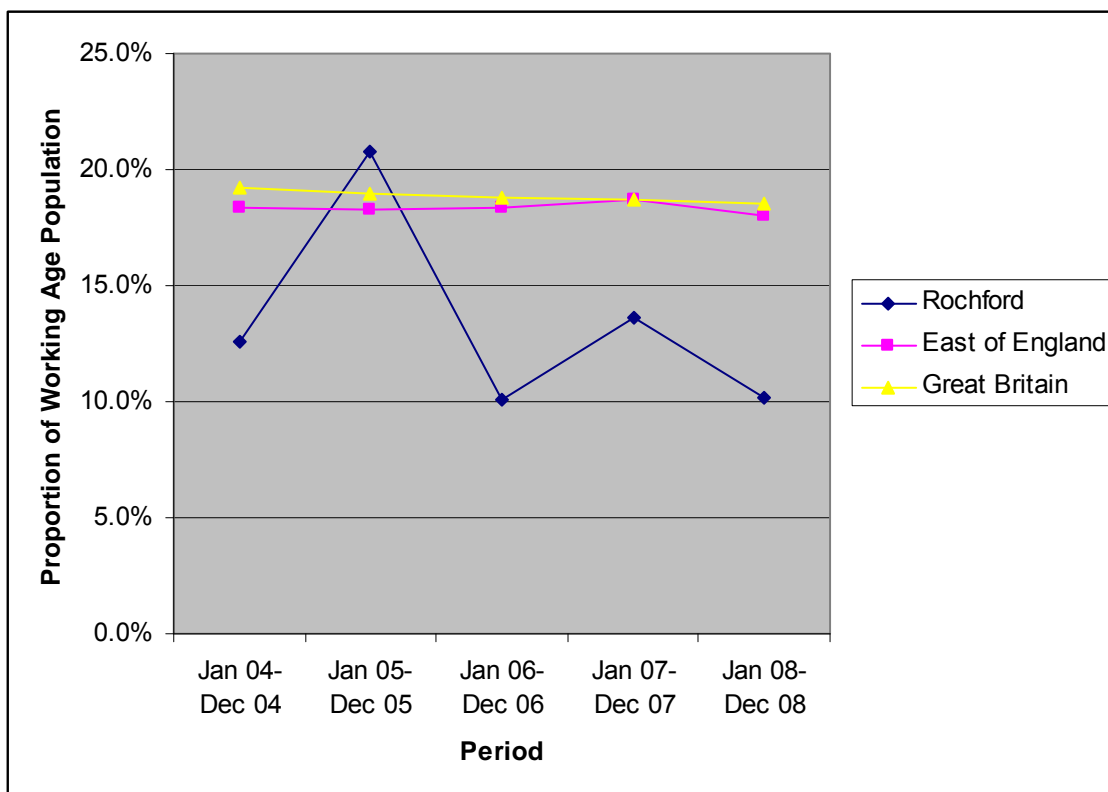
15%. Great Britain recorded a proportion of 15.5% in January – December 2004 and ended 2008 at 15.8%. However, both the region and nation show a decrease in proportion from 2007, along with Rochford District.

Table 84: Proportion of Workers Present in SOC Major Group 8 – 9 January 2004 – December 2008

| Date | Rochford | | East of England | Great Britain |
|---------------|----------|-------|-----------------|---------------|
| Jan 04-Dec 04 | 4,900 | 12.6% | 42.2% | 41.3% |
| Jan 05-Dec 05 | 8,500 | 20.8% | 43.2% | 41.7% |
| Jan 06-Dec 06 | 4,000 | 10.1% | 43.1% | 42.4% |
| Jan 07-Dec 07 | 5,300 | 13.6% | 43.9% | 43.1% |
| Jan 08-Dec 08 | 3,900 | 10.2% | 44.5% | 43.4% |

Source: NOMIS 2009 (Source: NOMIS 2009 (<https://www.nomisweb.co.uk>))

Figure 58: Proportion of Workers Present in SOC Major Group 8 – 9 January 2004 – December 2008



Source: NOMIS 2009 (Source: NOMIS 2009 (<https://www.nomisweb.co.uk>))

- Across the period of study, the proportion of people employed in SOC groups 8 and 9 within the district has decreased from 12.6% to 10.2%. January – December 2005 is the only period in the above study in which the district proportion was above the proportion at the other hierarchies.
- Both the East of England and Great Britain show a decrease in this SOC Major Group over the period of study. Between January 2004 and December 2008, the East of England has reported a decrease of 18% from 18.4% and Great Britain from 19.2% to 18.5%

J. Economic Activity of Residents

Table 85: Economic Activity of Residents January – December 2008

| | Rochford | East of England | Great Britain |
|---------------------------------------|----------|-----------------|---------------|
| All people | | | |
| Economically active [†] | 40,600 | 80.2% | 81.3% |
| In employment [†] | 38,400 | 75.7% | 77.2% |
| Employees [†] | 31,000 | 60.9% | 66.4% |
| Self employed [†] | 7,500 | 14.8% | 10.4% |
| Unemployed (model-based) [§] | 1,600 | 3.9% | 4.9% |
| Males | | | |
| Economically active [†] | 21,700 | 83.0% | 85.8% |
| In employment [†] | 20,300 | 77.7% | 81.3% |
| Employees [†] | 14,000 | 53.9% | 66.2% |
| Self employed [†] | 6,300 | 23.8% | 14.7% |
| Unemployed [§] | # | # | 5.1% |
| Females | | | |
| Economically active [†] | 18,900 | 77.1% | 76.2% |
| In employment [†] | 18,100 | 73.5% | 72.6% |
| Employees [†] | 17,000 | 68.6% | 66.5% |
| Self employed [†] | # | # | 5.7% |
| Unemployed [§] | ! | # | 4.6% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: # Sample size is too small for reliable estimate

! Estimate not available as sample size is disclosive

† Numbers are those aged 16 and over, % for those of working age

§ Numbers and % for those ages 16 or over. % proportion of those economically active

- At 80.2%, the proportion of economically active working age people in the district is below that reported in the Eastern Region (81.3%) but above that in Great Britain (78.8%). The district also reports a lower percentage of people in employment (73.8%) than the East of England as well as a lower proportion being employees (63%) than both the East of England and Great Britain. Self employment, at 14.8%, is higher than the East of England (10.4%) and Great Britain (9.2%)
- 3.9% of people in Rochford are unemployed. This is a lower proportion than what is found regionally and nationally. At 5.7% Great Britain reports a higher unemployment rate than the Eastern Region which records 4.9%.
- At 83% there are proportionally less economically active males in Rochford than there is in Great Britain (83.2%) although less than in the East of England (85.8%). 77.7% of male residents are in employment, below the national proportion of 78% and Eastern Region proportion of 81.3%. There is a higher instance of male self-

employment in the district than Great Britain. The Rochford value of 23.8% is above Great Britain but below the East of England, at 12.9% and 14.7% respectively.

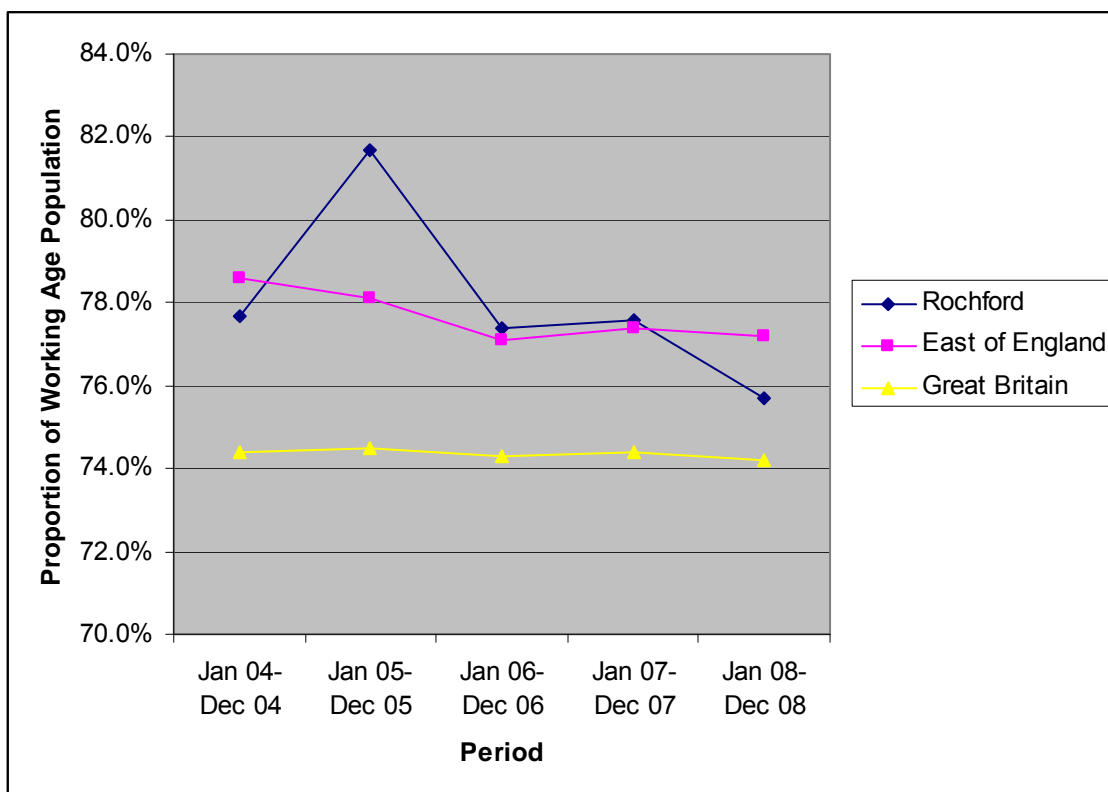
- Rochford has a higher proportion of economically active females, at 77.1%, than Great Britain (74%) and the East of England (76.2%). Rochford District also has a higher proportion of females in employment (73.5%) as well as higher proportions of those who are employees (68.6%).

Table 86: Proportion of Working Age Population in Employment between January 2004 – December 2008

| Date | | Rochford | East of England | Great Britain |
|---------------|--------|----------|-----------------|---------------|
| Jan 04-Dec 04 | 38,300 | 77.7% | 78.6% | 74.4% |
| Jan 05-Dec 05 | 40,700 | 81.7% | 78.1% | 74.5% |
| Jan 06-Dec 06 | 40,100 | 77.4% | 77.1% | 74.3% |
| Jan 07-Dec 07 | 39,200 | 77.6% | 77.4% | 74.4% |
| Jan 08-Dec 08 | 38,400 | 75.7% | 77.2% | 74.2% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 59: Proportion of Working Age Population in Employment between January 2004 – December 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- Across the period of study, the proportion of working age population in employment within the district has fallen from 77.6% to 73.8%. The proportion has been reducing since January – December 2006.
- The proportion of the working age population who have been in employment in the district was above that seen in the East of England and Great Britain between

January 2005 and December 2007. The latest set of figures report that 73.8% of the working age population are in employment, a figure below the regional total of 77.2% and national figure of 74.2%. This the first year where the district total has been below that of the national.

- The proportion of working age population employed has also decreased in the region across the years of study, from 78.6% to 77.2%. Nationally the figure was recorded as 74.4% in January – December 2004, reducing to 74.2% in January – December 2008.

Table 87: Proportion of Working Age Population who were Economically Inactive between January and December 2008

| | Rochford | | East of England | Great Britain |
|-----------------------|----------|-------|-----------------|---------------|
| All people | | | | |
| Economically inactive | 9,500 | 19.8% | 18.7% | 21.2% |
| Wanting a job | # | # | 4.8% | 5.6% |
| Not wanting a job | 7,600 | 15.7% | 13.9% | 15.6% |
| Males | | | | |
| Economically inactive | 4,300 | 17.0% | 14.2% | 16.8% |
| Wanting a job | # | # | 3.8% | 4.7% |
| Not wanting a job | # | # | 10.4% | 12.1% |
| Females | | | | |
| Economically inactive | 5,300 | 22.9% | 23.8% | 26.0% |
| Wanting a job | ! | # | 6.0% | 6.6% |
| Not wanting a job | 4,400 | 19.4% | 17.8% | 19.4% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: Numbers and % are for those of working age

Sample size is too small for reliable estimate

% is a proportion of total working age population

- At 19.8% there is a higher instance of economically inactive people in Rochford District than what is reported in the Eastern Region (18.7%) although the value is lower in Great Britain (21.2%). Of those economically inactive in Rochford but wanting a job, there is too small a figure for a reliable estimate. The East of England reported a figure of 4.8% and 5.6% was reported in Great Britain.

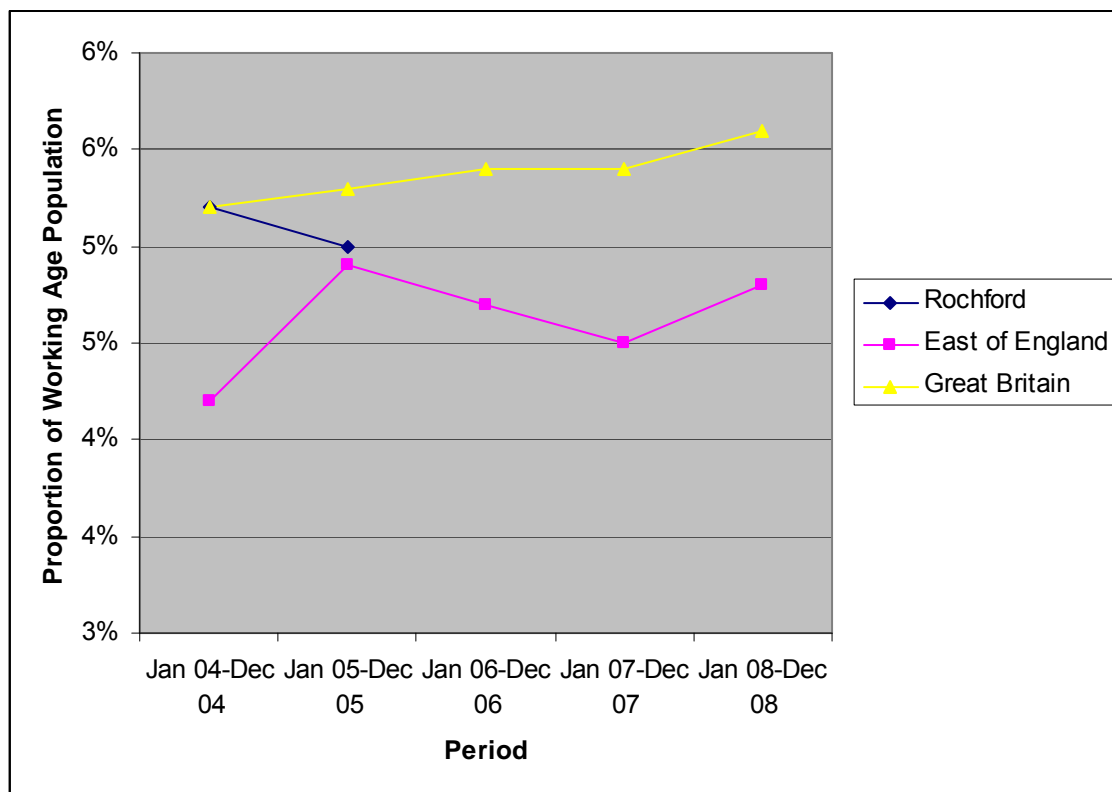
Table 88: Proportion of Working Age Population who were Economically Inactive and Wanting a Job January 2004 – December 2008

| Date | Rochford | East of England | Great Britain |
|---------------|------------|-----------------|---------------|
| Jan 04-Dec 04 | 6,000 5% | 4.2% | 5.2% |
| Jan 05-Dec 05 | 5,500 5% | 4.9% | 5.3% |
| Jan 06-Dec 06 | 6,600 # | 4.7% | 5.4% |
| Jan 07-Dec 07 | 7,300 # | 4.5% | 5.4% |
| Jan 08-Dec 08 | 7,600 # | 4.8% | 5.6% |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: # Sample size is too small for reliable estimate

Figure 60: Proportion of Working Age Population who were Economically Inactive and Wanting a Job January 2004 – December 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The data set available for Rochford District is too small to allow for a reliable estimate.
- Both the East of England and Great Britain have reported increases in the proportion of people who are economically inactive but wanting a job, from 4.2% to 4.8%, and 5.2% to 5.6% respectively.
- The East of England reported its first upturn in this field in January – December 2008 since January – December 2005.

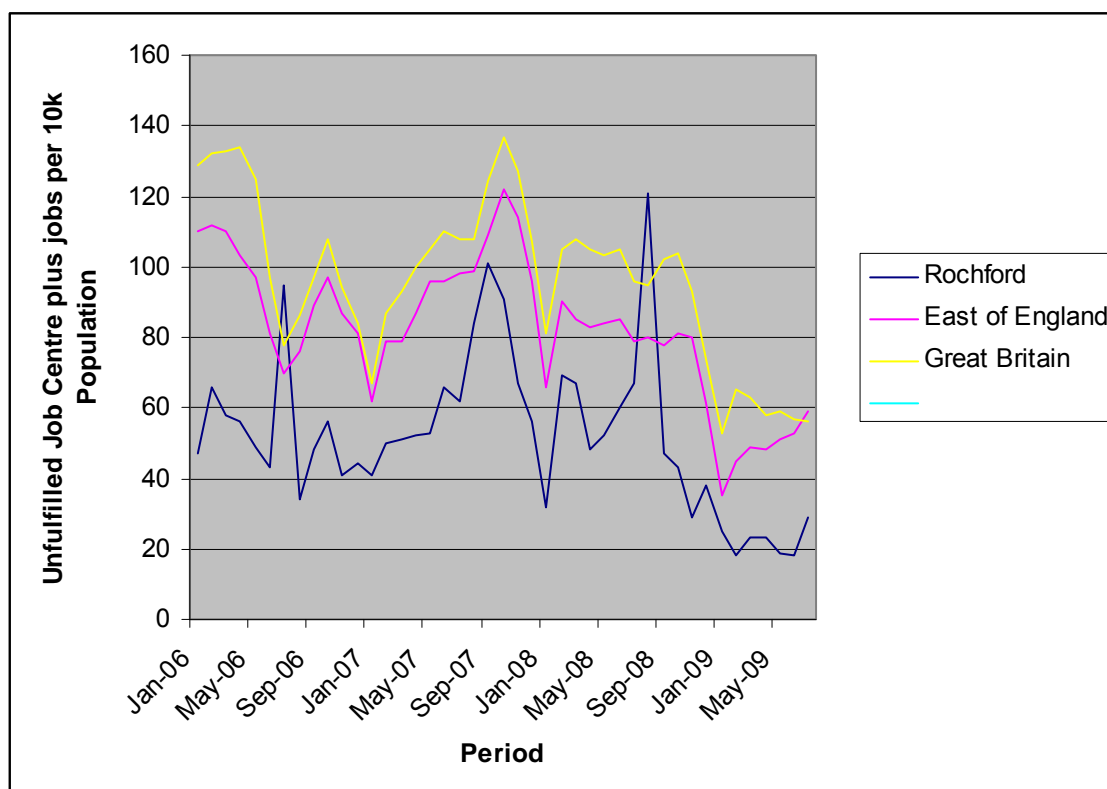
Please note that in the following table, results from January and July are shown for each year but the accompanying graph has been constructed using data reported at monthly intervals.

Table 89: Unfilled Job Centre Plus Vacancies per 10k Working Age Population January 2006–July 2009

| Date | Rochford | East of England | Great Britain |
|--------|----------|-----------------|---------------|
| Jan-06 | 47 | 110 | 129 |
| Jul-06 | 95 | 70 | 78 |
| Jan-07 | 41 | 62 | 67 |
| Jul-07 | 62 | 98 | 108 |
| Jan-08 | 32 | 66 | 81 |
| Jul-08 | 67 | 79 | 96 |
| Jan-09 | 25 | 35 | 53 |
| Jul-09 | 29 | 59 | 56 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 61: Unfilled Job Centre Plus Vacancies per 10k Working Age Population January 2006–July 2009



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The number of unfilled Job Centre Plus jobs per 10,000 population has decreased at all hierarchies. Across the period of study, the number of Job Centre Plus vacancies per 10k population in the district has reduced from 47 in January

2006 to 29 in July 2009. Over the same period of study, the East of England shows a reduction from 110 to 59 and Great Britain 129 to 56.

- Across the period of study, Great Britain has tended to have a higher number of Job Centre Plus vacancies per 10k population than Rochford and the East of England.

K. Comparison of Average Weekly Wage Earned by Residents and Workers

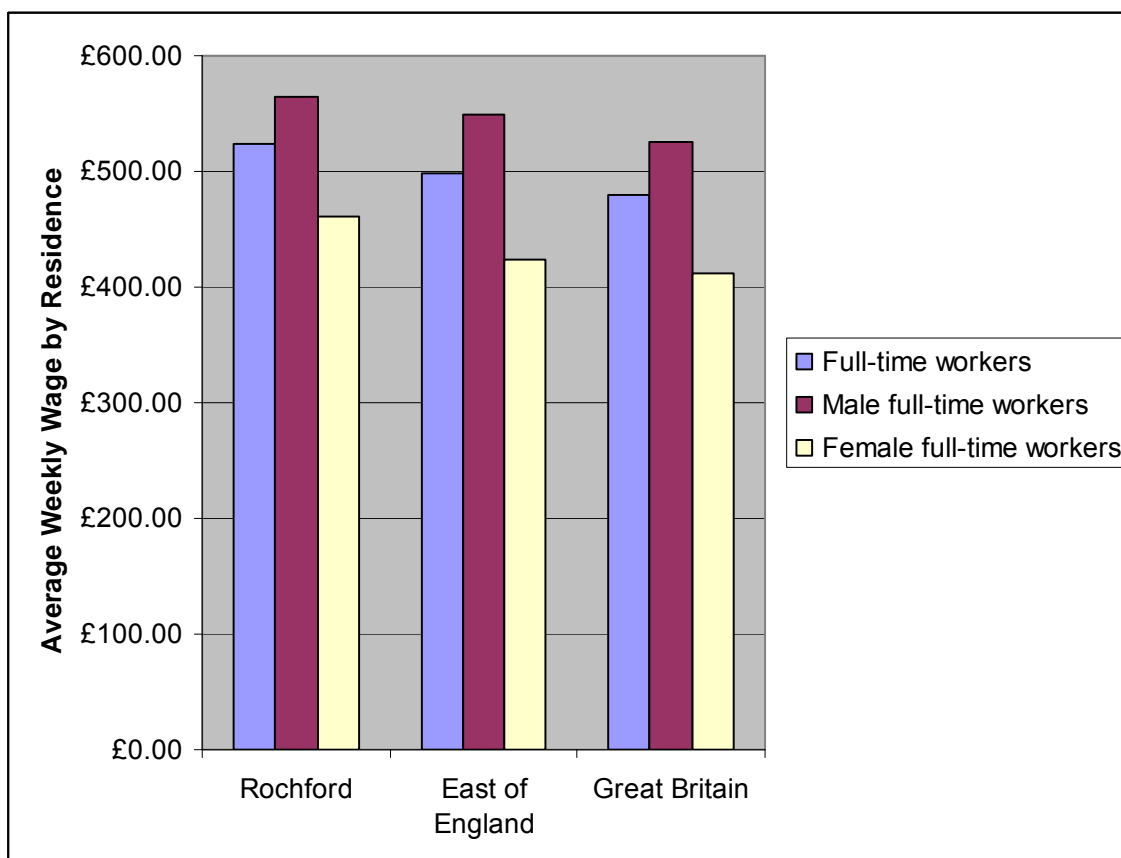
The Tables and Figures in this section analyse the average wage of people who reside in Rochford, the Eastern Region and Great Britain irrespective of where they are employed, and those employed in Rochford, the Eastern Region and Great Britain irrespective of where they live. Please note that in 2006 there were a number of methodological changes made to the calculations of statistics reported in this section. For more information, please go to <http://www.nomisweb.co.uk>

Table 90: Comparison of Average Weekly Wages by Residence in 2008

| | Rochford | East of England | Great Britain |
|--------------------------|----------|-----------------|---------------|
| Gross weekly pay | | | |
| Full-time workers | £524.00 | £498.70 | £479.30 |
| Male full-time workers | £565.20 | £550.00 | £525.00 |
| Female full-time workers | £461.50 | £423.70 | £412.70 |
| Hourly pay | | | |
| Full-time workers | £12.97 | £12.44 | £12.01 |
| Male full-time workers | £13.03 | £13.27 | £12.72 |
| Female full-time workers | £12.31 | £11.26 | £10.96 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 62: Comparison of Average Wages by Residence in 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

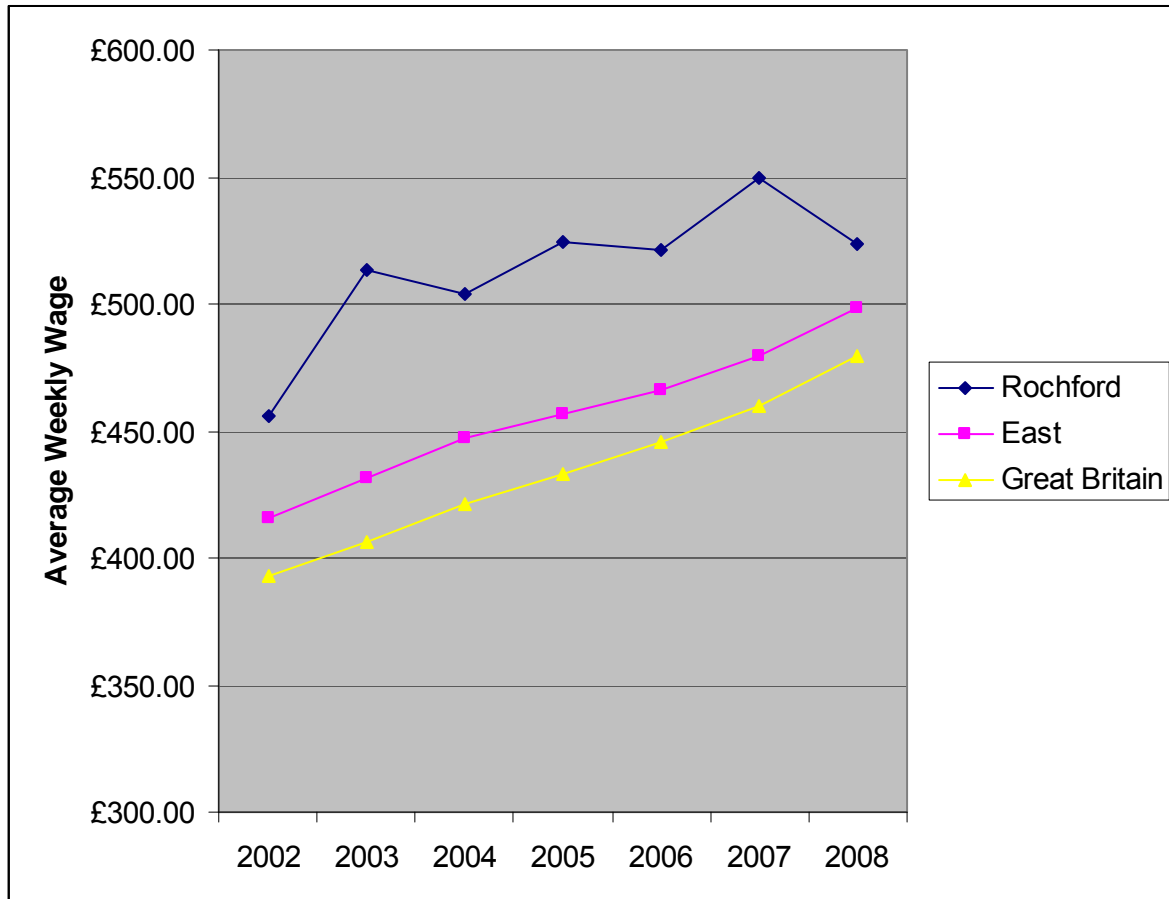
- Average gross weekly pay for people residing in Rochford District stood at £524.00 in 2008. This is £25.30 above that received by workers in the Eastern Region and £44.70 above that seen in Great Britain as a whole.
- Average weekly male wages in Rochford District are £565.20. This is above the regional amount of £550 and the national value of £525.
- Average female wages in the District are recorded as £461.50 per week. This is above both regional and national values, standing at £423.70 regionally and £412.70 nationally.

Table 91: Trend Analysis of Average Weekly Wage by Residence 2002–2008

| Year | Rochford | East of England | Great Britain |
|------|----------|-----------------|---------------|
| 2002 | £456.10 | £415.90 | £392.70 |
| 2003 | £513.50 | £431.70 | £406.20 |
| 2004 | £504.00 | £447.60 | £421.30 |
| 2005 | £524.60 | £456.70 | £432.80 |
| 2006 | £521.20 | £466.00 | £445.90 |
| 2007 | £549.50 | £479.90 | £460.00 |
| 2008 | £524.00 | £498.70 | £479.30 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Figure 63: Trend Analysis of Average Weekly Wage by Residence 2002–2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

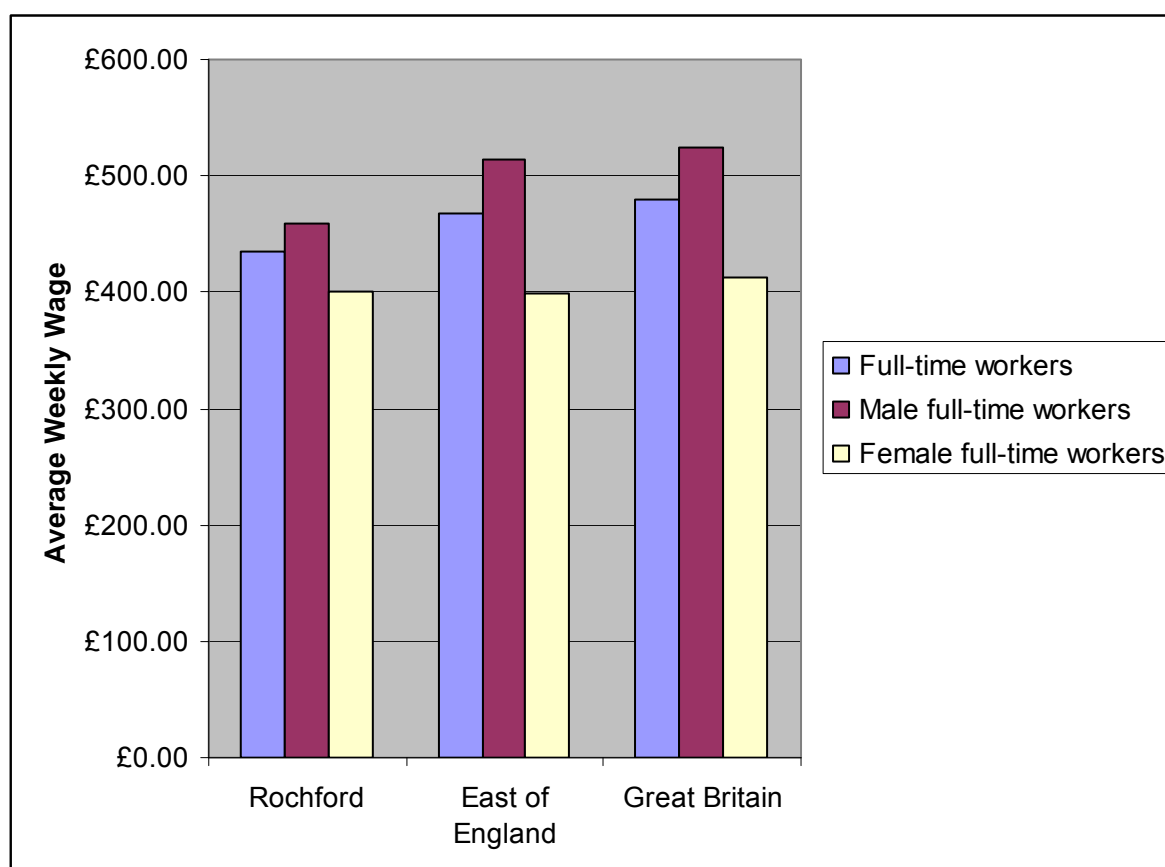
- Between 2002 and 2008, the Rochford average weekly wage has been above that of the Eastern Region and Great Britain across the 7 year period covered by the above analysis.
- The average weekly wage paid in the Eastern Region has been above that found in Great Britain across the study although the 2008 figures show the smallest disparity between the two averaged weekly wages.
- The average weekly wage across all hierarchies shows an annual increase between 2002 and 2008. Within Rochford District, this increase has been from £456.10 in 2002 to £524 in 2008. The district last witnessed a drop in average weekly wage between 2007 and 2008. Average weekly wage by residence peaked in Rochford at £549.50 in 2007.

Table 92: Comparison of Average Weekly Wage by Place of Work in 2008

| | Rochford | East of England | Great Britain |
|--------------------------|----------|-----------------|---------------|
| Gross weekly pay | | | |
| Full-time workers | £434.30 | £468.10 | £479.10 |
| Male full-time workers | £458.70 | £513.80 | £523.50 |
| Female full-time workers | £400.90 | £398.50 | £412.40 |
| Hourly pay | | | |
| Full-time workers | £10.57 | £11.62 | £12.00 |
| Male full-time workers | £10.89 | £12.33 | £12.69 |
| Female full-time workers | # | £10.43 | £10.95 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

Notes: # Sample size is too small for reliable estimate

Figure 64: Comparison of Average Weekly Wage by Place of Work in 2008

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The average weekly wage on offer within Rochford District is below that in the East of England and Great Britain. The district value of £434.30 compares to £468.10 regionally and £479.10 nationally.
- Males who work in Rochford District earn less on average than their counterparts in the Eastern Region and Great Britain. Male wages, with the average district wage

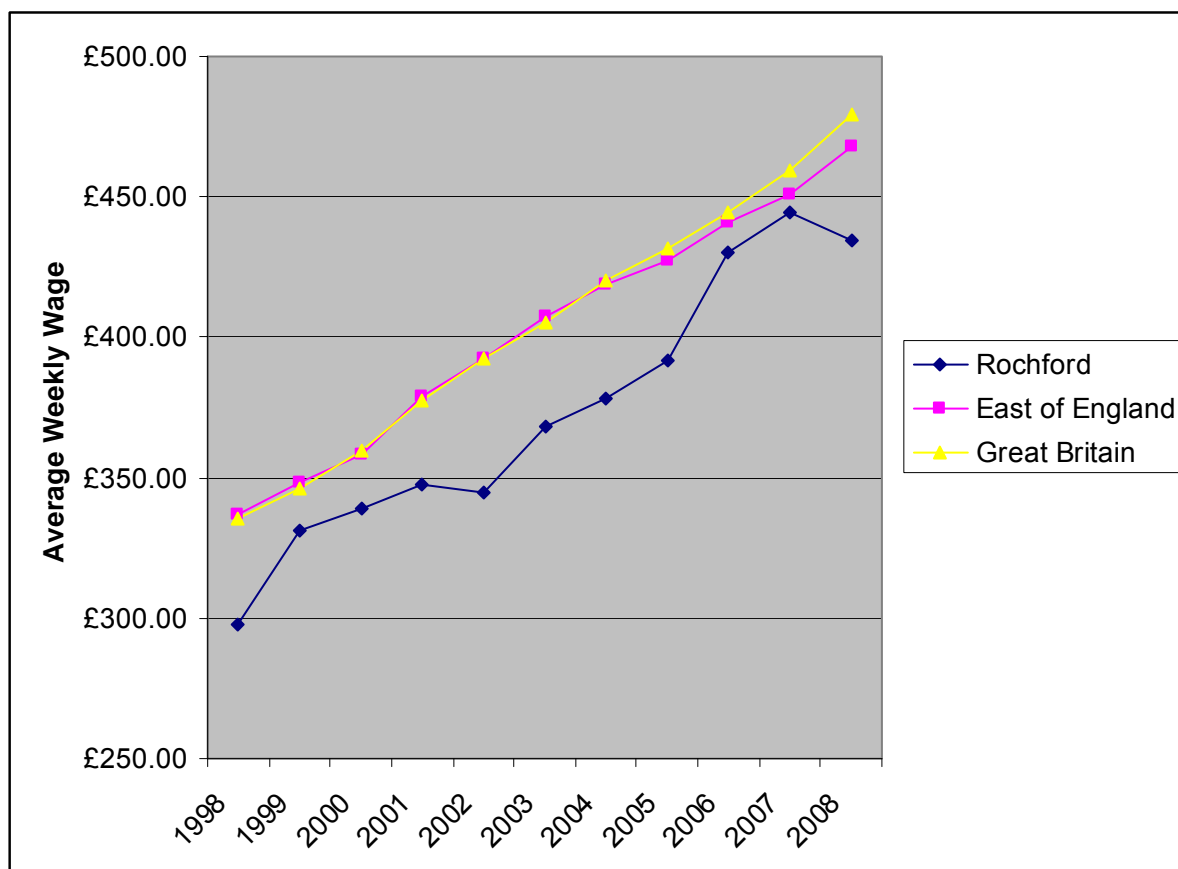
being £458.70, is £55.10 less than the Eastern Region and £64.80 below the national average.

Table 93: Trend Analysis of Average Weekly Wage by Place of Work 1998 – 2008

| Year | Rochford | East of England | Great Britain |
|------|----------|-----------------|---------------|
| 1998 | £297.80 | £337.00 | £335.80 |
| 1999 | £331.40 | £348.30 | £346.30 |
| 2000 | £339.20 | £358.10 | £360.00 |
| 2001 | £347.90 | £379.10 | £377.40 |
| 2002 | £344.50 | £392.60 | £392.20 |
| 2003 | £368.10 | £407.60 | £405.20 |
| 2004 | £378.40 | £419.10 | £420.30 |
| 2005 | £391.50 | £427.70 | £431.70 |
| 2006 | £430.10 | £440.60 | £444.80 |
| 2007 | £444.50 | £450.50 | £459.30 |
| 2008 | £434.30 | £468.10 | £479.10 |

Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

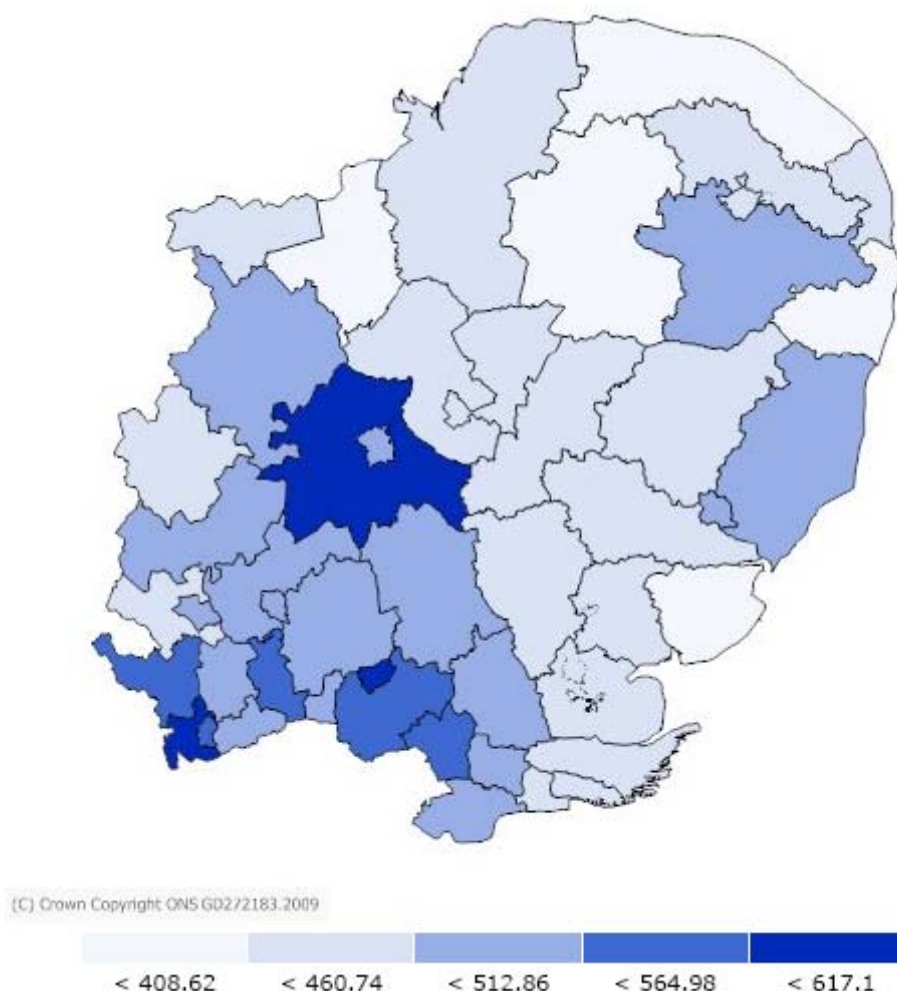
Figure 65: Trend Analysis of Average Weekly Wage by Place of Work 1998 – 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- The average weekly wage available within Rochford District has been below that seen in the Eastern Region and Great Britain between 1998 and 2008.
- The average wage offered within Rochford District in 2008, at £434.30, is below that found in 2007 where average wages were recorded at £444.50. 2007 and 2008 were the highest wages were reported across the period of study.
- Between 2006 and 2007, the wages on offer within Rochford showed the least disparity between themselves and those on offer in the East of England and Great Britain.
- Since 2004, averages wages in Great Britain have exceeded those on offer from jobs located within the Eastern Region.

Figure 66: Average Weekly Wage by Workplace across the Eastern Region 2008



Source: NOMIS 2009 (<https://www.nomisweb.co.uk>)

- At £434.30, Rochford District offers the 32nd highest wage of the 48 local authorities covered in this analysis. Harlow houses the highest paid jobs with an average weekly wage of £617.10 with North Norfolk the least at £356.50.
- The overriding pattern in weekly earnings by workplace is that of an increase in earnings being witnessed as the proximity of the Local Authority to London increases.

L. Planning Permissions Implemented and Outstanding

The following tables detail planning permissions that have been implemented over the period April 2008 to March 2009 as well as those which are currently outstanding at the end of March 2009. Retail (A1 and A2), Offices (B1) and General Industry (B1 – B8) are covered in this section.

Please note that there were no completed A1 – A2 planning permissions in Rochford District over the period April 2008 – March 2009.

Table 94: Outstanding Planning Permissions for A1 – A2 Use as of March 2009

| Ward | Outstanding A1 - A2 Floorspace (Gross m2) | Potential Floorspace Loss (m2) | Outstanding A1 - A2 Floorspace (Net m2) | To be completed on PDL (m2) | To be completed on Greenfield (m2) |
|--------------------|---|--------------------------------|---|-----------------------------|------------------------------------|
| Rochford CP | 382 | 0 | 382 | 382 | 0 |
| Downhall & Rawreth | 870 | 0 | 870 | 0 | 870 |
| TOTAL | 1,252 | 0 | 1,252 | 382 | 870 |

Source: Essex County Council 2009

- There are outstanding permissions equating to 1252m² net A1 – A2 floorspace spread over 2 wards. 870m² (69.49%) of this is intended to be completed on Greenfield land within the Ward of Downhall and Rawreth.

Please note that there were no completed B1 planning permissions in Rochford District over the period April 2008 – March 2009.

Table 95: Outstanding Planning Permissions for B1 Use as of April 2008–March 2009

| Ward | Outstanding B1 Floorspace (Gross m2) | Potential Floorspace Loss (m2) | Outstanding B1 Floorspace (Net m2) | To be completed on PDL (m2) | To be completed on Greenfield (m2) |
|-------------|--------------------------------------|--------------------------------|------------------------------------|-----------------------------|------------------------------------|
| Rochford CP | 8,219 | 0 | 8,219 | 3,969 | 4,250 |

Source: Essex County Council 2009

- There are outstanding permissions equating to 8219m² net B1 floorspace within Rochford Civil Parish. 4250m² (51.71%) of this is intended to be completed on Greenfield land.

Table 96: Implemented Planning Permissions for B1 – B8 between April 2008–March 2009

| Ward | Completed B1 - B8 Floorspace (Gross m2) | Potential Floorspace Loss (m2) | Completed B1 - B8 Floorspace (Net m2) | To be completed on PDL (m2) | To be completed on Greenfield (m2) |
|--------------------|---|--------------------------------|---------------------------------------|-----------------------------|------------------------------------|
| Hawkwell West | 1,472 | 1,472 | 0 | 1,472 | 0 |
| Hockley Central | 0 | 2,900 | -2,900 | 0 | 0 |
| Downhall & Rawreth | 181 | 0 | 181 | 181 | 0 |
| TOTAL | 1,653 | 4,372 | -2,719 | 1,653 | 0 |

Source: Essex County Council 2009

- Implemented planning permissions for B1 – B8 use amounted to the creation of 1653m² of B1 – B8 floorspace although this resulted in a net loss of 2719m² of B1 – B8 land.
- All gross floorspace completions occurred on previously developed land.
- Hockley Central lost 2900m² of B1 – B8 land between April 2008 – 2009 to non-residential uses.

Table 97: Outstanding Planning Permissions for B1 – B8 Use as of April 2008–March 2009

| Ward | Outstanding B1 - B8 Floorspace (Gross m2) | Potential Floorspace Loss (m2) | Outstanding B1 - B8 Floorspace (Net m2) | To be completed on PDL (m2) | To be completed on Greenfield (m2) |
|--------------------|---|--------------------------------|---|-----------------------------|------------------------------------|
| Hockley Central | 1,184 | 350 | 834 | 1,184 | 0 |
| Rochford CP | 4,867 | 0 | 4,867 | 140 | 4,727 |
| Downhall & Rawreth | 1,785 | 1,032 | 753 | 1,785 | 0 |
| Whitehouse Ward | 616 | 331 | 285 | 616 | 0 |
| TOTAL | 8,452 | 1,713 | 6,739 | 3,725 | 4,727 |

Source: Essex County Council 2009

- Outstanding planning permissions for B1 – B8 totalled 8452m² gross in April 2008 – March 2009, equating to 6739m² of potential net gain.
- Rochford Central Parish is set to receive the highest proportion at 4867m² (55.93%). This is all earmarked for Greenfield land, and equates to the total outstanding permissions for Greenfield B1 – B8 development in the district.
- Downhall and Rawreth Ward is set to lose the biggest amount of B1 – B8 land following planning implementations, equating to 1032m², or 60.25% of the total potential loss.

12.3 Economy Summary

- Businesses which employ 0 – 4 people are the most prevalent in Rochford (75.22%), the East of England (70.78%) and England (69.24%).

- Rochford District has a lower proportion of local units in rural locations than both the East of England and England. Within Rochford this proportion is 22.3% compared to a regional value of 37.14% and national value of 25.45%.
- The registration rate of new businesses per 10k population has been higher in Rochford than Essex between 2002 and 2007. The business formation rate in Rochford has increased from 58.2 to 60.9 over the period of study. Within Essex the rate increased from 57.2 to 64.5.
- Between 2002/2003 and 2006/2007, the proportion of small businesses experiencing growth has increased in both Rochford and Essex. Within Rochford the proportion increased from 8.01% to 12.33% whilst in Essex it increased from 9.06% to 12.62%.
- Factories and warehouses account for the majority of industrial floorspace at all geographical hierarchies. The floorspace allocated to factories in the District, at 35.36%, is above that found in the East of England (32.87%) and England (34.23%).
- Between 2000 and 2007, job density in Rochford District decreased from 0.53 to 0.49. In 2007, the East of England reported a value of 0.81 whilst Great Britain reported the highest job density at 0.83.
- The highest proportion of people at all hierarchies work in the Services industry. The proportion is the lowest in Rochford at 77.2%, compared to 81.8% in the East of England and 83% in Great Britain.
- The 'Associate professional and technical' SOC group is the group with the largest proportion of workers in Rochford at 18.5%. 'Managers and senior officials' show the highest proportion of workers in the East of England (16.9%) and Great Britain (15.7%). In Rochford this proportion is 15.3% which is the second highest proportion found in the district.
- At 80.2%, the proportion of economically active working age people in the district is below that reported in the Eastern Region (81.3%) but above that in Great Britain (78.8%).
- Between January 2004 and December 2008, the proportion of working age population in employment within the district has fallen from 77.6% to 73.8%. The proportion has been reducing since January – December 2006.
- Both the East of England and Great Britain have reported increases in the proportion of people who are economically inactive but wanting a job, from 4.2% to 4.8%, and 5.2% to 5.6% respectively. The data set in Rochford District is too small to allow for a reliable estimate.
- Across the period of study, the number of Job Centre Plus vacancies per 10k population in the district has reduced from 47 in January 2006 to 29 in July 2009. Over the same period of study, the East of England shows a reduction from 110 to 59 and Great Britain 129 to 56.
- Average gross weekly pay for people residing in Rochford District stood at £524.00 in 2008, an increase from the £456.10 in 2002. In 2008, the East of England recorded £498.70 and Great Britain £479.30.
- The average weekly wage on offer within Rochford District was below that in the East of England and Great Britain in 2008. The district value of £434.30 compares to £468.10 regionally and £479.10 nationally.
- The average wage offered within Rochford District in 2008, at £434.30, is below that found in 2007 where average wages were recorded at £444.50.
- At £434.40, Rochford District offers the 39th highest wage of the 48 local authorities in the East of England. Harlow houses the highest paid jobs with an average weekly wage of £617.10 with North Norfolk the least at £356.50.

13 HOUSING

13.1 Introduction

The provision of decent, affordable housing is a key priority for achieving sustainable communities. Not only should there be sufficient housing to meet the rising demand of an increasing population, there should also be suitable housing to meet a wide range of needs and reduce the proportion of homelessness.

13.2 Baseline Information

A. Housing Completions and Housing Trajectory

Local Planning Authorities are required to monitor housing completions on a regular and frequent basis. Regional Spatial Strategies set the level of overall housing provision, broadly illustrating a housing delivery trajectory for a period of at least 15 years.

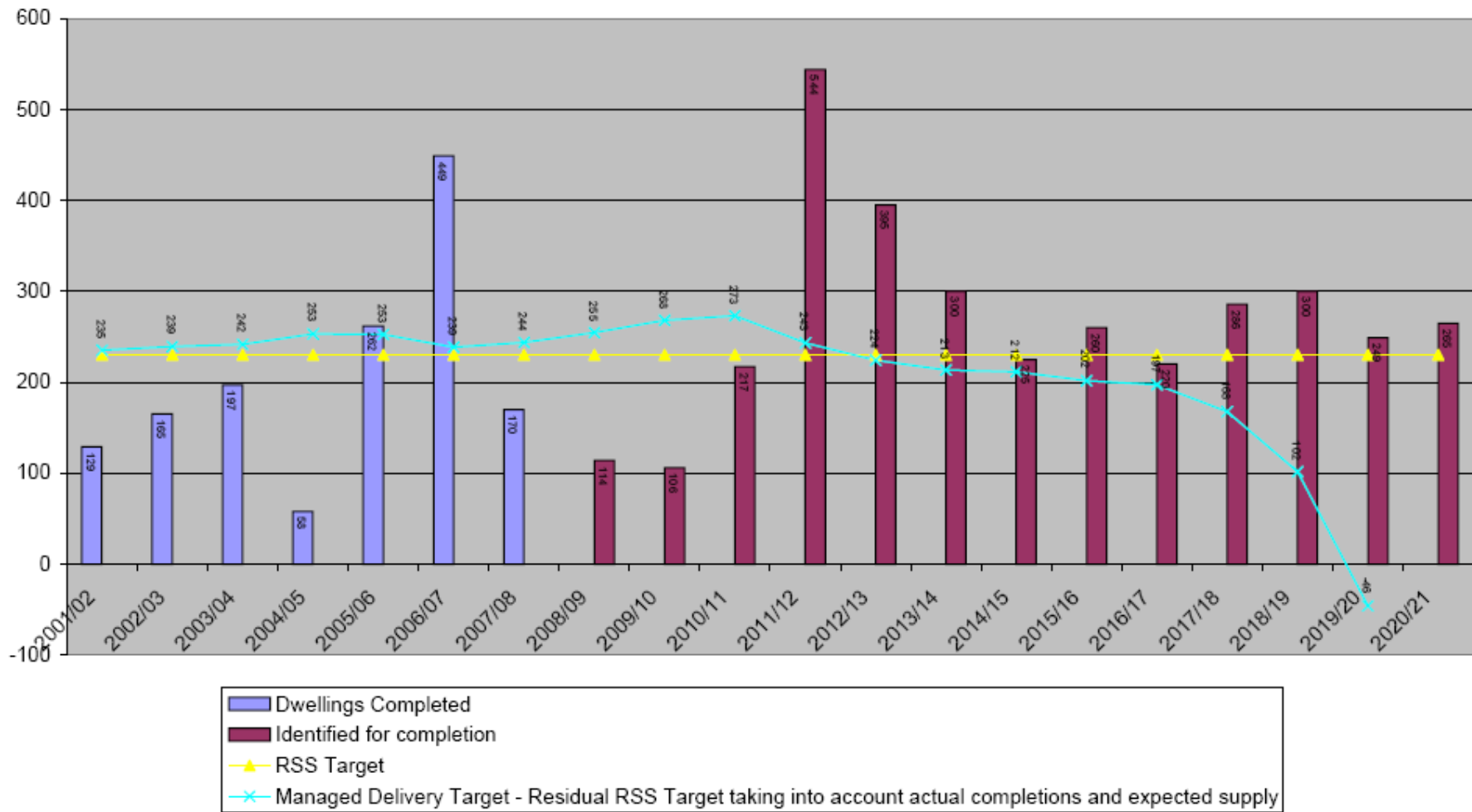
Table 98: Housing Completions in Rochford District

| | Gross Dwelling Completions (units) | Net Dwelling Completions (units) |
|-----------|------------------------------------|----------------------------------|
| 2004/2005 | 84 | 58 |
| 2005/2006 | 276 | 262 |
| 2006/2007 | 473 | 449 |
| 2007/2008 | 201 | 169 |
| 2008/2009 | 135 | 102 |

Source: Essex County Council, 2009

In 2008/2009 there were 135 dwelling completions which equated to 102 net additional dwellings (taking into account losses/demolitions) in Rochford District. There has been a significant drop in the number of dwelling completions since 2006/2007 to 2008/2009.

168 **Figure 67: Housing Trajectory in Rochford District**



Source: East of England Annual Monitoring Report 2007/2008 (March 2009) (<http://www.eera.gov.uk>)

- The annual numbers of net completed dwellings between 2001/02 and 2007/08 have fluctuated considerably with only two years exceeding the annual RSS target of 230. In 2004/2005 Rochford District was significantly below the target with only 58 completed dwellings.
- The total RSS minimum target for Rochford District is 4,600 new dwellings by 2021. To achieve this, the number of dwellings identified for completion for each year between 2008/2009 and 2020/2021 varies considerably. The minimum number is 106 dwellings in 2009/2010 whilst the highest number is 544 dwellings in 2011/2012 which is significantly above the yearly RSS target.

B. Housing Completions on Previously Developed Land

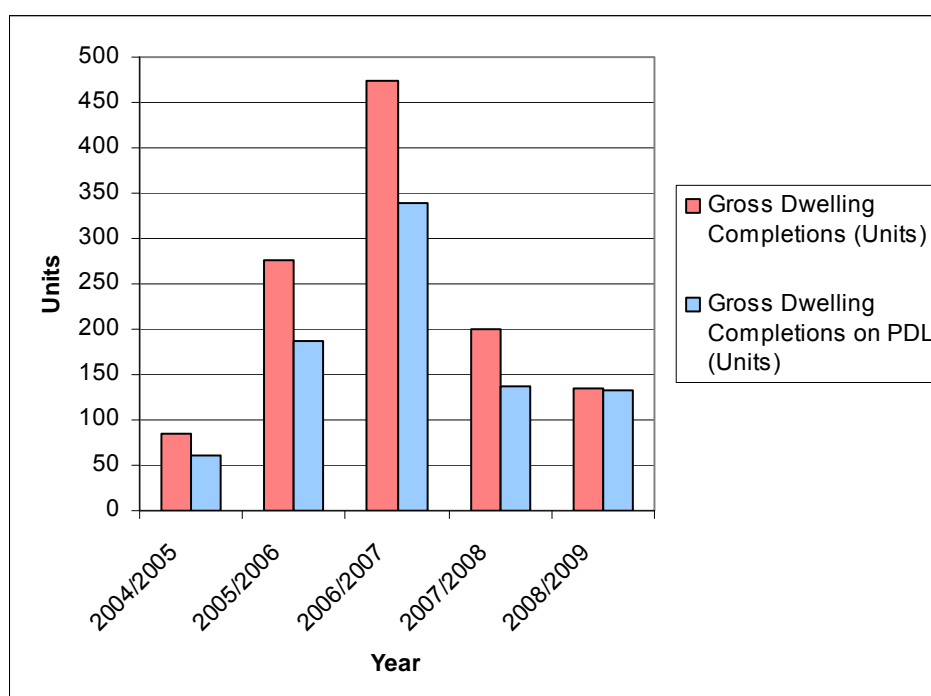
PPS3 defines Previously Developed Land (PDL) as land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Table 99: Proportion of Housing Completions on Previously Developed Land in Rochford District

| | Gross Dwelling Completions on PDL (units) | Proportion of Gross Dwelling Completions on PDL (%) |
|-----------|---|---|
| 2004/2005 | 61 | 72.62 |
| 2005/2006 | 188 | 68.12 |
| 2006/2007 | 339 | 71.67 |
| 2007/2008 | 136 | 67.66 |
| 2008/2009 | 132 | 97.80 |

Source: Essex County Council, 2009

Figure 68: Housing Completions on Previously Developed Land in Rochford District



Source: Essex County Council, 2009

- The number of gross dwelling completions on previously developed land (PDL) within Rochford District has declined since 2006/2007 from 339 units to 132 units in 2008/2009.
- The most recent period, 2008/2009 recorded the second lowest number of dwellings completed on PDL during the study period. However, when considered proportionately to the total number of dwelling completions per year, the 132 dwellings completed on PDL in 2008/2009 accounted for 97.8% which is the highest proportion in the period of study.

C. Affordable Housing Supply

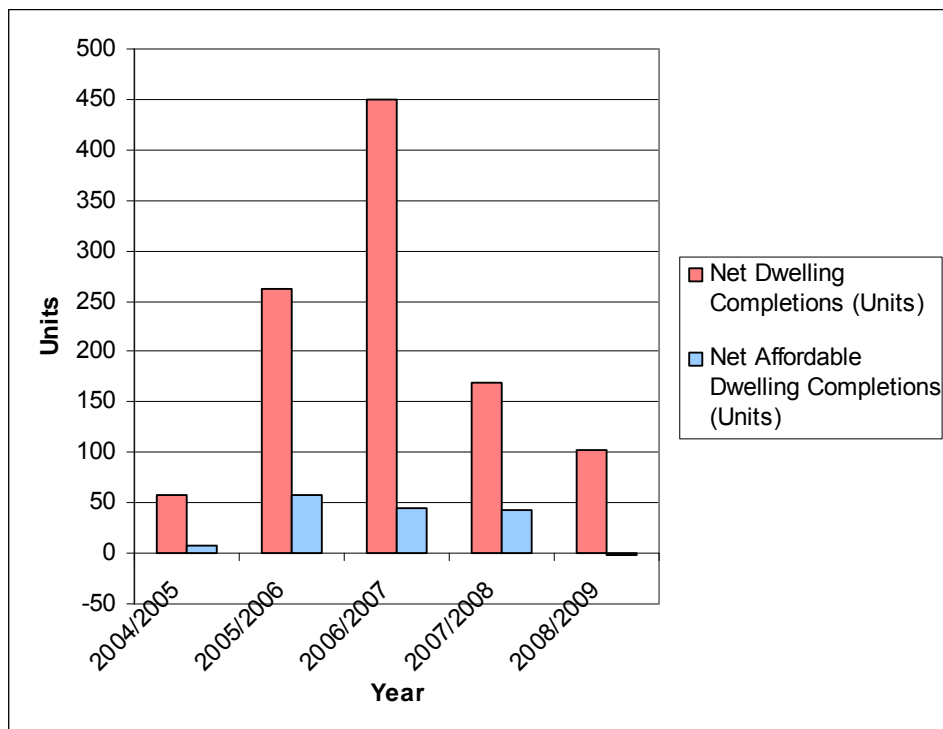
PPS3 provides the definition for affordable housing as including social rented and intermediate housing provided to specified eligible households whose needs are not met by the market.

Table 100: Proportion of Net Affordable Housing Completions in Rochford District

| | Net Affordable Dwelling Completions (units) | Proportion of Net Affordable Dwelling Completions (%) |
|-----------|--|--|
| 2004/2005 | 7 | 12.07 |
| 2005/2006 | 57 | 21.76 |
| 2006/2007 | 44 | 9.80 |
| 2007/2008 | 43 | 25.44 |
| 2008/2009 | -1 | -0.90 |

Source: Essex County Council, 2009

Figure 69: Net Affordable Housing Completions in Rochford District



Source: Essex County Council, 2009

- The number of net dwelling completions classified as affordable peaked in the period of study at 57 units in 2005/2006. After this date the number of affordable dwelling completions fell annually.
- In 2008/2009 there was a loss in the number of net completed affordable dwellings by 1 unit. This resulted in affordable dwelling completions accounting for a negative proportion of the total number of dwellings completed in 2008/2009. In contrast affordable dwelling completions accounted for 25.44% of the total number of dwelling completions in the previous year, 2007/2008.

D. Dwelling Prices and Property Sales

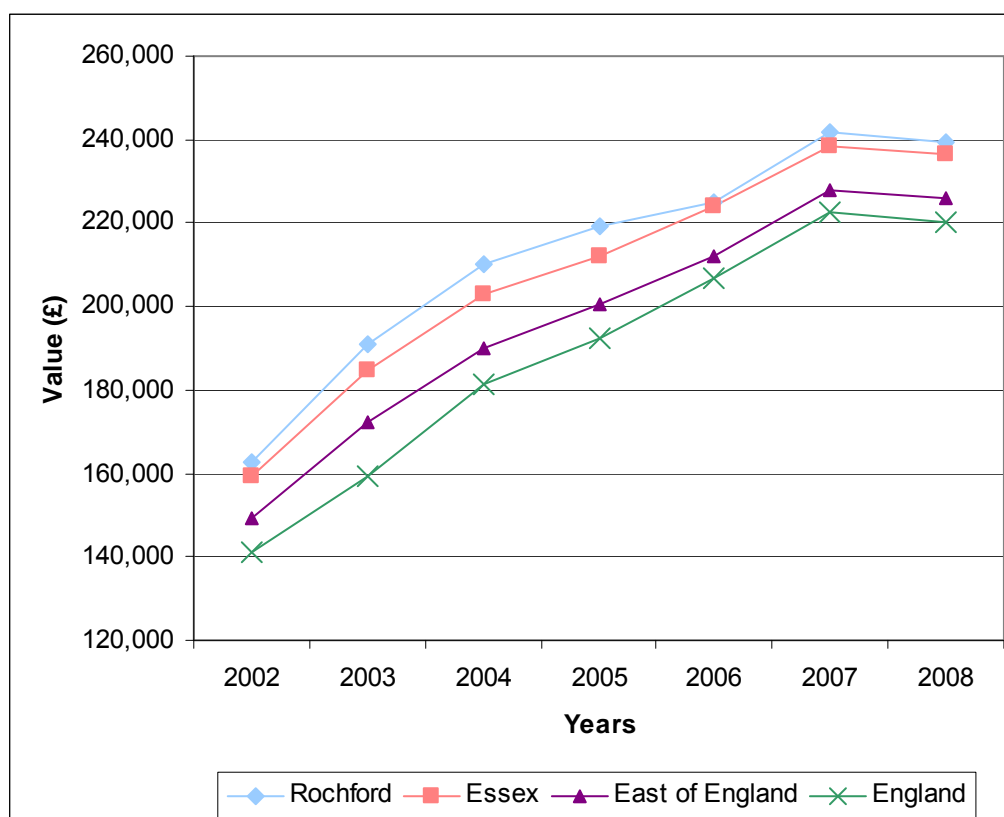
When determining housing provision Local Planning Authorities and Regional Planning Bodies should take into account relevant information such as long term house prices.

Table 101: Mean Dwelling Prices Based on Land Registry Data in Pounds Sterling

| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------------|---------|---------|---------|---------|---------|---------|---------|
| Rochford | 162,500 | 190,956 | 209,911 | 219,172 | 224,839 | 241,841 | 239,440 |
| Essex | 159,327 | 184,960 | 202,812 | 212,094 | 224,038 | 238,311 | 236,656 |
| East of England | 149,299 | 172,257 | 190,218 | 200,501 | 212,186 | 227,766 | 225,967 |
| England | 141,108 | 159,357 | 181,330 | 192,247 | 206,715 | 222,619 | 220,310 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

Figure 70: Mean Dwelling Prices Based on Land Registry Data in Pounds Sterling



Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

- In 2008 Rochford District had a comparatively higher mean dwelling price of £239,196 than the county, regional and national values of £236,656, £225,967 and

£220,310 respectively. Since 2002 the mean dwelling prices in Rochford District have been consistently above that of county, regional and national values.

- The mean annual dwelling prices in Rochford District follow the same trend as county, regional and national dwelling prices with an increase during the period of 2002 to 2007 followed by a decrease in 2008.

Table 102: Property Sales Based on Land Registry Data

| | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|-----------------|-----------|-----------|-----------|---------|-----------|-----------|---------|
| Rochford | 1,837 | 1,643 | 1,664 | 1,401 | 1,896 | 1,971 | 974 |
| Essex | 35,305 | 31,437 | 33,112 | 27,179 | 34,286 | 34,061 | 16,871 |
| East of England | 148,074 | 131,460 | 136,449 | 114,582 | 144,583 | 140,515 | 70,729 |
| England | 1,261,536 | 1,148,600 | 1,170,327 | 974,340 | 1,223,129 | 1,190,311 | 609,840 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

The annual number of property sales between 2002 and 2008 has fluctuated for all geographical area showing a similar pattern with peaks in 2004 and 2006. After 2006 the number of property sales declined with a significant decrease occurring between 2007 and 2008. In Rochford District this accounted for 997 fewer sales with only 974 property sales taking place in 2008.

E. Dwelling Stock by Tenure and Condition

Planning for housing policy objectives should ensure that there is a mix of housing types and tenures.

Table 103: Dwelling Stock by Tenure and Condition 2008

| | Rochford | | Essex | | East of England | | England | |
|---|----------|-------|---------|-------|-----------------|-------|------------|-------|
| | Count | % | Count | % | Count | % | Count | % |
| Total Dwelling Stock | 34,195 | 100.0 | 590,897 | 100.0 | 2,464,469 | 100.0 | 22,493,857 | 100.0 |
| LA Dwelling Stock | 1 | 0.0 | 45,056 | 7.6 | 164,316 | 6.7 | 1,870,365 | 8.3 |
| RSL Dwelling Stock | 2,789 | 8.2 | 41,812 | 7.1 | 223,273 | 9.1 | 2,142,297 | 9.5 |
| Other Public Sector Dwelling Stock | 170 | 0.5 | 6,102 | 1.0 | 13,025 | 0.5 | 74,134 | 0.3 |
| Owner Occupied and Private Rented Dwelling Stock | 31,235 | 91.3 | 497,927 | 84.3 | 2,063,855 | 83.7 | 18,407,061 | 81.8 |
| Energy Efficiency of Private Sector Housing: Average SAP Rating | 56 | .. | 55 | .. | .. | .. | .. | .. |
| LA Dwellings that Fall Below the 'Decent Home Standard' | .. | .. | .. | 13.7 | .. | 17.0 | .. | 26.2 |
| LA Dwellings Requiring Investment | .. | .. | 13,593 | 30 | 45,518 | 27.7 | 892,369 | 47.7 |
| Total Cost of Investment Required (,000s) | .. | .. | 230,959 | .. | 527,546 | .. | 8,435,249 | .. |

Source: Office for National Statistics (original source Communities and Local Government) March 2009 (<http://neighbourhood.statistics.gov.uk>)

Note: .. information not available

- Owner occupied and private rented dwellings accounted for 91.3% of the total dwelling stock within Rochford District in 2008 while 8.2% of dwelling stock in the district was Registered Social Landlord (RSL) dwellings and 0.5% was other public sector dwellings.
- There are no Local Authority (LA) owned dwellings in the district At county, regional and national level there are 7.6%, 6.7% and 8.3% respectively
- There were no results given as to the percentage of LA dwellings falling below the 'decent home standard' and the LA dwellings requiring investment for Rochford District. On a countywide level 13.7% of LA dwelling didn't meet the 'decent home standard' which is below that of regional and national figures and 30% of LA dwellings in Essex required investment.

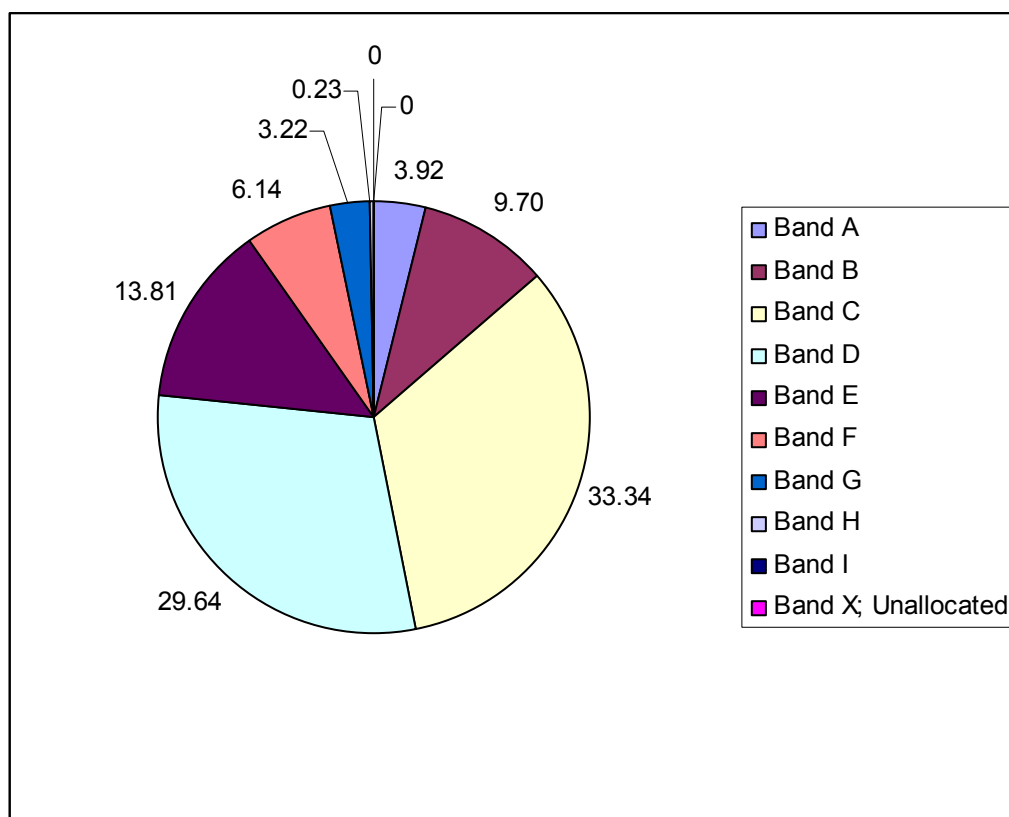
F. Dwelling Stock by Council Tax Band

Table 104: Dwelling Stock by Council Tax Band 2007

| | Rochford | | East of England | | England | |
|---------------------|----------|--------|-----------------|--------|------------|--------|
| | Count | % | Count | % | Count | % |
| Total | 34,057 | 100.00 | 2,442,884 | 100.00 | 22,289,256 | 100.00 |
| Band A | 1,334 | 3.92 | 349,781 | 14.32 | 5,608,566 | 25.16 |
| Band B | 3,305 | 9.70 | 517,383 | 21.18 | 4,314,757 | 19.36 |
| Band C | 11,354 | 33.34 | 641,731 | 26.27 | 4,825,402 | 21.65 |
| Band D | 10,093 | 29.64 | 426,478 | 17.46 | 3,393,630 | 15.23 |
| Band E | 4,704 | 13.81 | 259,065 | 10.60 | 2,112,189 | 9.48 |
| Band F | 2,091 | 6.14 | 140,976 | 5.77 | 1,116,768 | 5.01 |
| Band G | 1,098 | 3.22 | 95,905 | 3.93 | 793,269 | 3.56 |
| Band H | 78 | 0.23 | 11,565 | 0.47 | 124,667 | 0.56 |
| Band I | 0 | 0.00 | 0 | 0.00 | 8 | 0.00 |
| Band X; Unallocated | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 |

Source: Office for National Statistics (original source Communities for Local Government) January 2009 (<http://neighbourhood.statistics.gov.uk>)

Figure 71: Dwelling Stock by Council Tax Band in 2007



Source: Office for National Statistics (original source Communities for Local Government) January 2009 (<http://neighbourhood.statistics.gov.uk>)

- In 2007 tax band C had the largest proportion of dwelling stock within Rochford District and the East of England region with 33.34% and 26.27% respectively. In England as a whole the largest proportion of dwelling stock was in tax band A. Tax band D had the next largest proportion of the dwelling stock within the district at 29.64%.

G. Homelessness

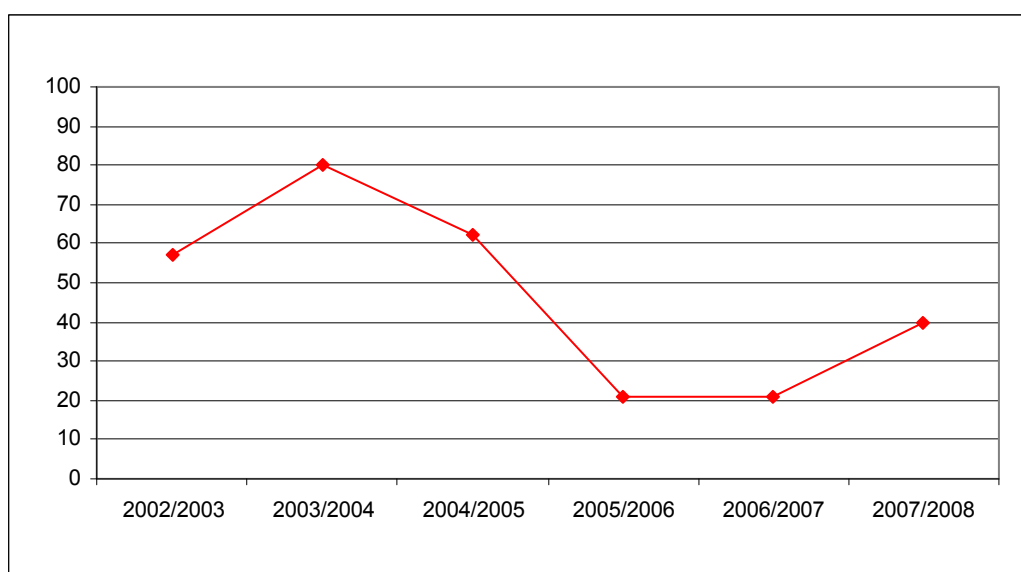
Part of the policy process is identifying the accommodation requirements of specific groups such as the homeless.

Table 105: Total Number of Homeless Acceptances in Priority Need

| | Rochford | East of England | England |
|-----------|----------|-----------------|---------|
| 2002/2003 | 57 | 11,060 | 129,700 |
| 2003/2004 | 80 | 11,230 | 137,000 |
| 2004/2005 | 62 | 10,150 | 120,860 |
| 2005/2006 | 21 | 16,700 | 213,290 |
| 2006/2007 | 21 | 6,890 | 73,360 |
| 2007/2008 | 40 | 5,900 | 63,170 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

Figure 72: Total Number of Homeless Acceptances in Priority Need in Rochford District



Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

- Between 2002/2003 and 2007/2008 the district, regional and national levels have all experienced fluctuations in numbers of homeless acceptances in priority need.
- In 2005/2006 both the East of England region and England as a whole reported the highest levels of homeless acceptances in priority need with 16,700 and 213,290 people respectively. Rochford District recorded the highest level of homeless acceptances in priority need in 2003/2004 with 80 people.
- The number of homeless acceptance in priority need in Rochford District increased in the most recent year from 21 people in 2006/2007 to 40 people in 2007/2008. In

contrast, the numbers have fallen during the same time period at regional and national levels.

Table 106: Ethnicity of Homeless Acceptances in Priority Need 2007/2008

| | Rochford | | Essex | | East of England | |
|-------------------------------|----------|--------|-------|--------|-----------------|--------|
| | Count | % | Count | % | Count | % |
| Total | 40 | 100.00 | 1,746 | 100.00 | 5,900 | 100.00 |
| White | 38 | 95.00 | 1,632 | 93.47 | 5,130 | 86.95 |
| African Caribbean | 1 | 2.50 | 51 | 2.92 | 240 | 4.07 |
| Indian/ Pakistani/ Bangladesh | 0 | 0.00 | 14 | 0.80 | 210 | 3.56 |
| Other Ethnic Origin | 1 | 2.50 | 25 | 1.43 | 150 | 2.54 |
| Ethnic Origin (Not Known) | 0 | 0.00 | 24 | 1.37 | 200 | 3.39 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

- In Rochford District there were 40 people accepted as being homeless and in priority need in 2007/2008, and similar to county and regional levels the higher proportion of homeless acceptances were of white ethnicity.
- In the district, one homeless acceptance in priority need was of African Caribbean ethnicity, one was categorised as 'other ethnic origin' whilst there were no homeless acceptances of Indian/Pakistani/ Bangladeshi ethnicity.

Table 107: Homeless Households Accommodated by the Authority in Rochford District 2007/2008

| | Total | % |
|---|-------|--------|
| Temporary Accommodation | 37 | 100.00 |
| Bed and Breakfast Accommodation | 13 | 35.14 |
| Hostels (including women's refuges) | 6 | 16.22 |
| Local Authority/ Housing Association Dwelling | 17 | 45.95 |
| Private Sector Lease | 0 | 0.00 |
| Other Accommodation | 1 | 2.70 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

- There were 37 homeless households accommodated by the authority in Rochford District during 2007/2008. Of those, 17 households were accommodated in local authority/housing association dwellings, 13 were placed in bed and breakfast accommodation, six in hostels which included womens refuges and one household stayed in 'other' accommodation.
- The number of people "homeless at home" awaiting accommodation at end of March 2009 in Rochford District was two compared to 26 in Braintree District which was the highest number of all administrative areas in Essex.

H. Gypsy and Traveller Sites

Circular 01/2006 sets out planning guidance for gypsy and traveller sites; it outlines the Governments commitment to ensure an adequate supply of land.

Table 108: Count of Gypsy and Traveller Caravans 21st January 2008

| | | Authorised sites (with planning permission) | | Unauthorised sites (without planning permission) | | | | Total All Caravans |
|-----------------|----------|--|-------------------------|--|-----------------|---|-----------------|--------------------|
| | | No. of Caravans Socially Rented | No. of Caravans Private | No. of Caravans on Sites on Gypsies own land | | No. of Caravans on Sites on land not owned by Gypsies | | |
| Region | Count | | | "Tolerated" | "Not tolerated" | "Tolerated" | "Not tolerated" | |
| Rochford | Jan 2009 | 0 | 7 | 0 | 14 | 0 | 2 | 23 |
| | Jul 2008 | 0 | 7 | 0 | 15 | 0 | 0 | 22 |
| | Jan 2008 | 0 | 5 | 0 | 16 | 0 | 5 | 26 |
| | Jul 2007 | 0 | 6 | 0 | 15 | 0 | 5 | 26 |
| | Jan 2007 | 0 | 3 | 0 | 16 | 0 | 6 | 25 |
| Essex | Jan 2009 | 225 | 549 | 53 | 264 | 3 | 8 | 1,102 |
| | Jul 2008 | 228 | 497 | 54 | 194 | 2 | 16 | 991 |
| | Jan 2008 | 183 | 498 | 51 | 296 | 2 | 9 | 1,039 |
| | Jul 2007 | 222 | 434 | 61 | 199 | 6 | 16 | 938 |
| | Jan 2007 | 239 | 411 | 43 | 269 | 2 | 13 | 977 |
| East of England | Jan 2009 | 1,415 | 1,990 | 360 | 404 | 144 | 65 | 4,378 |
| | Jul 2008 | 1,373 | 2,032 | 277 | 312 | 160 | 168 | 4,322 |
| | Jan 2008 | 1,333 | 2,126 | 237 | 491 | 97 | 105 | 4,389 |
| | Jul 2007 | 1,410 | 1,879 | 259 | 396 | 109 | 176 | 4,229 |
| | Jan 2007 | 1,419 | 1,750 | 228 | 571 | 62 | 133 | 4,163 |

Source: Communities and Local Government 2009 (<http://www.communities.gov.uk>)

- In January 2009 there were a total of 23 caravans sited within the district, of which 7 were located on authorised sites and 16 on unauthorised sites. All caravans on unauthorised sites were not tolerated with 14 caravans situated on land owned by gypsies and the remaining 2 caravans were sited on land not owned by gypsies. All 7 caravans on authorised sites were privately owned.
- The total number of caravans has fluctuated over the last 5 counts since January 2007 for the district, county and region with an increase in numbers between the most recent counts of July 2008 and January 2009.
- There were no gypsy and traveller sites provided by the local authority and RSLs in Rochford District as of January 2009. In Essex as a whole there were 169 pitches in use in January 2009, of which 168 were residential and one was transit.

13.3 Housing Summary

- There were 135 dwelling completions in Rochford District in 2008/2009, which equated to 102 net additional dwellings (taking into account losses/demolitions).
- The annual numbers of net completed dwellings between 2001/02 and 2007/08 have fluctuated considerably with only two years being above the annual RSS target of 230. The total RSS minimum target for Rochford District is 4,600 new dwellings by 2021.
- The number of gross dwelling completions on previously developed land (PDL) within Rochford District has declined since 2006/2007 from 339 units to 132 units in 2008/2009. However, when considered proportionately to the total number of dwelling completions, the 132 dwellings completed on PDL in 2008/2009 accounted for 97.8% which is the highest proportion in the period of study.
- After 2006/2007 the number of dwelling completions classified as affordable fell annually in Rochford District and in 2008/2009 there was a net loss in the number of completed affordable dwellings by 1 unit.
- The mean dwelling prices in Rochford District have been consistently above that of county, regional and national values. In 2008 the district had a comparatively higher mean dwelling price of £239,196. This compares to the county, regional and national values of £236,656, £225,967 and £220,310 respectively.
- The number of property sales has declined annually since 2006 with a significant decrease occurring between 2007 and 2008. In Rochford District this accounted for 997 fewer sales with only 974 property sales taking place in 2008.
- Owner occupied and private rented dwellings accounted for 91.3% of the total dwelling stock within Rochford District in 2008 while 8.2% of dwelling stock was Registered Social Landlord (RSL) dwellings and 0.5% was other public sector dwellings. There was no Local Authority (LA) owned dwellings in the district compared to county, regional and national proportions of 7.6%, 6.7% and 8.3% respectively.
- The number of homeless acceptances in priority need in Rochford District increased in the most recent year from 21 people in 2006/2007 to 40 people in 2007/2008. In contrast, the numbers have fallen during the same time period at regional and national levels.
- The majority of homeless acceptances in priority need in Rochford District in 2007/2008 were of white ethnicity.
- There were 37 homeless households accommodated by the authority in Rochford District during 2007/2008. Of those, 17 households were accommodated in local authority/housing association dwellings, 13 were placed in bed and breakfast accommodation, six in hostels which included womens refuges and one household stayed in 'other' accommodation.

- In January 2009 there were a total of 23 caravans sited within the district, of which 7 were located on authorised sites and 16 were 'not tolerated' on unauthorised sites.
- There were no gypsy and traveller sites provided by the local authority and RSLs in Rochford District as of January 2009.

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14 TRANSPORT

14.1 Introduction

Essex is located in the East of England and lies to the north east of London, the nation's capital and major employment centre. As a result of its proximity to London, there is a large commuter population. Essex has a large rural area, similar in size to Suffolk, whilst also being the site of key international gateways such as Stansted, Harwich, Shell Haven, and Tilbury. The county also has major national routes including the M25 and the M11 running through it. As a result the transport demands faced by the county are uniquely complex.

14.2 Baseline Information

The chapter begins with an examination of vehicle ownership and use within the district followed by a series of maps showing accessibility to a number of services in the district. Areas of congestion on the road network within Essex are detailed and an analysis of both travel to work and travel to school is provided. The chapter concludes with an examination of road safety in the district.

A. Vehicle Use

182 Table 109: Car Ownership within Essex County 2001

per household

| | All Households | No car or van | 1 car or van | 2 cars or vans | 3 cars or vans | 4 or more cars or vans | Total cars or vans |
|-----------------|----------------|---------------|--------------|----------------|----------------|------------------------|--------------------|
| Basildon | 69,207 | 23.18% | 44.91% | 25.33% | 5.05% | 1.53% | 81,269 |
| Braintree | 54,332 | 17.56% | 41.74% | 31.15% | 7.05% | 2.49% | 74,065 |
| Brentwood | 28,767 | 15.97% | 43.85% | 31.26% | 6.67% | 2.25% | 39,199 |
| Castle Point | 35,280 | 17.69% | 42.77% | 30.07% | 7.15% | 2.32% | 47,487 |
| Chelmsford | 64,564 | 16.18% | 43.38% | 31.29% | 6.81% | 2.33% | 88,287 |
| Colchester | 63,706 | 21.09% | 44.91% | 26.71% | 5.55% | 1.75% | 78,229 |
| Epping Forest | 50,590 | 16.99% | 42.20% | 30.72% | 7.37% | 2.73% | 69,757 |
| Harlow | 33,183 | 25.07% | 45.65% | 23.56% | 4.45% | 1.27% | 37,023 |
| Maldon | 24,190 | 13.82% | 38.95% | 34.76% | 8.86% | 3.61% | 36,611 |
| Rochford | 31,952 | 16.40% | 42.18% | 31.56% | 7.27% | 2.59% | 44,291 |
| Tendring | 61,409 | 26.08% | 46.16% | 21.60% | 4.63% | 1.54% | 67,694 |
| Uttlesford | 27,519 | 12.17% | 36.55% | 37.70% | 9.58% | 3.99% | 43,670 |
| Essex | 544,699 | 19.31% | 43.30% | 28.78% | 6.40% | 2.21% | 707,582 |
| East of England | 2,231,974 | 19.80% | 44.10% | 28.31% | 5.86% | 1.93% | 2,831,718 |
| England | 20,451,427 | 26.84% | 43.69% | 23.56% | 4.52% | 1.39% | 22,607,629 |

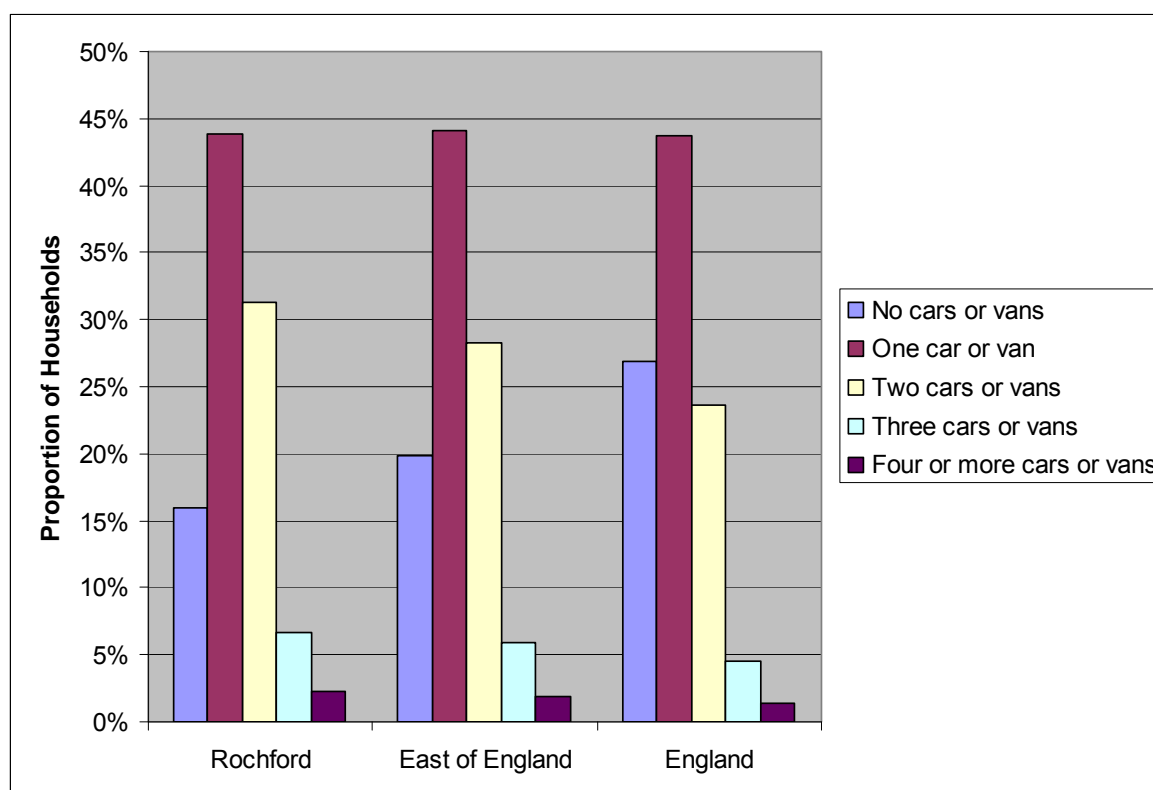
Source: National Statistics 2009, Census 2001 (<http://neighbourhood.statistics.gov.uk>)

Table 110: Census of Car Ownership in Rochford 2001

| | Rochford | | East of England | | England | |
|---|----------|------------|-----------------|------------|------------|------------|
| | Count | Percentage | Count | Percentage | Count | Percentage |
| All Households | 31,952 | 100.00% | 2,231,974 | 100.00% | 20,451,427 | 100.00% |
| Households with no cars or vans | 5,240 | 16.40% | 441,915 | 19.80% | 5,488,386 | 26.84% |
| Households with one car or van | 13,476 | 42.18% | 984,244 | 44.10% | 8,935,718 | 43.69% |
| Households with two cars or vans | 10,085 | 31.56% | 631,976 | 28.31% | 4,818,581 | 23.56% |
| Households with three cars or vans | 2,324 | 7.27% | 130,736 | 5.86% | 924,289 | 4.52% |
| Households with four or more cars or vans | 827 | 2.59% | 43,103 | 1.93% | 284,453 | 1.39% |
| All cars or vans in the area | 44,291 | N/A | 2,831,718 | N/A | 22,607,629 | N/A |

Source: National Statistics 2009, Census 2001 (<http://neighbourhood.statistics.gov.uk>)

Figure 73: Census of Car Ownership in Rochford 2001



Source: National Statistics 2009, Census 2001 (<http://neighbourhood.statistics.gov.uk>)

- 16.4% of the residents of Rochford do not own a car or van. This is considerably lower than the national figure of 26.84% and slightly lower than the regional figure of 19.8%.
- 42.18% of the households in Rochford own 1 car or van, which is slightly lower than in the East of England (44.10%) and England (43.69%).

- A higher percentage (31.56%) of households within Rochford own 2 cars or vans than can be seen in the East of England and England, which are 28.31% and 23.56%.
- More households in Rochford District (9.86%) own 3 or more cars or vans than regionally (7.79%) and nationally (5.91%).
- In general, Rochford District has a higher number of cars or vans per household compared to regional and national levels.

Table 111: Bus Statistics for Essex 2006 – 2008

| LTP2 Indicators for Public Transport | 2006/2007 | 2007/2008 | 2007/2008 LTP2 target |
|---|-----------|-----------|-----------------------|
| The total number of passenger journey made annually on all local buses within Essex | 39.47m | 43.28m | 39.5m |
| Overall number of bus passengers on selected journeys | 4.05 | 4.14 | 4.01 |
| Number of passenger journeys by Community Transport | 531,899 | 536,710 | 500,000 |

Source: Essex Transport Monitoring Report 2007

- The total number of passenger journeys made annually on all local buses in Essex increased from 39,470,000 to 43,280,000 over the period studied. This represents a 9.6% increase. The number of journeys recorded in 2007/2008 satisfies the LTP2 target of 38,500,000 for that year.
- Both the number of passengers on selected journeys and the number of passenger journeys by Community Transport saw an increase in 2007/2008 over those values recorded in 2006/2007. These two indicator returns both satisfied their respective target in the LTP2.

Table 112: Satisfaction with Public Transport Provision in Essex 2006 – 2008

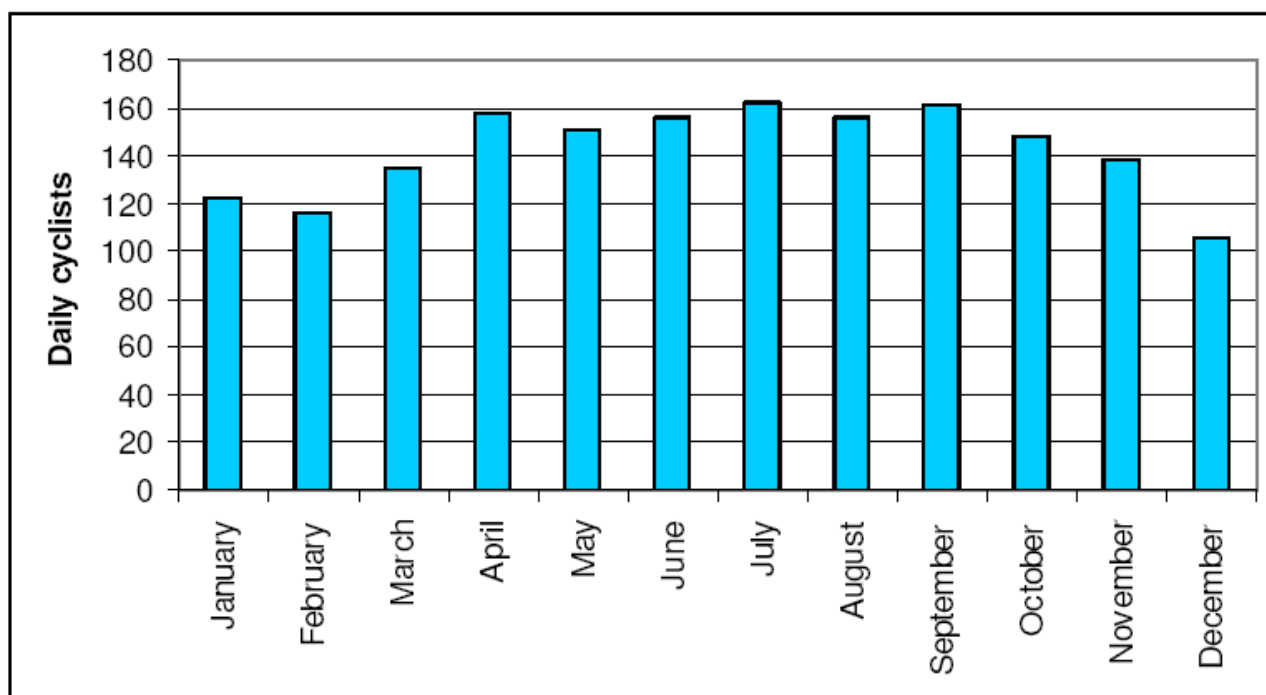
| LTP2 Indicator for Passenger Satisfaction | 2006/2007 | 2007/2008 | 2007/2008 LTP2 target |
|--|-----------|-----------|-----------------------|
| Percentage of users satisfied with the local bus service | 73% | 76% | 75% |
| Percentage of users satisfied with the provision of public transport information | 75% | 73% | 75% |

Source: Essex Transport Monitoring Report 2007

- The percentage of users satisfied with the local bus service increased from 73% in 2006/2007 to 76% in 2007/2008. The 2007/2008 return satisfied the 2007/2008 LTP2 target of 75%.
- The percentage of users satisfied with the provision of public transport information decreased from 75% in 2006/2007 to 73% in 2007/2008. The 2007/2008 return failed to reach the LTP2 target of 75%.

B. Cycling

Figure 74: Seasonal Variation in Cycle Flows within Essex 2007



Source: Essex Transport Monitoring Report 2007

- There is a clear seasonal pattern with higher volumes of cyclists in Essex during the summer months and lower volumes during the winter.
- August flows are affected by the summer holiday period and are slightly lower than adjacent months.

C. Accessibility

This section includes 5 A4 maps, found overleaf. The accessibility maps detail the minimum amount of time it takes to access primary schools, secondary schools, retail centres, GPs and employment sites by walking or public transport. Travel times were calculated on Mondays either between 7am and 9am or 9:30am – 5pm as stated. Further aspects of accessibility conclude the chapter.

Figure 75: Accessibility of Primary Schools in Rochford District Monday 0700 – 0900 July 2009

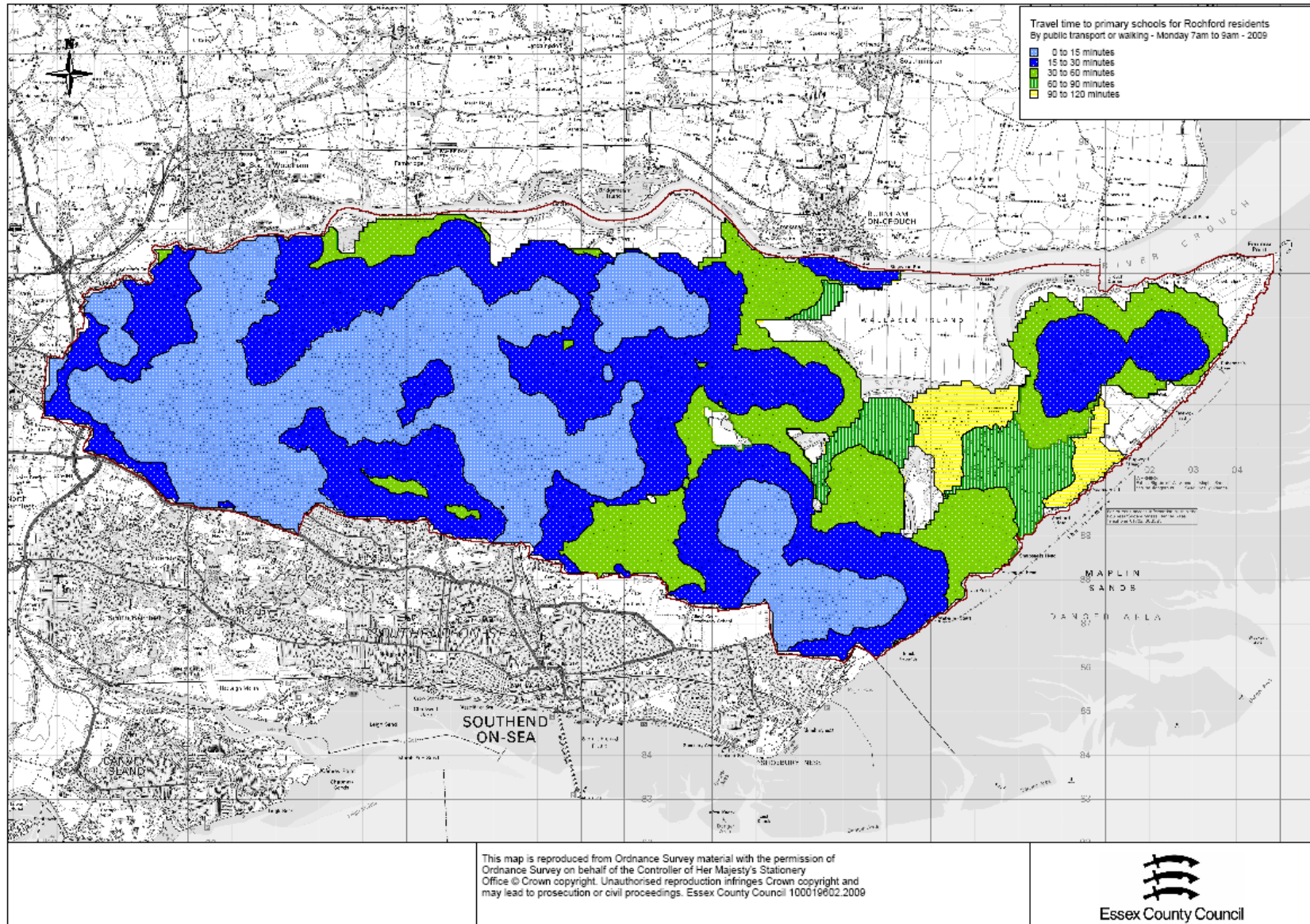


Figure 76: Accessibility of Secondary Schools in Rochford District Monday 0700 – 0900 July 2009

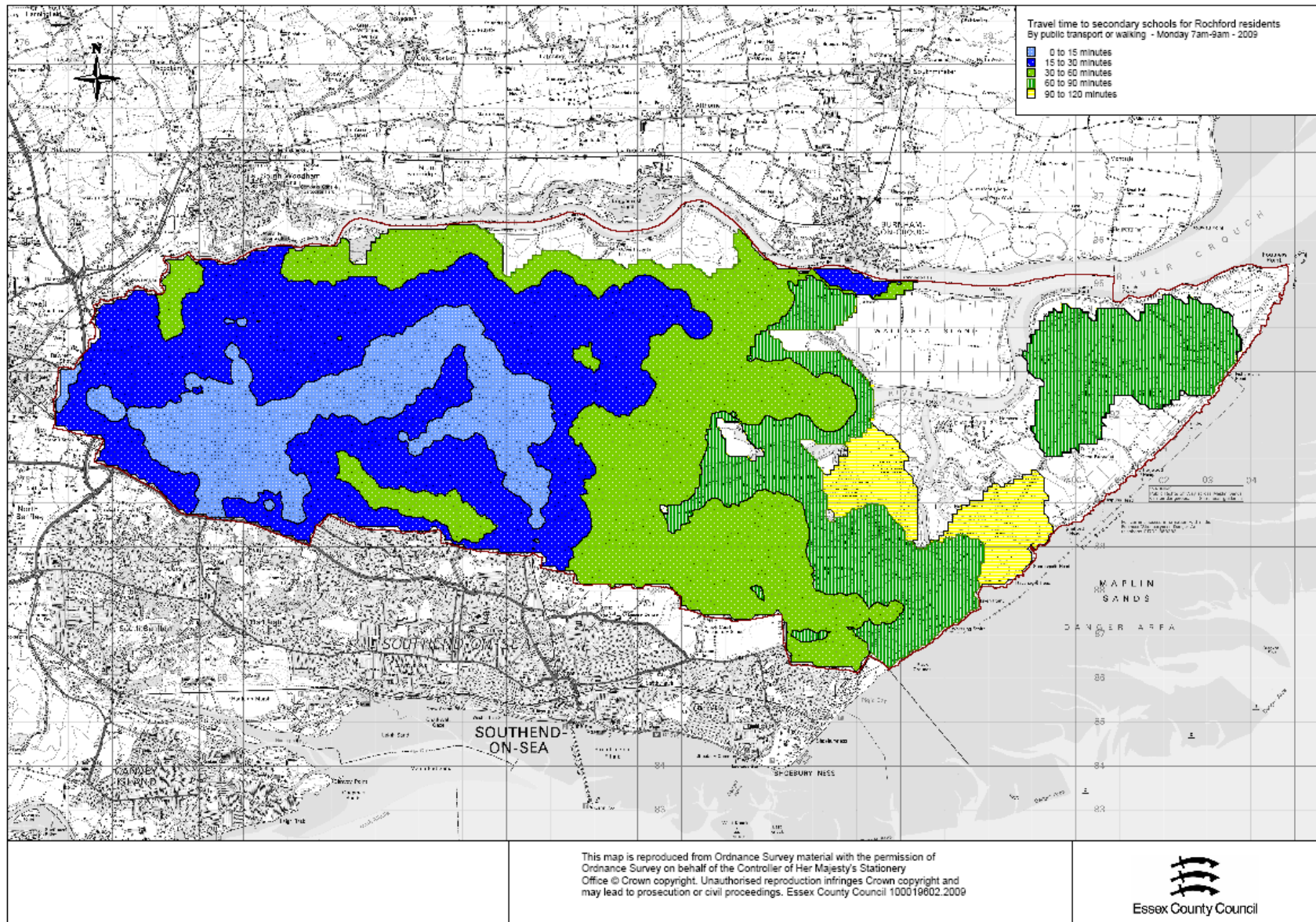


Figure 77: Accessibility of Retail Centres in Rochford District Monday 0930 – 1700 July 2009

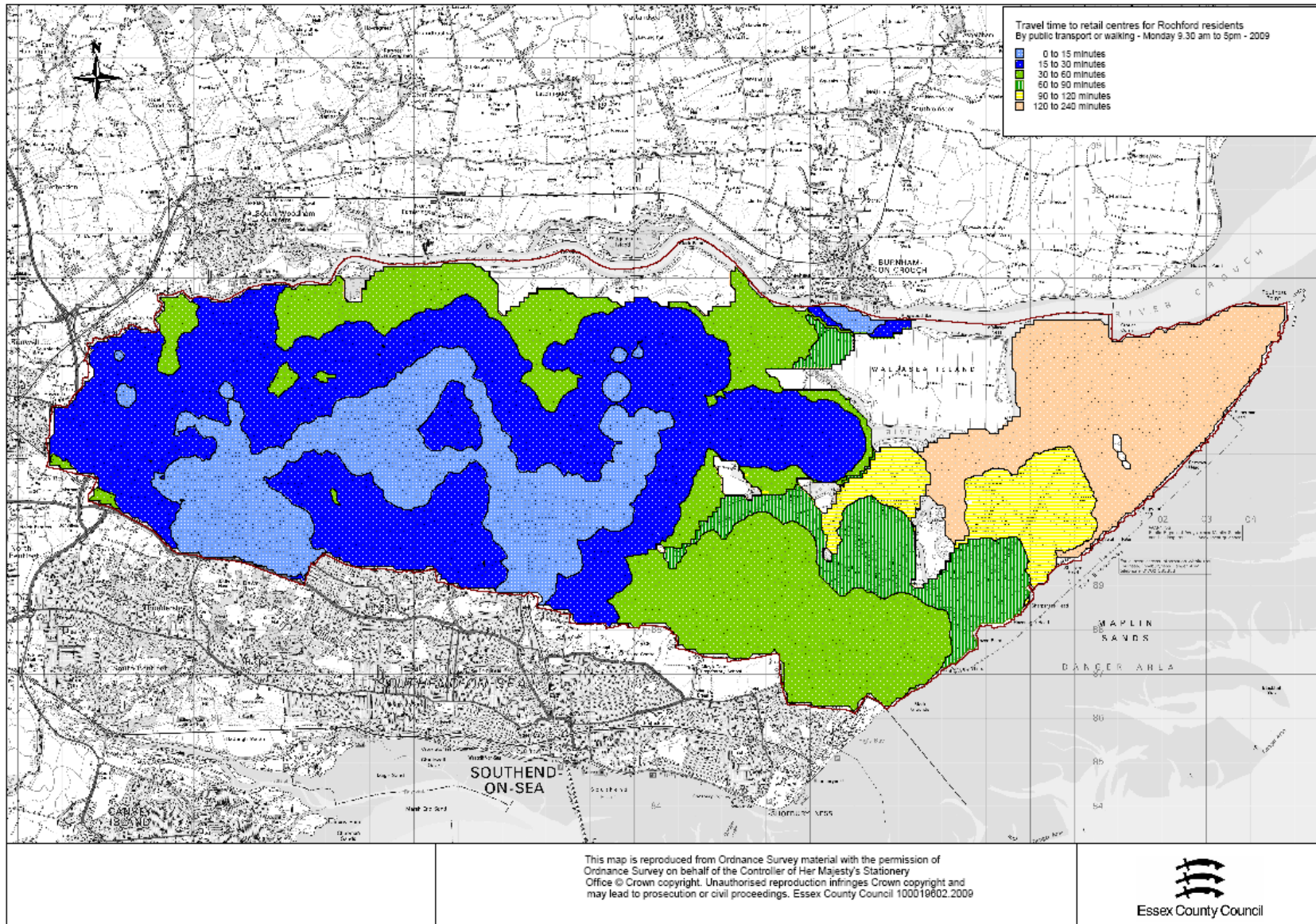


Figure 78: Accessibility of GP Surgeries in Rochford District Monday 0930 – 1700 July 2009

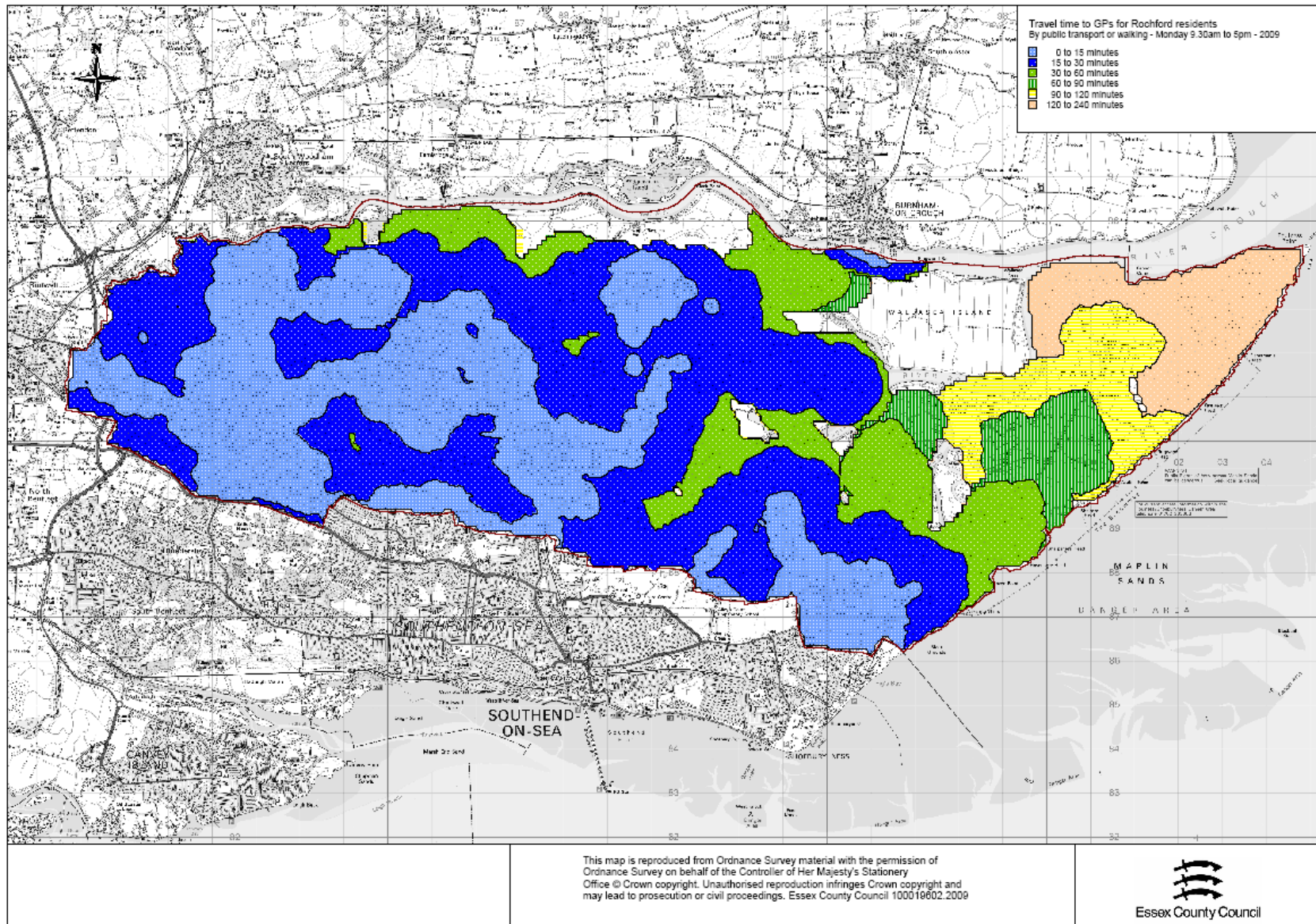


Figure 79: Accessibility of Employment Centres in Rochford District Monday 0930 – 1700 July 2009

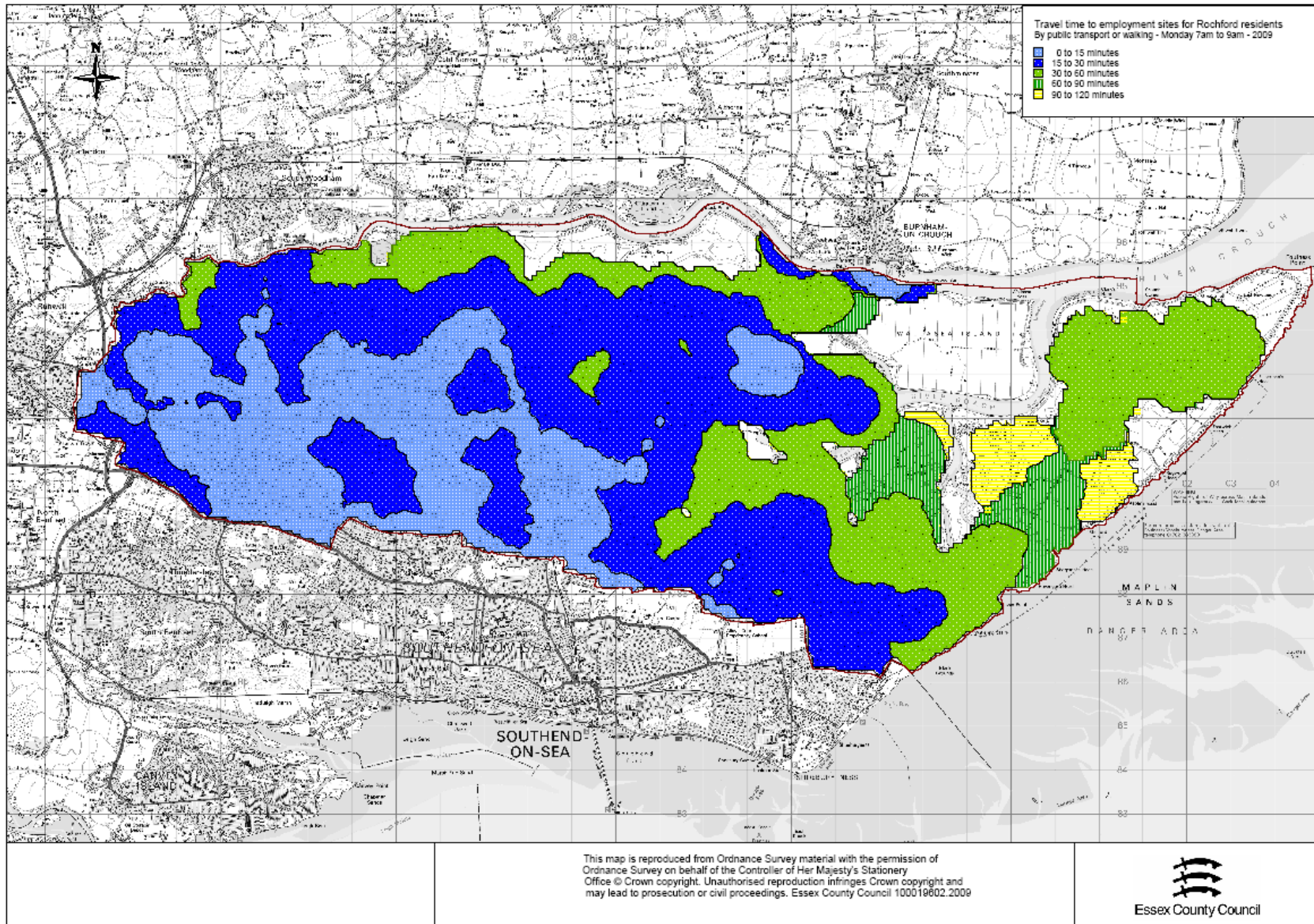


Table 113: Proportion of Rochford Residents with Access to Services within 15 minutes and 30 minutes July 2009

| Service | Proportion of resident population with access to service within 15 minutes | Proportion of resident population with access to service within 30 minutes |
|------------------|--|--|
| Primary school | 90% | 98% |
| Secondary school | 62% | 88% |
| Employment site | 70% | 97% |
| Retail centre | 65% | 89% |
| GP | 90% | 98% |

Source: Essex County Council 2009

- Over four fifths of the population of Rochford District live within 30 minutes of each of the 5 highlighted services.
- 90% of the population of Rochford District live within 15 minutes access of a primary school and GP. This proportion drops when accessibility to the remaining four services are analysed.

D. Congestion

The Congestion Reference Flow (CRF) of a link is an estimate of the Annual Average Daily Traffic (AADT) flow at which the carriageway is likely to be congested at peak periods on an average day.

For the purposes of calculating the CRF, 'congestion' is defined as the situation where the hourly traffic demand exceeds the maximum sustainable hourly throughput of the link. At this point the effect on traffic is likely to be one or more of the following:

- flow breaks down with speeds varying considerably,
- average speeds drop significantly,
- the sustainable throughput is reduced and queues are likely to form

This critical flow level can vary significantly from day to day and from site to site and it is important that this is considered as an average.

The ratio of AADT to CRF is defined as the level of 'stress' and provides an indication of the level of congestion and reliability for a particular link. Any ratio equal to or greater than 1 indicates that the CRF has been reached or exceeded. Those link roads with an AADT / CRF ratio above 1 are shown in the following table.

Table 114: Road Links with an Annual Average Daily Traffic / Congestion Reference Flow Ratio Greater than One in 2007

| Road Link | Borough / District | 2007 AADT to CRF Ratio |
|----------------------------------|------------------------|------------------------|
| A12 Junction 17-18 | Chelmsford | 1.05 |
| A12 Junction 20a-21 | Chelmsford | 1.03 |
| A12 Junction 24-25 | Braintree / Colchester | 1.14 |
| A127 Childerditch | Brentwood | 1.02 |
| A127 East of Fairglen Roundabout | Rochford | 1.09 |
| A127 Daws Heath | Castle Point | 1.01 |
| A130 Canvey Way | Castle Point | 1.21 |
| A414 Hastingwood Harlow | Harlow | 1.15 |
| A414 West of Danbury | Chelmsford | 1.00 |
| A132 South Woodham Ferrers | Chelmsford | 1.35 |
| A132 Wickford | Basildon | 1.12 |
| A1168 Chigwell | Epping Forest | 1.02 |

Source: Essex Transport Monitoring Report 2007

- 12 road links were assessed as having exceeded their Congestion Reference Flow in 2007. Of these, one can be found in Rochford District. This is the A127 east of Fairglen Roundabout.

E. Travel to Work

Table 115: Travel to Work Flows for Rochford District

| | Work in Rochford | | Live in Rochford | | Net Flow |
|----------------|------------------|------------|------------------|------------|----------|
| | Count | Percentage | Count | Percentage | |
| Rochford | 13,596 | 59.5% | 13,596 | 36.0% | 0 |
| Greater London | 334 | 1.5% | 6,743 | 17.9% | -6,409 |
| Southend | 4,336 | 19.0% | 8,620 | 22.8% | -4,284 |
| Basildon | 1,107 | 4.8% | 3,638 | 9.6% | -2,531 |
| Castle Point | 1,684 | 7.4% | 1,373 | 3.6% | 311 |
| Chelmsford | 605 | 2.6% | 1,076 | 2.8% | -471 |
| Sub-Total | 21,662 | 94.7% | 35,046 | 92.8% | -13,384 |
| Other Areas | 1,201 | 5.3% | 2,725 | 7.2% | -1,524 |
| TOTAL | 22,863 | 100.0% | 37,771 | 100.0% | -14,908 |

Source: Census 2001

- The District of Rochford was recorded in the 2001 National Census as having 37,771 residents in employment, of which only 13,596 lived and worked within the district. There were 22,863 recorded jobs in the district and therefore more residents than there were jobs. This results in people travelling out of the district to work.

- The percentage of Rochford jobs that are filled by residents in Rochford District is 59.5%.
- The major employment destination outside of the district for Rochford residents was Southend, with 8,620, or 22.8% of Rochford District residents travelling to that destination for work. Greater London also attracts significant numbers of Rochford District residents, with 6,743 people commuting there to work (17.9%).
- The next most popular destinations for employment were the adjoining Essex authorities of Basildon (3,638 or 9.6%), Castle Point (1,373 or 3.6%), and Chelmsford (1,076 or 2.8%).
- The geographic origin of those working in Rochford District shows a broadly similar pattern, though with some variation in detail. The largest flows of people travelling to the district to work come from Southend (4,336 or 19.0%), Castle Point (1,684 or 7.4%) and Basildon (1,107 or 4.8%). In total these three external sources provided workers for 7,127, or 31.2%, of jobs in Rochford. Together with those who live and work in the district, these areas met 90.7% of the employee needs of Rochford businesses.
- In net terms, there were 6,409 more Rochford residents working in Greater London than residents of London working in the district. Similarly, there is also a significant net outflow of Rochford residents working in the neighbouring sub-regional centres of Southend (4,284) and Basildon (2,531). Generally, Rochford supplied more workers than it attracted from all other areas. The only significant exception is a net inflow of 311 workers to Rochford from Castle Point.

Table 116: Travel to Work Methods for the Residential Population of Rochford District

| | Rochford | | East of England | | England | |
|--|----------|---------|-----------------|---------|------------|---------|
| | Count | % | Count | % | Count | % |
| All People | 56,720 | 100.00% | 3,884,104 | 100.00% | 35,532,091 | 100.00% |
| Works mainly at or from home | 3,355 | 5.92% | 243,485 | 6.27% | 2,055,224 | 5.78% |
| Underground, metro, light rail or tram | 64 | 0.11% | 21,688 | 0.56% | 709,386 | 2.00% |
| Train | 5,755 | 10.15% | 156,054 | 4.02% | 950,023 | 2.67% |
| Bus, minibus or coach | 1,454 | 2.56% | 102,838 | 2.65% | 1,685,361 | 4.74% |
| Taxi or minicab | 139 | 0.25% | 11,693 | 0.30% | 116,503 | 0.33% |
| Driving a car or van | 22,104 | 38.97% | 1,518,613 | 39.10% | 12,324,166 | 34.68% |
| Passenger in a car or van | 1,845 | 3.25% | 150,642 | 3.88% | 1,370,685 | 3.86% |
| Motorcycle, scooter or moped | 399 | 0.70% | 28,637 | 0.74% | 249,456 | 0.70% |
| Bicycle | 505 | 0.89% | 100,193 | 2.58% | 634,588 | 1.79% |
| On foot | 2,055 | 3.62% | 233,737 | 6.02% | 2,241,901 | 6.31% |
| Other | 117 | 0.21% | 11,798 | 0.30% | 104,205 | 0.29% |
| Not currently working | 18,928 | 33.37% | 1,304,726 | 33.59% | 13,090,593 | 36.84% |

Source: National Statistics 2009, Census 2001 (<http://neighbourhood.statistics.gov.uk>)

- Rochford District has a similar proportion of the number of residents driving either by car or van to work when compared to regional levels, Rochford recorded 38.97% while the East of England region recorded 39.10%.

- Rochford District residents' use of public transport compares well to both the East of England and the national level. Rochford District had a significantly higher proportion of residents travelling to work by train with 10.15% compared to both regional and national levels of 4.02% and 2.67% respectively. Also a similar proportion of Rochford residents travel to work by bus, minibus or coach (2.56%) than within the East of England region as a whole (2.65%).
- Fewer people travel to work on foot within the district than at the regional and national levels, and an even smaller proportion cycle.

It is difficult to draw conclusions from direct comparison between data for the district, the region and nationally as many factors will influence these figures, such as the geographic location, ease of access, and supply of public transport.

F. Road Safety

This section includes an analysis of those Killed or Seriously Injured Casualties (KSI) on the District's roads. The section includes a table of KSIs across Essex for 2007, followed by an examination of both all KSIs and Child KSIs from 1994 to 2007. In the data tables which accompany this, a distinction is made between KSIs reported both before and after the Public Service Agreement (PSA) which was entered into in 2004. This PSA stated that a 40% reduction of the 1994 – 1998 baseline was needed in KSI casualties by 2010, and a 50% reduction in child casualties by the same year.

Table 117: Killed or Seriously Injured Casualties across Essex in 2008

| | Population | All | Drink Drive | Motorcycles | Speeding | Young Drivers | KSI per 100,000 population |
|---------------|------------|-----|-------------|-------------|----------|---------------|----------------------------|
| Basildon | 168,600 | 63 | 4 | 19 | 8 | 12 | 37.37 |
| Braintree | 139,700 | 66 | 5 | 15 | 13 | 18 | 47.24 |
| Brentwood | 70,900 | 39 | 0 | 7 | 4 | 12 | 55.01 |
| Castle Point | 88,600 | 41 | 2 | 8 | 3 | 11 | 46.28 |
| Chelmsford | 162,800 | 76 | 5 | 24 | 10 | 16 | 46.68 |
| Colchester | 170,800 | 94 | 4 | 30 | 19 | 20 | 55.04 |
| Epping Forest | 122,900 | 113 | 7 | 27 | 22 | 21 | 91.94 |
| Harlow | 78,100 | 16 | 1 | 4 | 1 | 3 | 20.49 |
| Maldon | 61,700 | 37 | 4 | 7 | 6 | 9 | 59.97 |
| Rochford | 81,100 | 22 | 4 | 6 | 3 | 7 | 27.13 |
| Tendring | 144,600 | 80 | 6 | 19 | 7 | 13 | 55.33 |
| Uttlesford | 71,400 | 57 | 2 | 12 | 14 | 13 | 82.63 |
| Essex | 1,361,200 | 706 | 44 | 178 | 110 | 155 | 51.87 |

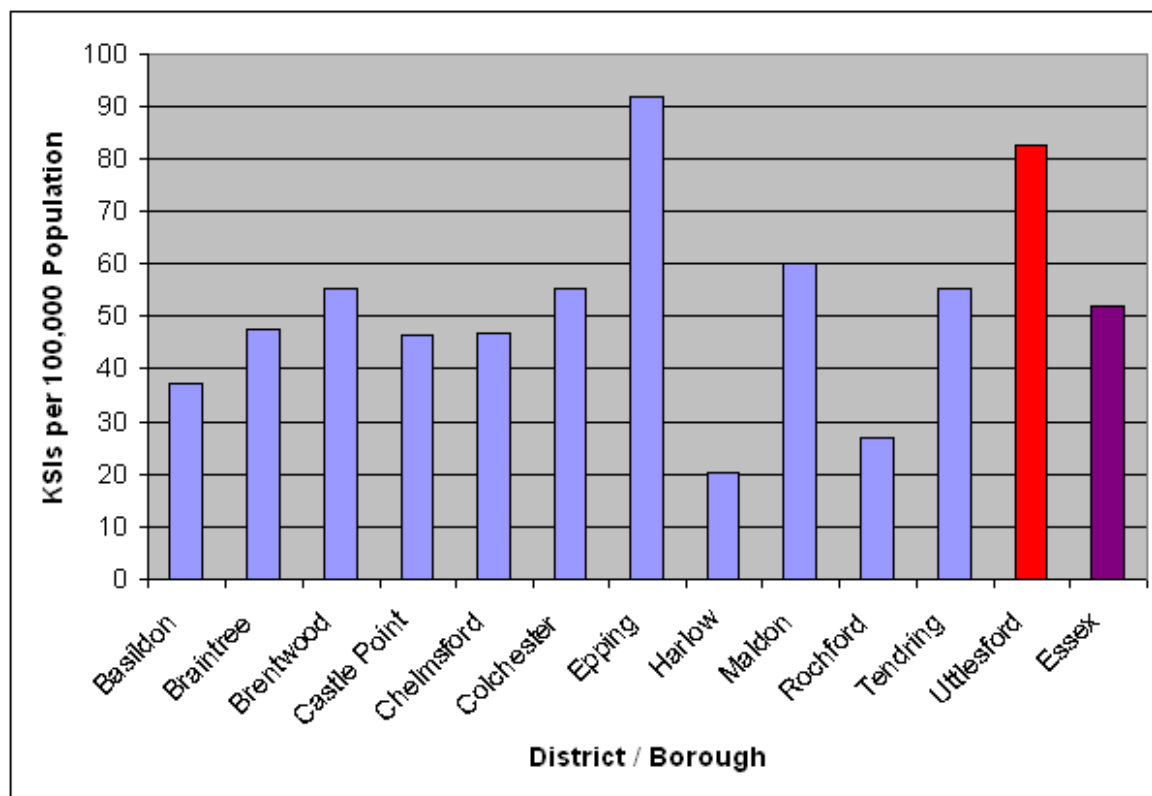
Source: Essex County Council 2009

Note: The 4 causes of KSIs in the table above is not an exhaustive list and a KSI can be accounted for in more than one column. As such these columns are not intended to be totalled and simply represent the most common reasons for a KSI incident.

Speeding refers to any KSI casualties resulting from a collision where a vehicle has been deemed to be travelling too fast for the conditions or being careless, reckless or in a hurry.

A KSI recorded under the Young Drivers column relates to an incident involving a 17 – 25 year old car driver in Vehicle 1 (defined as the driver most likely to be at fault)

Figure 80: Killed or Seriously Injured Casualties per 100,000 Population across Essex in 2008



Source: Essex County Council 2009

- At 27.13 KSIs per 100,000 population, Rochford District has the lowest KSI rate in Essex and is therefore below the Essex average of 51.87 KSIs per 100,000 population. Epping Forest has the highest total of KSIs per 100,000 population at 91.94 KSIs.
- Accidents involving young drivers were responsible for the highest proportion of KSIs within Rochford District with 7 KSIs recorded. The second most common reason was that of motorcyclists, resulting in 6 incidents.
- Young drivers and motorcycle riders were the two highest contributors to KSIs in 9 of the 12 districts and boroughs in the county.

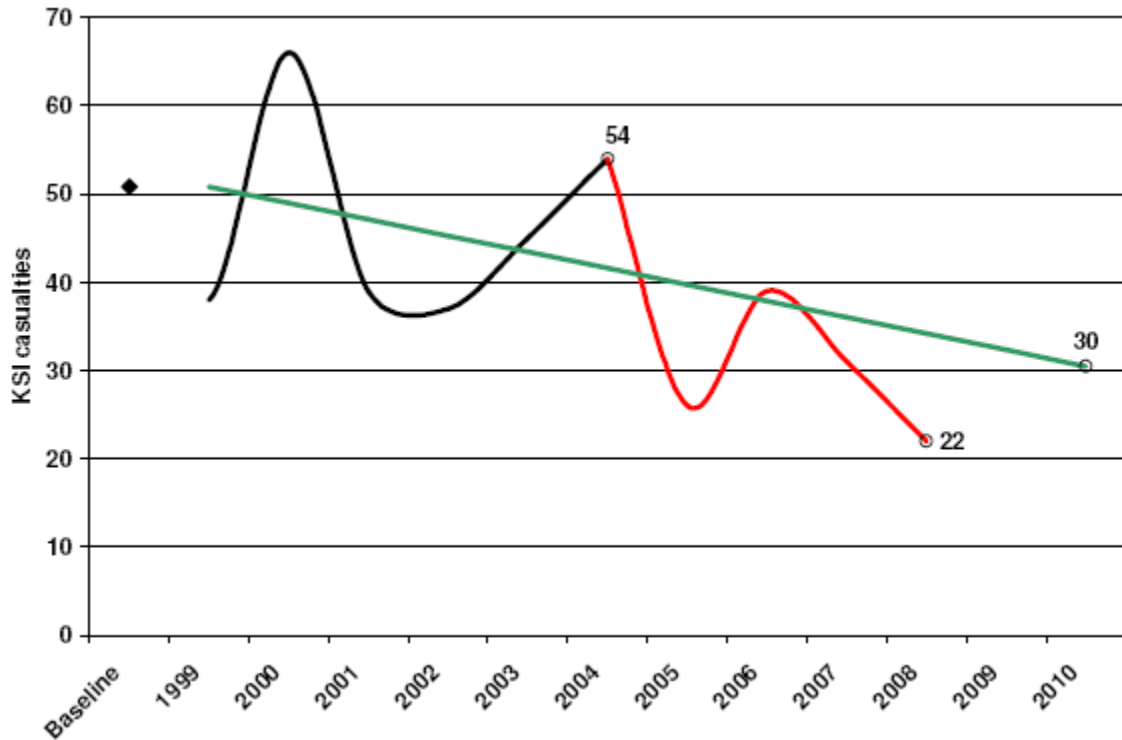
Table 118: All Killed or Seriously Injured Casualties in Rochford District 1994–2008

| Year | Pre PSA | PSA | Indicator | Interim Indicator |
|----------|---------|-----|-----------|-------------------|
| 1994 | 52 | N/A | N/A | N/A |
| 1995 | 41 | N/A | N/A | N/A |
| 1996 | 45 | N/A | N/A | N/A |
| 1997 | 54 | N/A | N/A | N/A |
| 1998 | 62 | N/A | N/A | N/A |
| Baseline | 50.8 | N/A | N/A | N/A |
| 1999 | 38 | N/A | 51 | 51 |
| 2000 | 66 | N/A | N/A | 49 |
| 2001 | 39 | N/A | N/A | 47 |
| 2002 | 37 | N/A | N/A | 45 |
| 2003 | 45 | N/A | N/A | 43 |
| 2004 | 54 | 54 | N/A | 42 |
| 2005 | N/A | 26 | N/A | 40 |
| 2006 | N/A | 39 | N/A | 38 |
| 2007 | N/A | 31 | N/A | 36 |
| 2008 | N/A | 22 | N/A | 34 |
| 2009 | N/A | N/A | N/A | 32 |
| 2010 | N/A | N/A | 30 | 30 |

Source: Essex County Council 2009

In the following graph, the black line denotes recorded KSIs before the PSA was entered into, the red line charts KSIs following the PSA whilst the green line represents a linear yearly indicator from the 1994 – 1998 baseline to a 40% reduction of this baseline in 2010 as stipulated by the PSA.

Figure 81: All Killed or Seriously Injured Casualties in Rochford District 1994–2008



Source: Driving Casualties Down 2009 (<http://www.drivingcasualtiesdown.org>)

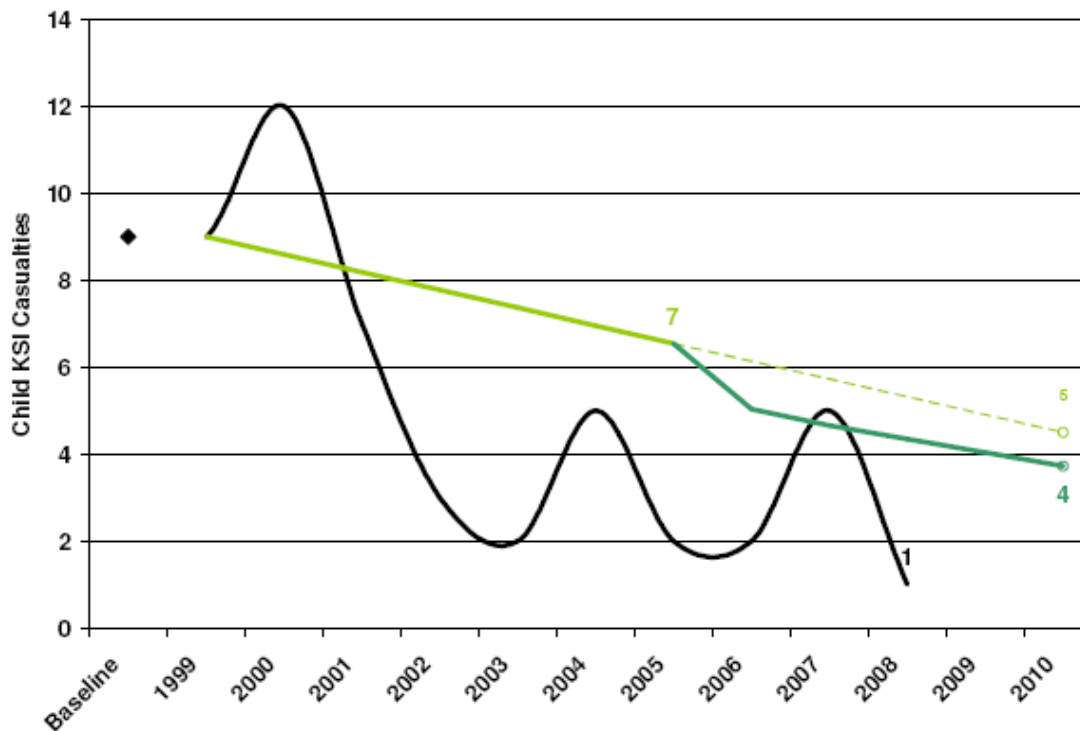
- KSIs peaked in the District at 66 in 2000. Since the introduction of the PSA agreement in 2004, KSIs have reduced from 54 in 2004 to 22 in 2008 although there was a period of increase between 2005 (26) and 2006 (39)
- Current performance satisfies the 2008 interim indicator of 34. Current performance also satisfies the 2010 indicator.

Table 119: Killed or Seriously Injured Child Casualties - Rochford District 1994–2008

| Year | Child KSIs | DFT target | Interim DFT Target | LTP2 target |
|----------|------------|------------|--------------------|-------------|
| 1994 | 8 | N/A | N/A | N/A |
| 1995 | 7 | N/A | N/A | N/A |
| 1996 | 12 | N/A | N/A | N/A |
| 1997 | 8 | N/A | N/A | N/A |
| 1998 | 10 | N/A | N/A | N/A |
| Baseline | 9 | N/A | N/A | N/A |
| 1999 | 9 | 9 | 9.00 | N/A |
| 2000 | 12 | N/A | 8.59 | N/A |
| 2001 | 7 | N/A | 8.18 | N/A |
| 2002 | 3 | N/A | 7.77 | N/A |
| 2003 | 2 | N/A | 7.36 | N/A |
| 2004 | 5 | N/A | 6.95 | N/A |
| 2005 | 2 | N/A | 6.55 | N/A |
| 2006 | 2 | N/A | 6.14 | 5.03 |
| 2007 | 5 | N/A | 5.73 | 4.66 |
| 2008 | 5 | N/A | 5.32 | 4.34 |
| 2009 | N/A | N/A | 4.91 | 4.03 |
| 2010 | N/A | 4.5 | 4.50 | 3.72 |

Source: Essex County Council 2009

Figure 82: Killed or Seriously Injured Child Casualties - Rochford District 1994–2008



Source: Driving Casualties Down 2009 (<http://www.drivingcasualtiesdown.org>)

- Between 1994 and 2008, the number of reported child KSIs has reduced from 8 to 5 in Rochford District.
- The 2008 performance both satisfies the DfT indicator of 5.32 but exceeds the LTP2 indicator of 4.34.
- Current performance exceeds both the DfT and LTP2 indicators for 2010.

14.3 Transport Summary

- 16.4% of the residents of Rochford do not own a car or van. This is considerably lower than the national figure of 26.84% and slightly lower than the regional figure of 19.8%.
- 42.18% of the households in Rochford own 1 car or van, which is slightly lower than in the East of England (44.10%) and England (43.69%).
- The total number of passenger journeys made annually on all local buses in Essex increased from 39,470,000 to 43,280,000 between 2006/2007 and 2007/2008. This represents a 9.6% increase. The number of journeys recorded in 2007/2008 satisfies the LTP2 target of 38,500,000 for that year.
- The percentage of users satisfied with the local bus service in Essex increased from 73% in 2006/2007 to 76% in 2007/2008. The 2007/2008 return satisfied the 2007/2008 LTP2 target of 75%.
- There is a clear seasonal pattern with higher volumes of cyclists in Essex during the summer months and lower volumes during the winter.
- Over four fifths of the population of Rochford District live within 30 minutes of a primary school, secondary school, retail centre, GP surgery and / or employment centre.
- 12 road links were assessed as having exceeded their Congestion Reference Flow in 2007. Of these, one can be found in Rochford District. This is the A127 east of Fairglen Roundabout.

- The district of Rochford was recorded in the 2001 National Census as having 37,771 residents in employment, of which only 13,596 lived and worked within the district. There were 22,863 recorded jobs in the district and therefore more residents than there were jobs. This results in people travelling out of the district to work.
- Rochford District has a similar proportion in the number of residents driving either by car or van to work when compared to regional levels, Rochford had 39.97% while the East of England region had 39.10%.
- Rochford District residents' use of public transport compares well to both the East of England and the national level. Rochford District had a significantly higher proportion of residents travelling to work by train with 10.15% compared to both regional and national levels of 4.02% and 2.67% respectively. Also a similar proportion of Rochford residents travel to work by bus, minibus or coach (2.56%) than within the East of England region as a whole (2.65%).
- At 27.13 per 100,000 population, Rochford District has the lowest KSI rate in Essex and therefore below the Essex average of 51.87 per 100,000 population. Epping Forest has the highest total of KSIs per 100,000 population at 91.94.
- Motorcyclists and young drivers were the top 2 causes of KSIs in all the districts and boroughs in Essex
- Since the introduction of the PSA agreement in 2004, KSIs have reduced from 54 in 2004 to 22 in 2008. Current performance satisfies the 2008 interim indicators of 34. Current performance also satisfies the 2010 indicator.
- Between 1994 and 2008, the number of reported child KSIs has reduced from 8 to 5 in Rochford District. The 2008 performance both satisfies the DfT indicator of 5.32 but exceeds the LTP2 indicator of 4.34.

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You can contact us at:

Spatial Planning
Planning and Transportation
Environment, Sustainability and Highways
Essex County Council
County Hall
CHELMSFORD
Essex CM1 1QH

Or by e-mail at:
spatial.planning@essex.gov.uk

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Appendix 18 – Sustainability Context and Objectives

3.0 SUSTAINABILITY CONTEXT AND OBJECTIVES

REVIEW OF RELEVANT PLANS AND PROGRAMMES

- 3.1 In order to establish a clear scope for the SA of the LDF it is necessary (and a requirement of SEA) to review and develop an understanding of the wider range of "policies, plans, programmes and sustainability objectives"⁷ that are relevant to the LDF. This includes International, European, National, Regional and local level policies, plans and strategies. Summarising the aspirations of other relevant policies, plans, programmes and sustainability objectives (hereafter referred to as 'relevant plans') promotes systematic identification of the ways in which the LDF could help fulfil them.
- 3.2 A thorough review of relevant plans was undertaken as part of the SA and SEA of the emerging East of England Plan, including relevant International, National, Regional and Sub Regional plans. Further relevant plans for the LDF and SA were also compiled by Rochford Council, as part of the development of the evidence base for the LDF. A broader range of plans and programmes were then considered by Essex County Council's environmental assessment team in order to meet SA requirements. This Plans and Programmes review was reported in the SA Scoping Report published in November 2005 and is available in the Council's website.
- 3.3 In 2008, it was decided that due to time elapsed since the original work was undertaken, and the release of numerous new plans and programs, an update of the PP review be undertaken. This was carried out by Enfusion to ensure that a robust and credible evidence base is available to inform the plan and SA. This new work was undertaken in September 2008 and is presented as an Appendix to this report.

DESCRIPTION OF THE BASELINE CONDITIONS

- 3.4 Collection of baseline information is required under SEA legislation, and is fundamental to the SA process to provide a background to, and evidence base for, identifying sustainability problems and opportunities in Rochford, and providing the basis for predicting and monitoring effects of the LDF. To make judgements about how the emerging content of the LDF will progress or hinder sustainable development, it is essential to understand the economic, environmental and social circumstances in Rochford today and their likely evolution in the future. The aim is to collect only relevant and sufficient data on the present and future state of the District to allow the potential effects of the LDF to be adequately predicted.
- 3.5 The SA Guidance provided by Government proposes a practical approach to data collection, recognising that information may not yet

⁷ *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents*
ODPM, November 2005

be available, and that information gaps for future improvements should be reported as well as the need to consider uncertainties in data. Collection of baseline information should be continuous as the SA process guides plan making and as new information becomes available.

- 3.6 SA Guidance advises that, where possible, information should be collated to include:
- 'comparators' - (ie the same information for different areas) - as points of reference against which local data may be compared
 - established targets, which will highlight how far the current situation is from such thresholds
 - trends - to ascertain whether the situation is currently improving or deteriorating
- 3.7 A SEA Baseline Information Profile (2007-2008) has been prepared for Rochford District Council by Essex County Council. The County Council has entered into an agreement with several local authorities in Essex to collect and maintain the baseline information to meet the requirements of the SEA Directive. The report draws together national, regional and local data to enable assessment of the current situation within the District. Targets and standards at international, national and local level are reviewed to provide the necessary context and to facilitate the focussing of resources into areas of non-compliance or significant failure. The report also examines limitations in the data collected. The SEA Baseline Information Profile (2007-2008) Report, including comparators, established targets and trends is presented in Appendix III. The key issues that arose from the baseline profile are:
- The character of the District has a clear east-west divide. The east of the District is sparsely populated and predominantly contains areas at risk of flooding and of ecological importance. The west of the District contains the majority of the District's population, has better access to services and fewer physical constraints.
 - The District has an ageing population with a lower percentage of 14-44 year olds and a higher percentage of 45-64 year olds than regional and national figures.
 - Between 2001 and 2005 eleven affordable dwellings were completed in the District, this is significantly lower than the 393 affordable housing units required annually, as identified by the Rochford District Housing Needs Survey 2004.
 - Demand for housing is focused primarily on the District's larger settlements of Rayleigh, Hockley and Rochford.
 - Life expectancy in the District has increased since 1991 along with reduced levels of mortality due to coronary heart disease and cancer.
 - There are two areas (Foulness and the Crouch and Rouch Estuaries) designated as Ramsar sites within the District as part of the wider Mid Essex Coast Ramsar site. The same sites are also

designated as Special Areas of Protection. Part of the Essex Estuary Special Area of Conservation is also within the District.

- Water quality across the District has been declining since 2005.

THE SUSTAINABILITY CHARACTERISTICS OF ROCHFORD

- 3.8 It is important to distil the key sustainability issues, problems and objectives relevant to the District from the collated information and consideration of the particular character of the area. These issues are considered to be priorities for consideration through the Sustainability Appraisal, and the SA Framework of sustainability objectives (detailed in Section 3) seeks to attend to them.

Characterisation

- 3.9 Geographically, Rochford is situated within a peninsula between the Rivers Thames and Crouch, and is bounded to the east by the North Sea. It covers an area of 65 square miles, is rich in heritage and natural beauty, with many miles of unspoilt coastline and attractive countryside. The District is predominantly rural, which is reflected in the fact that 12,763 hectares are designated as Metropolitan Green Belt.
- 3.10 In 2001 the Census recorded the District as having a population of 78,489. The Office for National Statistics (ONS) currently estimates that the population of the District in 2008 is 81,700, and projects that this will rise to 87,000 by 2021. Rochford District is home to a relatively large number of families, raising the average household size. This is particularly the case in the western part of the District, perhaps indicating that the higher levels of in-migration in these parts are due to parents seeking the quality of life and prosperity needed to support families.
- 3.11 There are approximately 31,952 households within Rochford District. The average price of a detached dwelling in 2007 was £319,790 in Rochford District, which is slightly lower than the average price for the same property type in Essex (£339,220). The Regional Spatial Strategy (known as the East of England Plan) has given an allocation of 4600 dwellings to be built in Rochford District between 2001 and 2021. Housing needs studies and other data from sources such as the housing waiting list indicate that demand for housing is focused primarily on the District's larger settlements of Rayleigh, Hockley and Rochford, but there is still demand for housing in other settlements.
- 3.12 Rochford has a small, but reasonably productive, and enterprising economy. Although the District does not record significant levels of 'high skills', a solid foundation of basic and intermediate skills underpins the local economy, and supports a healthy share of knowledge-driven jobs. Rochford District is a generally prosperous part of the country, despite only a modest share of resident 'knowledge workers', the typically higher paid employees. This is reflected in reasonably low deprivation, excellent health conditions among the District's

population (although some pockets of poorer health in the more urban areas are evident), and one of the lowest crime rates in the country.

- 3.13 The service sector dominates the economy of the District with over three-quarters of those employed working in this sector. This is, however, a smaller proportion than that of either the region or the country. Although the District is predominantly rural, the proportion of local businesses involved in agricultural activities is low, constituting a fraction over 3% of VAT registered businesses in Rochford District compared to national and regional figures of a fraction over 5% and over 5.5%, respectively.
- 3.14 Rochford has three strategic trunk routes in or around its boundary, namely the A130, A127 and A13. The A127 and A13 run directly to London, a main commuter and employment destination. There are also three train stations located in the District, which provide a direct service to London Liverpool Street.
- 3.15 The proximity of Southend-on-Sea and the relationship between this urban area and predominantly rural Rochford District also has a considerable impact upon the characteristics of the District. Southend is the largest retail centre in the sub-region, attracting consumer expenditure from a wider area and contributing to the leakage of spending out of the District. The retail catchment area of Southend overlays those of all of the District's centres. In addition, Southend provides a range of employment opportunities and is within easy commuting distance of a large proportion of the District's population.
- 3.16 The landscape of the character of the District has been broadly identified as being made up of three types: Crouch and Roach Farmland; Dengie and Foulness Coastal; and South Essex Coastal Towns. The latter of these three is least sensitive to development. The character of the District has a clear east-west divide. The east of the District is sparsely populated and predominantly contains areas at risk of flooding and of ecological importance. The west of the District contains the majority of the District's population, has better access to services and fewer physical constraints.
- 3.17 Areas for development are limited by physical constraints, including areas at risk of flooding, areas protected for their landscape value, and areas protected for their ecological value. Some such areas are of local, regional national and international importance, including those protected by the EU Habitats Directive.

KEY SUSTAINABILITY ISSUES, PROBLEMS AND OPPORTUNITIES

- 3.18 The following key sustainability issues are considered to be priorities for sustainability, arising from the particular characteristics, pressures and opportunities currently affecting Rochford:

| Table: 3.1: Key sustainability Issues/ opportunities identified for Rochford District |
|---|
| The provision of quality and affordable housing to meet housing needs in the Districts settlements. |
| Improving services and connectivity to the sparsely populated eastern part of the district. |
| Taking account of environmental and physical constraints when accommodating new housing. |
| The protection of the District's biodiversity and landscape qualities; including opportunities for green infrastructure networks. |
| High levels of car ownership and limited public transport in many areas. |
| High levels of out-commuting to other districts and difficulties in competing with economies in neighbouring areas. |
| Opportunity to stimulate the local economy, including the rural economy, whilst recognising difficulties in competing with economies in neighbouring areas. |
| Opportunities to incorporate good practice sustainable design into new development, and minimise the carbon footprint of the District. |

- 3.19 The SA Framework presented in the next Section sets out objectives to address these issues. The Framework also includes objectives relating to, for example, generation of renewable energy which, whilst not specific to Rochford, is a crucial component of sustainable development and needs to be progressed everywhere.

THE SA FRAMEWORK

- 3.20 The proposed SA Framework provides the basis by which the sustainability effects of emerging Local Development Documents will be described, analysed and compared. It includes a number of sustainability objectives, elaborated by 'decision-aiding questions'. These have been distilled from the information collated during the review of relevant Plans and Programmes and the review of Baseline Information (as detailed in Sections 2 and 3 of this report, respectively), the key sustainability issues identified (as detailed in previously in this Section), as well as from discussions with planning professionals with extensive experience working in Rochford.
- 3.21 The sustainability objectives seek to address and progress the main sustainability issues and opportunities identified as important in Rochford. The decision-aiding questions assist by clarifying the detail of the issues, improving objectivity, ensuring that the appraisal is relevant to land use planning, and making the SA Framework more locally specific.
- 3.22 The framework has been updated as the LDF has progressed to accommodate recommendations resulting from the consultation exercises. These changes can be found in Appendix II of this SA Report.

Table 3.2: The SA Framework

| SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|--|
| 1. Balanced Communities (SEA topic: Population & Human Health, Material Assets) | |
| To ensure the delivery of high quality sustainable communities where people want to live and work | <ul style="list-style-type: none"> ■ Will it ensure the phasing of infrastructure, including community facilities to meet ongoing and future needs? ■ Will it ensure the regeneration and enhancement of existing communities? ■ Will it ensure equal opportunities and that all sections of the community are catered for? ■ Will it meet the needs of an ageing population? ■ Will the policies and options proposed seek to enhance the qualifications and skills of the local community? ■ Will income and quality-of-life disparities be reduced? |
| 2. Healthy & Safe Communities (SEA topic: Population & Human Health) | |
| Create healthy and safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion | <ul style="list-style-type: none"> ■ Will it ensure the delivery of high quality, safe and inclusive design? ■ Will it improve health and reduce health inequalities? ■ Will it promote informal recreation and encourage healthy, active lifestyles? ■ Will green infrastructure and networks be promoted and/or enhanced? ■ Will it minimise noise pollution? ■ Will it minimise light pollution? |
| 3. Housing (SEA topic: Population & Human Health) | |
| To provide everybody with the opportunity to live in a decent home | <ul style="list-style-type: none"> ■ Will it increase the range and affordability of housing for all social groups? ■ Will a mix of housing types and tenures be promoted? ■ Will it reduce the number of unfit homes? ■ Does it promote high quality design? ■ Is there sustainable access to key services? ■ Does it meet the resident's needs in terms of sheltered and lifetime homes or those that can be easily adapted so? |
| 4. Economy & Employment (SEA topic: Population & Human Health, Material Assets) | |
| To achieve sustainable levels of economic growth/prosperity and promote town centre vitality/viability | <ul style="list-style-type: none"> ■ Does it promote and enhance existing centres by focusing development in such centres? ■ Will it improve business development? ■ Does it enhance consumer choice through the provision of a range of shopping, leisure, and local services to meet the needs of the entire community? ■ Does it promote mixed use and high density development in urban centres? ■ Does it promote a wide variety of jobs across all sectors? ■ Does it secure more opportunities for residents to work in the district? |

| SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|--|---|
| 5. Accessibility | (SEA topic: Population & Human Health, Air, Climatic Factors) |
| To promote more sustainable transport choices both for people and moving freight ensuring access to jobs, shopping, leisure facilities and services by public transport, walking and cycling | <ul style="list-style-type: none"> ■ Will it increase the availability of sustainable transport modes? ■ Will it seek to encourage people to use alternative modes of transportation other than the private car, including walking and cycling? ■ Will it contribute positively to reducing social exclusion by ensuring access to jobs, shopping, leisure facilities and services? ■ Will it reduce the need to travel? ■ Does it seek to encourage development where large volumes of people and/or transport movements are located in sustainable accessible locations? ■ Does it enable access for all sections of the community, including the young, women, those with disabilities and the elderly? ■ Does it secure more opportunities for residents to work in the District, and for out-commuting to be reduced? |
| 6. Biodiversity | (SEA topic: Fauna & Flora) |
| To conserve and enhance the biological and geological diversity of the environment as an integral part of social, environmental and economic development | <ul style="list-style-type: none"> ■ Will it conserve and enhance natural/semi natural habitats, including the District's distinctive estuaries and salt marshes? ■ Will it conserve and enhance species diversity, and in particular avoid harm to protected species and priority species? ■ Will it maintain and enhance sites designated for their nature conservation interest? ■ Will it conserve and enhance sites of geological significance? ■ Does land use allocation reflect the scope of using brownfield land for significant wildlife interest where viable and realistic. |
| 7. Cultural Heritage | (SEA topic: Cultural Heritage, Landscape) |
| To maintain and enhance the cultural heritage and assets of the District | <ul style="list-style-type: none"> ■ Will it protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas? ■ Will it support locally-based cultural resources and activities? |
| 8. Landscape & Townscape (SEA topic: Landscape ,Cultural Heritage) | |

| SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|--|
| To maintain and enhance the quality of landscapes and townscapes | <ul style="list-style-type: none"> ■ Does it seek to enhance the range and quality of the public realm and open spaces? ■ Will it contribute to the delivery of the enhancement, effective management and appropriate use of land in the urban fringe? ■ Will it reduce the amount of derelict, degraded and underused land? ■ Will it conserve and/or improve the landscape character? ■ Will it preserve and/or enhance townscape character and value? ■ Will the local character/vernacular be preserved and enhanced through development |
| 9. Climate Change & Energy (SEA topic: Climatic Factors) | |
| To reduce contributions to climate change | <ul style="list-style-type: none"> ■ Will it reduce emissions of greenhouse gases by reducing energy consumption? ■ Will it lead to an increased proportion of energy needs being met from renewable sources? ■ Does it adapt to and provide for the consequences of climate change in a largely low-lying area and allow species room to migrate? |
| 10. Water (SEA topic: Water, Fauna & Flora) | |
| To improve water quality and reduce the risk of flooding | <ul style="list-style-type: none"> ■ Will it improve the quality of inland water? ■ Will it improve the quality of coastal waters? ■ Will it provide for an efficient water conservation and supply regime? ■ Will it provide for effective wastewater treatment? ■ Will it require the provision of sustainable drainage systems in new development? ■ Will it reduce the risk of flooding and promote sustainable flood management, including, where possible, the enhancement of habitats and landscape? |
| 11. Land & Soil (SEA topic: Soils) | |
| To maintain and improve the quality of the District's land and soil | <ul style="list-style-type: none"> ■ Does it ensure the re-use of previously-developed land and urban areas in preference to Greenfield sites? ■ Will higher-density development be promoted where appropriate? ■ Will soil quality be preserved? ■ Will it promote the remediation of contaminated land? ■ Will the best and most versatile agricultural land be protected? |
| 12. Air Quality (SEA topic: Air, Climatic Factors) | |
| To improve air quality | <ul style="list-style-type: none"> ■ Will air quality be improved through reduced emissions (eg. through reducing car travel)? ■ Will it direct transport movements away from AQMAS and/or potentially significant junctions? |

| SA Objective | Decision-Aiding Question Will it (the Policy)...? |
|---|--|
| 13 Sustainable Design & Construction (SEA topic: Human Health, Material Assets, Climatic Factors, Fauna & Flora, Water, Air) | |
| To promote sustainable design and construction | <ul style="list-style-type: none"> ■ Will it ensure the use of sustainable design principles, e.g. encouraging a mix of uses? ■ Will it integrate new opportunities for biodiversity and habitat creation, where possible? ■ Will climate proofing design measures be incorporated? ■ Will it require the re-use and recycling of construction materials? ■ Will it encourage a reduction in waste and sustainable waste management? ■ Will it encourage locally-sourced materials? ■ Will it require best-practice sustainable construction methods, for example in energy and water efficiency? |



Rochford District Council
Council Offices South Street
Rochford Essex SS4 1BW
Phone: 01702 546366
customerservices@rochford.gov.uk
Website: www.rochford.gov.uk



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