

Essex County Council

**Development Management Policies
Consultation Draft**

**Sustainability Appraisal
and
Strategic Environmental Assessment**

**Environmental Report
Annex A
Plans and Programmes**

April 2010



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CONTENTS

1	Introduction	1
1.1	Background.....	1
1.2	Sustainability Appraisal / Strategic Environmental Assessment.....	1
1.3	Identifying Other Relevant Policies, Plans and Programmes.....	2
2	Directory of Plans and Programmes	3
2.1	International Plans and Programmes.....	3
2.2	National Plans and Programmes	3
2.3	Regional Plans and Programmes	3
2.4	County Plans and Programmes	4
2.5	District/Borough Plans	4
3	List of Relevant Plans and Programmes	5
4	Review of Plans and Programmes	13
4.1	Broad Sustainability	13
4.2	Transport	34
4.3	Air Quality	51
4.4	Noise.....	55
4.5	Health	58
4.6	Population and Social	59
4.7	Housing.....	60
4.8	Economy.....	63
4.9	Biodiversity.....	68
4.10	Water	77
4.11	Flooding	80
4.12	Climatic Factors	85
4.13	Minerals and Waste	86
4.14	Cultural Heritage	90
4.15	Landscape (including Townscape and Design).....	93

Glossary of Acronyms

CABE	Commission for Architecture and the Built Environment
CLG	Communities and Local Government
DEFRA	Department for Environment, Food and Rural Affairs
DETR	Department of the Environment Transport and the Regions
DfT	Department for Transport
DMP	Development Management Policies
DPD	Development Plan Documents
EC	European Commission
EEC	European Economic Community
EEDA	East of England Development Agency
EERA	East of England Regional Assembly
EPOA	Essex Planning Officers Association
EU	European Union
LDF	Local Development Framework
ODPM	Office of the Deputy Prime Minister
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RES	Regional Economic Strategy
SA	Sustainability Appraisal
SEA	Strategic Environmental Assessment
UPS	Urban Place Supplement

1 INTRODUCTION

1.1 Background

Essex County Council's Development Management Group is reviewing their Development Control Policies in light of a new Development Management approach to deal with development pressures facing Essex. The Development Management Policy document will be a "County Supplemental Guidance" to assist the Highways Authority when making recommendations to the relevant Planning Authority on planning decisions. A working draft copy of the revised policies – "Development Management Policies" – (hereafter referred to as 'the DMP document') is to be published for the purposes of a 6-week public consultation.

1.2 Sustainability Appraisal / Strategic Environmental Assessment

The requirement for Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) emanates from a high level national and international commitment to sustainable development. The most commonly used definition of sustainable development is that drawn up by the World Trade Commission on Environment and Development in 1987 which states that sustainable development is:

'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'

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 few exceptions are detailed in Article 3 (8, 9) of the SEA Directive. The aim of the SEA is to identify potentially significant environmental effects created as a result of the implementation of the plan or programme on issues such as *'biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'* as specified in Annex 1(f) of the Directive.

Sustainability Appraisals examine the effects of proposed plans and programmes in a wider context, taking into account economic, social and environmental considerations in order to promote sustainable development. They are mandatory for all Development Plan Documents and Regional Spatial Strategies in accordance with the "Planning and Compulsory Purchase Act 2004" as amended.

Whilst the requirements to produce a Sustainability Appraisal and Strategic Environmental Assessment are distinct, Government guidance considers that it is possible to satisfy the two requirements through a single approach providing that the requirements of the SEA Directive are met.

The SA/SEA of the DMP document has been carried out by the Spatial Planning Group of Essex County Council.

1.3 Identifying Other Relevant Policies, Plans and Programmes

SEA Directive requires: 'The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation. Annex I (e)'

The DMP document must comply with existing policies, plans and programmes at national and regional levels and strengthen and support local plans and strategies. It is therefore important to identify and review those policies, plans and programmes and sustainability objectives which are relevant to both the Plan and the Appraisal at an early stage to allow any inconsistencies or constraints within the DMP document to be addressed and also to help develop the SA framework.

The relationship between various policies, plans, programmes and sustainability objectives may influence the DMP document in various ways. The relationships are analysed to;

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

Engaging in this process enables the DMP document to take advantage of any potential synergies and to attend to any inconsistencies and constraints. The plans and programmes that need to be considered include those at an international, national, regional and local scale. All the identified plans and programmes are relevant to the DMP document and its Sustainability Appraisal/Strategic Environmental Assessment; however it must be noted that no list of plans and programmes can be definitive.

2 DIRECTORY OF PLANS AND PROGRAMMES

The plans and programmes form a contextual review and have been categorised in relation to themes of sustainability; responding more closely to the detail of Annex B – Sustainability Baseline Information, and also acting as a policy reference to that document. This plans and programmes review will follow the order of:

- Broad Sustainability Issues.
- Transport
- Air Quality
- Noise
- Health
- Population and Social
- Housing
- Economy
- Biodiversity
- Water
- Flooding
- Climatic Factors
- Minerals and Waste
- Cultural Heritage
- Landscape

Furthermore to the categorisation of plans and programmes into sustainability themes, relevant documents have been sub-categorised into a hierarchy of influence, based on their administrative scope or focus, where documents exist. These sub-categories are as follows:

2.1 International Plans and Programmes

The International agreements, European Directives and Conventions featured have been selected due to their ability to potentially influence the development of the DMP document and its Sustainability Appraisal. Both International Agreements and European Directives have, in most cases, already been integrated into complementary UK legislation or policy to ensure their objectives can be achieved.

2.2 National Plans and Programmes

The Government sets out its broad planning policies for the country in the form of Planning Policy Guidance notes (PPG's) and Planning Policy Statements (PPS's) covering the full extent of planning matters relevant to the places in which we live. Other plans, programmes and strategies from cross-departmental bodies, have been reviewed and included due to their relevance to issues raised in the DMP document, and their ability to influence the appraisal of the included content.

2.3 Regional Plans and Programmes

A review of regional plans and programmes has been undertaken to highlight policy objectives important to the East of England. Documented in the review are the issues and objectives relevant to the DMP document that inform and influence the appraisal of their preferred option policies. The successful coordination of National and

Regional Government strategies is important across a range of planning topics and other public agencies.

2.4 County Plans and Programmes

More locally relevant documents have been reviewed where they detail specific aims and objectives for local issues. The document should be actively aware of these documents, allowing them to integrate countywide aims and objectives into its policies. A similar sentiment can be said of their benefit to the appraisal of the DMP document in the SA process.

2.5 District/Borough Plans

Local level plans also detail specific aims and objectives for local issues. The DMP document should be aware of these documents and their specific aims and objectives. These plans are locally applicable to districts and boroughs within Essex and thus act to educate the required SA.

3 LIST OF RELEVANT PLANS AND PROGRAMMES

The following tables offer a reference to the plans and programmes relevant to the DMP document and its accompanying Sustainability Appraisal.

TABLE 1: BROAD SUSTAINABILITY ISSUES

International
European and International Sustainability Development Strategy (Revised June, 2006)
European Spatial Development Perspective (May, 1999)
Draft European Constitution (2003)
Environment 2010: Our Future, Our Choice - The Sixth Environment Action Programme of the European Community (2001)
The Johannesburg Declaration on Sustainable Development (2002)
National
PPS 1: Delivering Sustainable Development (January, 2005)
Environment Act 1995
Securing the Future Delivering UK Sustainable Development Strategy (March, 2005)
Planning Act 2008 (26 November, 2008)
Planning for a Sustainable Future: White Paper (21 May, 2007)
Circular 05/05: Planning Obligations (July, 2005)
Regional
East of England Plan (12 May, 2008)
Regional Economic Strategy (RES) for the East of England 2008-2031
Sustainable Futures: Integrated Sustainability Framework for the East of England (January, 2009)
Our Environment, Our Future. The Regional Environment Strategy for the East of England (July, 2003)
County
The Essex Local Area Agreement 2008-2011 (April 2009 Refresh)
District/Borough
Basildon District Local Plan Saved Policies (September, 2007)
Braintree District Local Plan Review (July, 2005)
Adopted Brentwood Replacement Local Plan (August, 2005)
Castle Point Local Plan Saved Policies (September, 2007)
Chelmsford Core Strategy and Development Control Policies DPD (February, 2008)
Colchester Local Development Framework Core Strategy (December, 2008)

Colchester Local Plan Saved Policies (March, 2004)
Epping Forest Local Plan Adopted Alterations (July, 2006)
Adopted Replacement Harlow Local Plan (July, 2006)
Maldon District Council Saved Policies (November, 2008)
Tendring District Local Plan 2007 – 2011 (December, 2007)
Uttlesford Local Plan (January, 2005)

TABLE 4: TRANSPORT

National
PPG13: Transport (March, 2001)
The Future of Transport, DfT (2004)
Delivering a Sustainable Transport System (November 2008)
National Cycle Strategy, DfT (1996)
Countryside and Rights of Way Act 2000
Transport Act 2000
Local Transport Act 2008
A new deal for transport: better for everyone - white paper (1998)
The Future of Air Transport - White Paper and the Civil Aviation Bill (December 2003)
Transport Ten Year Plan (2000)
Manual for Streets (2007)
Design Manual for Roads and Bridges
Managing Our Roads (2005)
Regional
Regional Transport Strategy, East of England Plan (12 May, 2008)
Regional Freight Strategy for the East of England Region (July 2008)
County
Essex Local Transport Plan 2006/2011 (LTP2)
Essex Schools & Colleges Sustainable Modes of Travel Strategy 2009-2011 (September 2009)
The Essex Road Safety Strategy 2006-2011
Essex Road Passenger Transport Strategy 2006 - 2011
Essex Rail Strategy 2006 - 2011

Essex Bus Information Strategy 2006 - 2011
Essex Highway Maintenance Strategy (April, 2008)
ECC & EPOA Parking Standards: Design and Good Practice (March, 2009)
The Essex Cycling Strategy (August, 2001)
The Essex Walking Strategy (August, 2001)
The Essex Powered Two Wheeler Strategy (August 2001)
Epping Forest Transport Strategy 2009-2016
Thames Gateway South Essex Business Plan for Transport (November 2005)

TABLE 7: AIR QUALITY

International
Limit Values for SO ₂ , NO _x , PM ₁₀ and Lead (1999/30/EC)
Directive 2008/50/EC - Ambient Air Quality and Cleaner Air for Europe (21 May, 2008)
National
PPG24: Planning and Noise (September, 1994)
Part IV of the Environment Act 1995 Local Air Quality Management Policy Guidance (PG09), (February, 2009)
Local Air Quality Management Practice Guidance 1 Economic Principles for the Assessment of Local Measures to Improve Air Quality (February, 2009)
Local Air Quality Management Practice Guidance 2 Practice Guidance to Local Authorities on Low Emissions Zones (February, 2009)
Air Quality Strategy for England, Scotland, Wales and Northern Ireland (17 July, 2007)

TABLE 8: NOISE

International
Directive 2002/49/EC - The assessment and management of environmental noise (25 June 2002)
National
The Environmental Noise (England) Regulations 2006
Proposed amendments to the Environmental Noise (England) Regulations 2006
'Compulsory Purchase and Compensation' Compulsory Purchase Procedure (October, 2004)
Draft Noise Action Plan Major Roads Template (outside first round agglomerations) - The Environmental Noise (England) Regulations 2006 (as amended) (March, 2009)

TABLE 3: HEALTH

International
Directive 2008/1/EC –Integrated Pollution Prevention and Control (15 January 2008)
National
PPG17: Planning for Open Space, Sport and Recreation
County
The Essex Local Area Agreement 2008-2011 (July, 2008)

TABLE 2: POPULATION AND SOCIAL

National
ODPM Planning and Access For Disabled People (2003)
County
Essex School Organisation Plan 2008 - 2013

TABLE 11: HOUSING

National
PPS3: Housing (December, 2006)
Housing and Regeneration Act (22 July 2008)
Homes for the future: more affordable, more sustainable - Housing Green Paper, 23 (July, 2007)
Circular 01/06 (ODPM): Planning for Gypsy and Traveller Caravan Sites (2 February, 2006)
Circular 04/07: Planning for Travelling Showpeople (21 August, 2007)
Affordable Rural Housing Commission Report (20 July, 2005)
Regional
Accommodation for Gypsy and Travellers and Travelling Showpeople in the East of England - The Secretary of State's Proposed Changes to the Draft Revision to the Regional Spatial Strategy and Statement of Reasons (27 March, 2009)

TABLE 12: ECONOMY

National
PPS4: Planning for Sustainable Economic Growth (December, 2009)
Rural Strategy, Defra (2004)
Sustainable Tourism in England: A framework for action (26 March, 2009)
Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (23 July, 2008)
Achieving the Full Potential of the Visitor Economy (11 February, 2009)

Good Practice Guide on Planning for Tourism (May, 2006)
Regional
East of England Regional Economic Strategy, EEDA (December, 2004)
County
Essex Rural Strategy, The Essex Rural Partnership, Partnership priorities for the future of Rural Essex (Launched July, 2005)

TABLE 5: BIODIVERSITY

International
European Community Biodiversity Strategy (February, 1998)
EU Wild Birds Directive (79/409/EEC)
EU Habitat Directive Council (92/43/EEC)
Convention on the Conservation of European Wildlife and Natural Habitats (Bern) (1979)
Convention on the Conservation of Migratory Species of Wild Animals (Bonn) (1979)
Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (1971)
National
Working with the Grain of Nature – A Biodiversity Strategy for England (2002)
PPS9: Biodiversity and Geological Conservation (August, 2005)
UK Biodiversity Action Plan, Defra (1994)
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System (16 August 2005)
NECR004 - Climate Change and Biodiversity Adaptation: The Role of the Spatial Planning System (Natural England) (2 April 2009)
The Biodiversity Protection 'Ecosystem'
Regional
East of England Biodiversity Delivery Plan 2008-2015
Regional Woodland Strategy: Woodland for life, EERA (2003)
County
Essex Biodiversity Action Plan (1999)
Essex Biodiversity Project (March, 2009)

TABLE 6: WATER

International
EU Nitrates Directive (91/676/EEC)
National
Water Framework Directive (England and Wales) Regulations 2003
Guidance on The Groundwater Regulations 1998 (2001)
Nitrate Pollution Prevention Regulations 2008
County
Essex and Suffolk Water Biodiversity Action Plan (2000 Ongoing)

TABLE 10: FLOODING

National
PPS25: Development and Flood Risk (March, 2010)
Water Act 2003
River Basin Planning Guidance, Defra (2006)
Regional
Draft Revision to Regional Spatial Strategy for the East of England: Habitats Directive Assessment (under the Habitats Regulations) Technical Report Water Quality, Water Resources and Flooding (October, 2007)
TE2100 Plan Consultation Document (April, 2009)
County
Mid Essex Strategic Flood Risk Assessment Main Report (October, 2007)
Thames Gateway South Essex Strategic Flood Risk Assessment (November, 2006)
Essex Shoreline Management Plan
District/Borough
Uttlesford Strategic Flood Risk Assessment (March, 2008)
Harwich Strategic Flood Risk Assessment (August, 2008)
Jaywick Strategic Flood Risk Study (May, 2008)

TABLE 9: CLIMATIC FACTORS

National
PPS22: Renewable Energy (August, 2004)
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December, 2007)

TABLE 13: MINERALS AND WASTE

International
Waste Framework Directive, Council (75/442/EEC)
National
Environmental Protection Act 1990
PPG14: Development on Unstable Land (1990)
PPS23: Planning and Pollution Control (November, 2004)
Regional
Regional Waste Management Strategy, EERA (2003)
County
The Essex and Southend Waste Local Plan (2001)
Minerals Local Plan (Adopted First Review - November 1996)
Draft Joint Municipal Waste Management Strategy for Essex (2005 to 2030)

TABLE 14: CULTURAL HERITAGE

International
European convention on the Protection of the Archaeological Heritage Valletta, (January, 1992)
National
PPS5: Planning for the Historic Environment (March, 2010)

TABLE 15: LANDSCAPE (INCLUDING TOWNSCAPE AND DESIGN)

International
Pan-European Biological and Landscape Diversity Strategy (July, 2006)
National
'Secured by Design' ACPO CPI (June, 2004)
ODPM By Design, Urban Design In The Planning System (May, 2000)
CABE Green Space Strategies (2004)
Councillors' Guide to Creating Quality Public Spaces (CLG) (August, 2008)
County
Essex Design Guide, ECC (Updated, 2005)
The Urban Place Supplement (UPS), ECC & EPOA (May, 2007)
Essex Landscape Character Assessment (2003)
Landscape Character Assessment of the Essex Coast (October, 2005)

4 REVIEW OF PLANS AND PROGRAMMES

4.1 Broad Sustainability

4.1.1 International

European and International Sustainability Development Strategy (Revised June, 2006)	
Web link	http://ec.europa.eu/sustainable/docs/renewed_eu_sds_en.pdf
Description	<p>Aims at the continuous improvement of the quality of life and well-being on Earth for present and future generations. To that end it promotes a dynamic economy with full employment, a high level of education, health protection, social and territorial cohesion, and environmental protection in a peaceful and secure world, respecting cultural diversity.</p> <p>The overall objectives are:</p> <ul style="list-style-type: none">- To limit climate change and its costs, its negative effects to society, and to the environment;- To ensure that our transport systems meet society's economic, social and environmental needs whilst minimising their undesirable impacts on the economy, society and the environment;- To promote sustainable consumption and production patterns;- To improve management and avoid overexploitation of natural resources, recognising the value of ecosystem services;- To promote good public health on equal conditions and improve protection against health threats;- To create a socially inclusive society by taking into account solidarity between and within generations and to secure and increase the quality of life of citizens; and- To actively promote sustainable development worldwide.
Relevance	<p>To ensure that the policy document meets European and international sustainability objectives. This strategy also helps in the formulation of Essex County Council's overall sustainability objectives to be used in the sustainability appraisal. It is important that all developments should be designed to be compliant with the broad guidelines and targets stipulated in the European and International Sustainability Development Strategy.</p>

European Spatial Development Perspective (May, 1999)	
Web link	http://ec.europa.eu/regional_policy/sources/docoffic/official/reports/pdf/sum_en.pdf
Description	<p>The aim of spatial development policies is to work towards a balanced and sustainable development of the territory of the European Union. In the Ministers' view, what is important is 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. <p>The ESDP is a suitable policy framework for the sectoral policies of the Community and the Member States that have spatial impacts, as well as for regional and local authorities, aimed as it is at achieving a balanced and sustainable development of the European territory.</p>
Relevance	The policies within the proposed plan should meet the criteria of this perspective through the adoption of objectives that support the three highlighted goals of European policy and the SA should ensure this.

Draft European Constitution (2003)	
Web link	http://european-convention.eu.int/docs/Treaty/cv00850.en03.pdf
Description	It is stated that the Union shall, "work for the sustainable development of Europe based on balanced economic growth, a social market economy, highly competitive and aiming at full employment and social progress, and with a high level of protection and improvement of the quality of the environment. It shall promote scientific and technological advance. It shall combat social exclusion and discrimination, and shall promote social justice and protection, equality between women and men, solidarity between generations and protection of children's rights. It shall promote economic, social and territorial cohesion, and solidarity among Member States. The Union shall respect its rich cultural and linguistic diversity, and shall ensure that Europe's cultural heritage is safeguarded and enhanced."
Relevance	Policy needs to respond to the County's employment focus. It is important for the SA to address the consequences various options or future scenarios will have on the environment and the characteristics of the County.

Environment 2010: Our Future, Our Choice - The Sixth Environment Action Programme of the European Community (2001)

Web link	http://ec.europa.eu/environment/air/pdf/6eapbooklet_en.pdf
Description	The overall objectives are: <ul style="list-style-type: none">- Tackling climate change;- Protect nature and wildlife;- Address environment and health issues; and- Preserve natural resources and manage waste
Relevance	<ul style="list-style-type: none">- The above objectives are key in ensuring that policies are deemed as sustainable in the appraisal stage of the SA process. Such sustainability issues are needed to be inclusive of one another in order to enable sustainable development within Essex.

The Johannesburg Declaration on Sustainable Development (2002)

Web link	http://www.un-documents.net/jburgdec.htm
Description	The key objectives are: <ul style="list-style-type: none">- change production and consumption patterns;- protect and manage natural resources; and- protect biodiversity
Relevance	The protection and conservation of biodiversity features, the adoption of energy efficiency measures and a switch to renewable energy/electricity sources are key components of sustainable development. This declaration is an important reference for the SA when undertaking relevant policy appraisals.

4.1.2 National

PPS 1: Delivering Sustainable Development (January, 2005)	
Web link	http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement1
Description	<p>This document sets out the overarching planning policies on the delivery of sustainable development through the planning system. It details that the delivery of sustainable development should promote:</p> <ul style="list-style-type: none"> - social cohesion and inclusion; - prudent use of natural resources; - sustainable economic development; and - integration of sustainable development in development plans.
Relevance	This policy sets out the underlying principles for achieving sustainable development which will inform the sustainability appraisal process and should inform the policies within the DMP Document.

Environment Act 1995	
Web link	http://www.opsi.gov.uk/acts/acts1995/Ukpga_19950025_en_1
Description	“An Act to make further provision for the control of pollution, the conservation of natural resources and the conservation or enhancement of the environment; to make provision for imposing obligations on certain persons in respect of certain products or materials...”
Relevance	The control of pollution, the conservation of natural resources and the conservation or enhancement of the environment are key components of sustainable development. This act is an important reference for the SA when undertaking relevant policy appraisals.

Securing the Future Delivering UK Sustainable Development Strategy (March, 2005)	
Web link	http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/
Description	<p>The guiding principles for the 2005 UK Sustainable Development 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.
Relevance	It is integral to any policy document that aspects of sustainability are achieved successfully and inclusively of one another. This document assists the SA in the appraisal process, where relevant policies exist and may need to interlink with others.

Planning Act 2008 (26 November, 2008)	
Web link	http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080029_en.pdf
Description	<p>The Act builds on the proposals set out in the Planning White Paper and introduces a new system for nationally significant infrastructure planning, alongside further reforms to the town and country planning system and the introduction of a Community Infrastructure Levy.</p> <p>The Act also makes further reforms to the town and country planning system, including improving the Local Development Plan system by removing some minor procedures; adding a duty on councils to take action on climate change in their development plans; and to have regard to the desirability of achieving good design; streamlining development control procedures; making changes to the appeals process; and adding transitional powers allowing regional assemblies to delegate some planning functions to regional planning bodies.</p>
Relevance	The details of this act are important to inform any appraisals and recommendations in the SA, especially considering infrastructure planning and the Community Infrastructure Levy.

Planning for a Sustainable Future: White Paper (21 May, 2007)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningsustainablefuture.pdf
Description	Proposes reforms on how we take decisions on nationally significant infrastructure projects - including energy, waste, waste-water and transport - responding to the challenges of economic globalisation and climate change. It also proposes further reforms to the Town and Country Planning system, building on the recent improvements to make it more efficient and more responsive.
Relevance	Understanding the national processes of significant infrastructure projects in response to wider environmental considerations is key to the SA of the DMP Document. This white paper informs the SA.

Circular 05/05: Planning Obligations (July, 2005)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147537.pdf#
Description	<p>“The purpose of this Circular is to provide guidance on the use of planning obligations in England under section 106 of the Town and Country Planning Act 1990 as substituted by the Planning and Compensation Act 1991.</p> <p>Planning obligations (or 's106 agreements') are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land, and intended to make acceptable development which would otherwise be unacceptable in planning terms. Obligations can also be secured through unilateral undertakings by developers.”</p>
Relevance	The funding of major infrastructure improvements emanating from developments is important in light of highways polices. This circular informs the SA on such matters.

4.1.3 Regional

East of England Plan (12 May, 2008)	
Web link	http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/EE_Plan1.pdf
Description	<p>This plan is a revision of the Regional Spatial Strategy and sets out a spatial vision that “by 2021 the East of England will be realising its economic potential and providing a high quality of life for its people, including by meeting their housing needs in sustainable inclusive communities. At the same time it will reduce its impact on climate change and the environment, including through savings in energy and water use and by strengthening its stock of environmental assets.” The vision is supported by 5 objectives, which are as follows:</p> <ul style="list-style-type: none"> - to reduce the region’s impact on, and exposure to, the effects of climate change; - to address housing shortages in the region; - to realise the economic potential of the region and its people; - to improve the quality of life for the people of the region; and - to improve and conserve the region’s environment
Relevance	Understanding the Regional outlook for transport issues is of key importance to the SA of the DMP Document. This plan informs the SA of such issues, and countywide policies must respond to the regional outlook.

Regional Economic Strategy (RES) for the East of England 2008-2031	
Web link	http://www.eastofengland.uk.com/res/files/RES_Complete.pdf
Description	<p>The vision set out in the RES is for the region to be:</p> <ul style="list-style-type: none"> - internationally competitive with a global reputation for innovation and business growth; - a region that harnesses and develops the talents and creativity of all; and - at the forefront of the low-carbon and resource-efficient economy. <p>And known for:</p> <ul style="list-style-type: none"> - exceptional landscapes, vibrant places and quality of life; and - being a confident, outward-looking region with strong leadership and where communities actively shape their future.
Relevance	Major employment schemes in the county would need to be considered within the strategies and policies of the DMP Document and its appraisal.

Sustainable Futures: Integrated Sustainability Framework for the East of England (January, 2009)	
Web link	http://www.eera.gov.uk/GetAsset.aspx?id=fAAyADMANwA0AHwAfABGAGEAbABzAGUAFAB8ADAAfAA1
Description	<p>The Integrated Sustainability Framework (ISF) is a statement of the sustainable development priorities and challenges facing the East of England. The vision set out in this document is <i>“To promote and enhance the environmental, economic and social well-being of the East of England, and ensure a better quality of life for everyone – now and in the future.”</i></p> <p>The 10 regionally specific objectives provide a framework for policy makers at regional, sub-regional and local level to promote sustainable development. They are:</p> <ul style="list-style-type: none"> - 1. Promote sustainable growth within environmental limits - 2. Reduce poverty and inequality and promote social inclusion - 3. Reduce greenhouse gas emissions - 4. Adapt to the impacts of climate change - 5. Promote employment, learning, skills and innovation - 6. Increase resource efficiency and reduce resource use - 7. Conserve, restore and enhance the region’s natural and - 8. Move goods and people sustainably - 9. Meet the needs of the changing regional demographic - 10. Provide decent, affordable and safe homes for all <p>The document also explains how these objectives are being addressed by current regional targets in the Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES) and any gaps that may need to be addressed in a future Single Regional Strategy.</p>
Relevance	Sustainable development is vital in securing future prosperity and vitality. This strategy recognises the issues for the region that are directly relevant to the County, thus becoming a useful document to refer to in the appraisal process.

Our Environment, Our Future. The Regional Environment Strategy for the East of England (July, 2003)

Web link	http://www.eera.gov.uk/GetAsset.aspx?id=fAAxADMAMwA2AHwAfABGAGEAbABzAGUafAB8ADAAfAA1
Description	<p>The objectives are to:</p> <ul style="list-style-type: none"> - plan to provide a full range of essential services and facilities within communities commensurate with their size and location; - target investment on the rail network, and on creating and improving integrated local networks of walking, cycling and public transport; - ensure that all local planning authorities are aware of, and use, guidance and checklists on sustainable design in determining planning permissions; - ensure that the design of all new development minimises impact on natural resources (e.g. consumption of energy, water and materials) during both construction and operation; - avoid development from being located in areas at risk from coastal flooding, fluvial flooding or storm surges; - prepare and implement Integrated Coastal Zone Management for the whole coast, incorporating Coastal Habitat Management Plans (CHaMPS), and protection of historic assets found in the coastal zone; - fully engage with regional and local stakeholders to increase awareness of, and involvement in, strengthening and management of landscape character; - ensure strong protection and active management of wildlife sites to sustain or restore their interest; - increase the uptake of agri-environment schemes; - increase the range of regionally distinctive traditional building materials in the region; and - increase awareness of the role of the historic environment as providing a catalyst for regeneration.
Relevance	This strategy recognises the issues for the region that are directly relevant to the County, thus becoming a useful document to refer to in the appraisal process.

4.1.4 County

The Essex Local Area Agreement 2008-2011 (April 2009 Refresh)	
Web link	http://www.essexpartnershipportal.org/live/partnership/112
Description	<p>This LAA sets out agreed performance targets for the most important issues over the next three years.</p> <p>In this Agreement, the Essex Partnership is taking three major steps towards an approach that recognises issues of diversity and equality:</p> <ul style="list-style-type: none"> - 1. Baselines and targets have been agreed for districts wherever possible. This recognises that need varies across the county and more ambitious targets are required, with the support of the district local strategic partnership, in some parts compared with others. - 2. Baselines and targets have been agreed for groups of people whose needs demand special attention and effort from the public and other services, e.g. the educational attainment of children who are looked after by the local authority, or the welfare of carers. - 3. Equality Impact Assessments have been completed for all LAA action plans with training provided to all target leads. <p>The key priorities are:</p> <ul style="list-style-type: none"> - Fewer children and young people missing education or not in education, employment or training - More people supported to live independently in their own homes with better support for carers - Better public health and longer lives - Children and young people realise their potential in education - Essex roads are safer, less congested and everyone has access to essential services - More participation in sports, culture and volunteering for the benefit of the whole community - Essex is a safe place to live - Essex has a strong and competitive economy - A smaller carbon footprint with less waste - A well managed environment
Relevance	The key priorities within this agreement if achieved would lead to sustainable development and therefore this document will help inform the SA process.

4.1.5 District/Borough

Basildon District Local Plan Saved Policies (September, 2007)	
Web link	http://www.basildon.gov.uk/CHttpHandler.ashx?id=598&p=0
Description	<p>In August 2006, DCLG published a Protocol for Councils to follow should they wish to extend the life of their adopted local planning policies beyond 27th September 2007 until such a time that their LDF was adopted. The document includes policy relating to:</p> <ul style="list-style-type: none"> - Greenbelt - Settlement and Housing - Natural Environment and Nature Conservation - Employment - Built Environment - Retailing - Town Centres - Recreation - Transport <p>There is a single saved transport policy, namely Policy BAS T5 – Public Transport which states that the Council will encourage the improvement of facilities at public transport interchanges, with particular reference to adequate and convenient commuter parking, secure cycle parking, taxi ranks and bus lay-bys, and manoeuvring areas. Supporting text states that these improvements may be as a result of associated developments.</p>
Relevance	<p>This document contains a number of local level transport policies which are to be saved past the lifespan of the Local Plan. As such they have guided and continue to guide development at the local level and new policies operating within the District will need to be in conformity to these. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives</p>

Braintree District Local Plan Review (July, 2005)	
Web link	http://www.braintree.gov.uk/local_plan/plan_index.htm
Description	<p>The plan was originally designed to control development within the District up to 2011 although it will now be progressively replaced by their Local Development Framework when it becomes available. However, until such a date the policies within the interactive Local Plan as hosted on BDC's website, excluding those highlighted, are saved and will continue to govern the District.</p> <p>With regard to transportation, the Local Plan Review's overall aim is to develop a sustainable, integrated transport system for the District, which provides necessary access to facilities, services and goods with less dependence on cars and less impact on the environment. The stated objectives are:</p> <ul style="list-style-type: none"> - 1. To promote public transport, cycling and walking, Safer Journeys to Schools and transport packages for the urban areas. - 2. To protect sensitive urban and rural environments from the adverse impact of transport, including the use of appropriate materials and street furniture. - 3. To improve safety for all road users. - 4. To seek improvements to infrastructure to unlock the economic potential of the District. - 5. To promote accessibility to everyday facilities for all, especially those without a car. - 6. To encourage employers, major retailers and leisure operators to implement travel plans. - 7. To promote the integration of all forms of transport with land use planning, leading to a better, more efficient transport system. <p>Development is to be concentrated in Braintree and Witham where the main shops and services can be found.</p>
Relevance	This document contains a number of local level transport policies which are to be saved past the lifespan of the Local Plan. As such they have guided and continue to guide development at the local level and new policies operating within the District will need to be in conformity to these. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Adopted Brentwood Replacement Local Plan (August, 2005)

Web link	http://www.brentwood.gov.uk/brentwood_local_plan/
Description	<p>The plan was originally designed to control development within the District up to 2011 although it will now be progressively replaced by their Local Development Framework when it becomes available. However, until such a date the policies within the Local Plan, excluding those highlighted, are saved and will continue to govern the District. One aim of the plan is to fully integrate transportation and land use.</p> <p>The overarching aim of the plan is to “protect, conserve and enhance the character and appearance of the Borough’s natural and built environment whilst promoting the economic, social and cultural well-being of the Borough and seeking to make provision for the development and other needs of the Borough within the context of strategic planning guidelines and the principles of sustainable development.”</p> <p>Sustainability principles relevant to the issue of Transportation are to:</p> <ul style="list-style-type: none"> - conserve and protect natural resources; - to minimise the impact of pollution on the environment and upon Public Health & Safety; - to minimise the need to travel and the use of private vehicles; - to minimise the consumption of energy; - to Encourage Choice of Transport Mode, particularly Non-Car Modes ; - to Increase Accessibility to Employment, Services, Facilities etc; - to Increase Accessibility to Open Space; - to Locate Development in Areas Accessible by a Choice of Transport Modes, particularly Public Transport, Cycling and Walking; and - to Improve Infrastructure Provision.
Relevance	This document contains a number of local level transport policies which are to be saved past the lifespan of the Local Plan. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Castle Point Local Plan Saved Policies (September, 2007)	
Web link	http://www.castlepoint.gov.uk/main.cfm?MenuId=11454
Description	The current Local Plan was adopted in November 1998. It was saved in its totality until 28th September 2007. Since that date only certain policies are still saved. The Local Plan sets out the policies for achieving a balance between appropriate development opportunities and the protection and enhancement of the built and natural environment. "The aim of the local plan, with regard to transportation issues, is to seek to improve the distribution and flow of traffic through and within the Borough by all modes of transport, paying special attention to improving access to and from Canvey Island."
Relevance	This document contains a number of local level transport policies which are to be saved past the lifespan of the Local Plan. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Chelmsford Core Strategy and Development Control Policies DPD (February, 2008)

Web link	http://www.chelmsford.gov.uk/media/pdf/6/6/Microsoft_Word_-_Core_Strategy_amended_140408.pdf
Description	<p>The Core Strategy and Development Control Policies DPD covers the period 2001 – 2021 and sets out the Borough's strategy to manage strategic development growth alongside day to day planning policies. The document sets out the Borough Council's Borough-wide planning strategy, objectives and policies aimed at helping to achieve sustainable development and provide a robust and sound means of planning for the development requirements of the Borough up to 2021. A Key Guiding Principle is to distinguish the strategic and local issues regarding access and accessibility. Specifically, the document aims to assess and where necessary improve:</p> <ul style="list-style-type: none"> - Journeys between the town and other towns. - Journeys between home and work, high street shops, sport, culture. - Journeys between home and local services, schools and health. <p>The DPD contains a number of key elements for growth, with those relating to transport stated below:</p> <ul style="list-style-type: none"> - Improving transport infrastructure including a new railway station, by-pass and Park and Ride facilities to reinforce Chelmsford's role as a 'Regional Transport Node' and, improving linkages with Stansted Airport, Stratford International Station and the European rail network - Greater accessibility within and around Chelmsford with improved transport infrastructure by road and rail, and for walking and cycling
Relevance	The document sets out the Borough-wide planning strategy, objectives and policies aimed at helping to achieve sustainable development and provide a robust and sound means of planning for the development requirements of the Borough up to 2021. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Colchester Local Development Framework Core Strategy (December, 2008)	
Web link	http://www.colchester.gov.uk/servedoc.asp?filename=Adopted_Core_Strategy.pdf
Description	<p>The Borough Council is preparing a Local Development Framework (LDF) to establish a long-term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. The Core Strategy is the overarching document in the LDF that sets the strategic context for all the other development plan documents.</p> <p>The key aims of the transport strategy and policies are to improve accessibility and promote sustainable travel behaviour. Improved access to shops, employment and services can be achieved through a long-term strategy of coordinating land use and transport. The Strategy seeks to coordinate the following elements in order to improve accessibility and create sustainable communities:</p> <ul style="list-style-type: none"> - Support development at accessible locations to reduce the need to travel - Create people-friendly streets and encourage walking and cycling - Improve the public transport network with Transit Corridors, Park and Ride, and quality gateways/interchanges - Improve the strategic road network and manage car traffic and parking in urban areas. - Support rural communities with demand responsive transport services - Travel planning and improved public information - Improve accessibility to services - Reduce the need to travel and manage congestion - Achieve more sustainable travel behaviour - Create safe and sustainable communities - Minimise impact on the environment
Relevance	The Core Strategy is the overarching document in the LDF that sets the strategic context for all the other development plan documents. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Colchester Local Plan Saved Policies (March, 2004)

Web link	http://www.colchester.gov.uk/Info_page_two_pic_2_det.asp?art_id=7547&sec_id=509
Description	<p>Whilst Colchester Borough Council have adopted their Core Strategy, there are still a number of saved policies within their Local Plan which can be cited in planning decisions. Some are listed below:</p> <p>Policy L15 – Improvements to Recreational Footpaths, Policy T3 – Travel Plans, Policy T5 – Enhancement of Public Transport, Policy T6 – Rail Freight, Policy T7 – Traffic Management, Policy T9 – Car Parking Provision, Policy</p>
Relevance	<p>Despite the adoption of the Core Strategy, there are still a number of policies saved from the Local Plan March 2004. These guided and continue to guide development at the local level and new policies operating within the Borough will need to be in conformity to these. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.</p>

Epping Forest Local Plan Adopted Alterations (July, 2006)	
Web link	http://www.eppingforestdc.gov.uk/Library/files/planning/alterations/Interim_doc/FINAL%20LP%20Alts%20combined%20PDF.pdf
Description	<p>This document is intended as a “stop-gap” document to be primarily used in development control. It has been amended to consider revised Government guidance (mainly in the form of PPGs and PPSs), the adoption of the Replacement Structure Plan in 2001, and experience of implementing the policies with both applications and appeals. It is based on the following Government objectives:</p> <ul style="list-style-type: none"> - (a) maintenance of high and stable levels of economic growth and employment; - (b) social progress which recognises the needs of everyone; - (c) effective protection of the environment; and - (d) prudent use of natural resources. <p>The transport chapter has been entirely replaced from that which existed before with new aims to:</p> <ul style="list-style-type: none"> - better integrate transport and land-use planning to reduce the need to travel within the district; - promote integrated and sustainable transport choices for residents, workers and visitors to the district to minimise reliance on the car and road haulage; - ensure new development within the district is designed to encourage use by pedestrians and cyclists; - ensure that lorries and other commercial vehicles are directed to the most appropriate roads in the hierarchy and to minimise disturbance to residential and other sensitive areas.
Relevance	<p>This Plan guides development at the local level and new policies operating within the District will need to be in conformity to these. This document will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.</p>

Adopted Replacement Harlow Local Plan (July, 2006)

Web link	http://www.harlow.gov.uk/pdf/Adopted%20Replacement%20Harlow%20Local%20Plan%20opt-web.pdf
Description	<p>During the process of adopting the Adopted Replacement Local Plan, the Planning and Compulsory Purchase Act 2004 came in to force. The policies within this local plan are saved for 3 years from 13th July 2006. The Local Plan sets out the policies and proposals for future development and land use in Harlow District for the period up to 2011.</p> <p>The objectives contained in the local plan relating to transportation are as follows:</p> <ul style="list-style-type: none"> - 1. To reduce the adverse impact of transport on the environment. - 2. To meet the economic and social needs of the District. - 3. To decrease traffic created by new development by providing or funding a choice of transport modes, integrating land use planning and locating development in accessible areas that would create the least traffic. - 4. To raise awareness and encourage alternative and more sustainable forms of transport to the private car. - 5. To improve mobility and accessibility for all members of the community; promoting initiatives to reduce the need to travel, locating development in or near to the hatches and neighbourhoods to obtain the best possible use from public transport, pedestrian and cycle networks. - 6. To improve user safety and personal security. - 7. To integrate transport strategy with development plan policies and proposals.
Relevance	<p>The policies within this local plan are shortly due to expire but until they do, these policies guide development as they relate to transportation at the local level and new policies operating within the District will need to be in conformity to these. This document will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.</p>

Maldon District Council Saved Policies (November, 2008)	
Web link	http://www.maldon.gov.uk/NR/rdonlyres/B5CFEE23-3563-4846-BF35-095B47C15025/11243/DirectionLetterSavedPolicies.pdf
Description	<p>In August 2008, Maldon District Council applied for a number of their policies to be saved following the expiration of their Replacement Local Plan (November, 2005). This was granted in September 2008, with the policies saved from November 2008. Those transport policies which were saved are as follows:</p> <p>Policy T1 - Sustainable Transport and Location of New Development, Policy T2 - Transport Infrastructure in New Developments, Policy T3 - Rail freight facilities, Policy T4 - Cycle Routes, Policy T6 - Improvement to Pedestrian Facilities, Policy T7 - Shared Car Parking in New Development, Policy T8 - Vehicle Parking Standards.</p>
Relevance	These saved policies guide development as they relate to transportation at the local level and new policies operating within the District will need to be in conformity to these. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Tendring District Local Plan 2007 – 2011 (December, 2007)	
Web link	http://77.246.160.95/tdc/tdc.php
Description	<p>The District Local Plan provides the blueprint for development in Tendring up to 2011 and sets the framework for protecting and enhancing the District's urban, coastal and rural environment.</p> <p>Strategic Objectives relating to transportation and highlighted in the local plan are to:</p> <ul style="list-style-type: none"> - integrate new development with all forms of transport provision and ensure that the transport needs generated by new development are met; - support transportation improvements that will help facilitate sustained social and economic regeneration; and - encourage and support sustainable forms of transport including water, rail, bus, cycling and walking.
Relevance	This document contains a number of local level transport policies. These policies have guided and continue to guide development at the local level and new policies operating within the District will need to be in conformity to these. The document will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.

Uttlesford Local Plan (January, 2005)

Web link	http://www.uttlesford.gov.uk/main.cfm?Type=PLLDIP&MenuId=505 (interactive) http://www.uttlesford.gov.uk/documents/website/Planning/Local%20Plans%20and%20Local%20Development%20Framework/localplanjan2005.doc (Word Document)
Description	<p>The Uttlesford Local Plan was adopted in January 2005 and provides the basis for all planning decisions within the District. It contains policies relating to the location of development and protection of environmental features. These Policies are monitored and reviewed by the Council to make sure that the policies are meeting the Council's aims.</p> <p>A key issue that the plan seeks to resolve is that of “reducing car travel by locating housing in places accessible to public transport, or where walking and cycling would be encouraged or where the potential for shorter car journeys to work, would be increased”.</p>
Relevance	<p>This document contains a number of local level transport policies. These policies have guided and continue to guide development at the local level and new policies operating within the District will need to be in conformity to these. These policies will help to inform the SA of localised transport issues, which are useful in appraising higher level policies and the formulation of sustainability objectives.</p>

4.2 Transport

4.2.1 National

PPG13: Transport (March, 2001)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf
Description	<p>This Guidance note seeks to:</p> <ul style="list-style-type: none"> - integrate planning and transport to promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car; - actively manage the pattern of urban growth to make the fullest use of public transport; - locate facilities which need to be near their clients so that they are accessible by walking and cycling; - accommodate housing principally within existing urban areas; - ensure that mixed-use development offers a realistic choice of access by public transport, walking, and cycling; - in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres; - use parking policies, to promote sustainable transport choices and reduce reliance on the car; - give priority to people over ease of traffic movement and plan to provide more sustainable road space; - consider the needs of disabled people as pedestrians, public transport users; and - consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments.
Relevance	Transport and infrastructure are of vital importance in sustainable development, shaping the scale and location of all development within the County. PPG13 assists the sustainability appraisal of all relevant policies requiring access and the movement of people and freight.

The Future of Transport, DfT (2004)

Web link	http://www.dft.gov.uk/pdf/about/strategy/whitepapers/previous/fot/
Description	<p>The key strategy objective of this publication is to balance the need to travel with the need to improve quality of life. This can be delivered by:</p> <ul style="list-style-type: none">- the enhancement of road networks through more capacity, road tolls and the general improvement of management;- the improved efficiency, structure and performance of rail services;- promoting walking and cycling as alternatives to car use; and- sustainable freight movements.
Relevance	<p>Sustainable transport methods need to be promoted in any plan or policy that requires or results in the movement of people or freight. Better management and efficiency are also required to make these methods of transportation more accessible and attractive. This document is useful to the SA in putting forward recommendations and assisting the appraisal of relevant policy options.</p>

Delivering a Sustainable Transport System November 2008	
Web link	http://www.dft.gov.uk/about/strategy/transportstrategy/dasts/
Description	<p>The document sets out the DfT's five goals for transport which are:</p> <ul style="list-style-type: none"> - to support national economic competitiveness and growth, by delivering reliable and efficient transport networks; - to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change; - to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; - to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and - to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment. <p>The document also:</p> <ul style="list-style-type: none"> - outlines the key components of the national infrastructure; - discusses the difficulties of planning over the long term in the context of uncertain future demand - describes the substantial investments being made to tackle congestion and crowding on our transport networks setting out the approach to this through the new National Networks Strategy Group; - covers the domestic and international approach to tackling greenhouse gas emissions from transport; and - sets out the first steps of future plans for investment to 2014 and beyond.
Relevance	This report sets out the National Transport Goals which support the delivery of a sustainable transport system. As they cover a range of sustainability issues the goals will help inform the SA of the DMP Document.

National Cycle Strategy, DoT (1996)

Web link	http://www.dft.gov.uk/pgr/sustainable/cycling/deliveryofthenationalcycling5738
Description	<p>The key objectives of this strategy are:</p> <ul style="list-style-type: none">- to increase cycle use;- to achieve convenient cycle access to key destinations;- provide for increased cycle use within all local highways and traffic management schemes; and- cycle parking facilities to be available at all major destinations, including town centres, shopping developments, educational establishments, hospitals and leisure facilities.
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues and iterates national policy.

Countryside and Rights of Way Act 2000

Web link	http://www.opsi.gov.uk/acts/acts2000/ukpga_20000037_en_1
Description	<p>Preamble: "An Act to make new provision for public access to the countryside; to amend the law relating to public rights of way; to enable traffic regulation orders to be made for the purpose of conserving an area's natural beauty; to make provision with respect to the driving of mechanically propelled vehicles elsewhere than on roads; to amend the law relating to nature conservation and the protection of wildlife; to make further provision with respect to areas of outstanding natural beauty; and for connected purposes."</p>
Relevance	This document informs on the issues facing transport in the countryside and achievable and realistic solutions taking into consideration environmental conservation.

Transport Act 2000	
Web link	http://www.opsi.gov.uk/Acts/acts2000/pdf/ukpga_20000038_en.pdf
Description	<p>Part 2 of this act focuses on local transport, including:</p> <ul style="list-style-type: none"> - Local Transport Plans - Bus strategies - Bus services - Travel concessions - Financial and competition provisions
Relevance	Transport and infrastructure are of vital importance in sustainable development, shaping the scale and location of all development within the County. This act informs the sustainability appraisal of all relevant policies in the DMP Document referring to access and the movement of people and freight.

Local Transport Act 2008	
Web link	http://www.opsi.gov.uk/acts/acts2008/ukpga_20080026_en_1
Description	<p>Preamble: "An Act to make further provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services; to amend sections 74, 75 and 79 of the Transport Act 1985; to make provision for or in relation to committees which represent the interests of users of public transport; to rename Passenger Transport Authorities as Integrated Transport Authorities and to make further provision in relation to them; to make further provision in relation to charging for the use of roads; to make provision about the meaning of "street works" and "street works licence" in Part 3 of the New Roads and Street Works Act 1991; to amend Part 6 of the Traffic Management Act 2004 and section 90F of the Road Traffic Offenders Act 1988; to make provision in relation to the acquisition, disclosure and use of information relating to vehicles registered outside the United Kingdom; and for connected purposes."</p>
Relevance	Transport and infrastructure are of vital importance in sustainable development, shaping the scale and location of all development within the County. This act informs the sustainability appraisal of the DMP Document.

A new deal for transport: better for everyone - white paper (1998)	
Web link	http://www.dft.gov.uk/adobepdf/187604/A_new_deal_for_transport_be1.pdf
Description	This White Paper fulfils a commitment to create a better, more integrated transport system to tackle the problems of congestion and pollution.
Relevance	Reducing incidences of congestion and pollution is essential of a sustainable plan. This white paper informs the SA on such issues and advises the making of recommendations.

Transport Ten Year Plan (2000)	
Web link	http://www.dft.gov.uk/adobepdf/165259/tenyearplan
Description	<p>The vision of this plan is that by 2010 there will be a transport system that provides:</p> <ul style="list-style-type: none"> - modern, high quality public transport, both locally and nationally. People will have more choice about how they travel, and more will use public transport; - more light rail systems and attractive bus services that are fully accessible and integrated with other types of transport; - high quality park and ride schemes so that people do not have to drive into congested town centres; - easier access to jobs and services through improved transport links to regeneration areas and better land use planning; - a modern train fleet, with reliable and more frequent services, and faster trains cutting inter-city journey times; - a well-maintained road network with real-time driver information for strategic routes and reduced congestion; - fully integrated public transport information, booking and ticketing systems, with a single ticket or card covering the whole journey - safer and more secure transport accessible to all; and - a transport system that makes less impact on the environment.
Relevance	Transport and infrastructure are of vital importance in sustainable development, shaping the scale and location of all development within the County. This plan assists the sustainability appraisal of all relevant policies requiring access and the movement of people and freight.

Manual for Streets (2007)	
Web link	http://www.dft.gov.uk/pgr/sustainable/manforstreets/pdfmanforstreets.pdf
Description	This document emphasises that “streets should be places in which people want to live and spend time in, and are not just transport corridors. In particular, it aims to reduce the impact of vehicles on residential streets by asking practitioners to plan street design intelligently and proactively, and gives a high priority to the needs of pedestrians, cyclists and users of public transport.”
Relevance	Sustainable methods of transportation are of vital importance to the promotion of sustainable development. This manual informs the SA on such matters and advises on the creation of sustainability objectives.

Design Manual for Roads and Bridges	
Web link	http://www.standardsforhighways.co.uk/dmr/
Description	“Provides a comprehensive manual system which accommodates, within a set of loose-leaf volumes, current Standards, Advice Notes and other published documents relating to Trunk Road Works.”
Relevance	This design manual responds directly to the Highways Access Policies stated in the DMP Document. Understanding the design of roads and bridges is therefore essential for the SA and this document informs on such issues.

Managing Our Roads (2005)	
Web link	http://www.dft.gov.uk/pgr/roads/network/policy/managingourroadsprintver.pdf
Description	“Road transport can have a significant effect on the environment, and there will continue to be a strong presumption against schemes that would affect significantly environmentally sensitive sites, or important species, habitats or landscapes. But it is clear, as recommended in almost all the studies that additional road capacity needs to be part of the solution, in reducing both congestion and the environmental consequences of congestion. In making such recommendations, the studies also recommended ways to “lock in” the benefits of additional capacity, rather than let the increase in speeds and improved reliability be eroded by the increase in traffic. These recommendations covered both physical demand management measures, such as limiting access to busy motorways, and measures which charge road users in order to limit demand for otherwise congested roads.”
Relevance	This document assists the SA in the formulation of realistic and achievable sustainability objectives for the appraisal of the DMP Document and informing any recommendations that may need to be made.

4.2.2 Regional

Regional Transport Strategy, East of England Plan (12 May 2008)	
Web link	http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/EE_Plan1.pdf
Description	<p>Section 7 of the East of England Plan sets out the Regional Transport Strategy which provides a regional framework for the delivery of transport investment and policy priorities to support the aims of the spatial strategy.</p> <p>Policy T1 - Regional Transport Strategy Objectives and Outcomes:</p> <ul style="list-style-type: none"> - to implement the vision and objectives of the Regional Spatial Strategy, the following objectives of this RTS give a clear priority to increase passenger and freight movement by more sustainable modes, while reflecting the functionality required of the region's transport networks; - to manage travel behaviour and the demand for transport to reduce the rate of road traffic growth and ensure the transport sector makes an appropriate contribution to reducing greenhouse gas emissions; - to encourage efficient use of existing transport infrastructure; - to enable the provision of the infrastructure and transport services necessary to support existing communities and development proposed in the spatial strategy; - to improve access to jobs, services and leisure facilities. <p>The successful achievement of the objectives will lead to the following outcomes:</p> <ul style="list-style-type: none"> - improved journey reliability as a result of tackling congestion; - increased proportion of the region's movements by public transport, walking and cycling; - sustainable access to areas of new development and regeneration; - safe, efficient and sustainable movement between homes and workplaces, education, town centres, health provision and other key destinations; - increased proportion of freight movement by rail; - safe, efficient and sustainable movement of passengers and freight to and from the region's international gateways; - economic growth without a concomitant growth in travel; - improved air quality; and - reduced greenhouse gas emissions. <p>Further policies include:</p> <p>Policy T2 – Changing Travel Behaviour, Policy T3 –Managing Traffic Demand, Policy T4 – Urban Transport, Policy T5 – Inter Urban Public Transport, Policy T6 – Strategic and Regional Road Networks, Policy T7 – Transport in Rural Areas, Policy T8 – Local Roads, Policy T9 – Walking, Cycling and other Non-Motorised Transport, Policy T10 – Freight Movement, Policy T11 – Access To Ports, Policy T12 – Access to</p>

	Airports, Policy T13 – Public Transport Accessibility, Policy T14 – Parking, Policy T15 – Transport Investment Priorities.
Relevance	It has been included within this Transport list of plans and programmes because this strategy in the East of England Plan heavily influences upon the policies in the DMP Document.

Regional Freight Strategy for the East of England Region (July 2008)	
Web link	http://www.eera.gov.uk/GetAsset.aspx?id=fAAxADcAOAA0AHwAfABGAGEAbABzAGUafAB8ADAAfAA1
Description	This document sets the policy and investment framework and implementation plan in support of improved management of freight transport, as well as the development of freight related business opportunities in the East of England Region for the period up to 2031. The vision of this strategy is to “secure the efficient and sustainable movement of freight to maximise the overall competitiveness and productivity of the regional economy, whilst minimising global and local environmental impacts” with the key principle behind the Regional Freight Strategy (RFS) for the East of England Region being to promote ‘sustainable distribution’ that seeks to balance the needs of the economy, the environment and society.
Relevance	Freight movement forms a large proportion of transport within Essex and the region via multiple transport modes. It is therefore important to ensure that this transport type is adopting a sustainable approach to future management. Similar to the Plan this strategy follows the goals for transport as detailed in Delivering a Sustainable Transport System.

4.2.3 County

Essex Local Transport Plan 2006/2011 (LTP2)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/gui.jsp?channelOid=16819&guideOid=39939
Description	<p>Policy Summary:</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/Stanstead National Sustainable Growth Areas; - Minimising the environmental impact of travel; - Delivering more integrated patterns of land-use, movement and development; - Improving social inclusion and accessibility; - Increasing the regeneration and renewal of disadvantaged areas; and - Sustaining and enhancing town centres; and ensuring that the Local Transport Plan will resolve current deficiencies and meet development requirements. <p>The second LTP's strategy is encapsulated by five objectives; Tackling Congestion, Delivering Accessibility, Creating Safer Roads, Promoting Better Air Quality and Enhancing Maintenance.</p>
Relevance	This plan sets objectives for sustainable transport and effective management of traffic, impacting on a wide range of other sustainability issues.

Essex Schools & Colleges Sustainable Modes of Travel Strategy 2009-2011 (September 2009)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/SustainableModesOfTravelStrategyJuly2009991.pdf
Description	<p>There are four main duties which all local authorities, according to the Education and Inspections Act 2006, should meet. Essex County Council has adopted an approach that deals with the provision and promotion of a sustainable school and college travel system as a whole in order to achieve this. The four duties are:</p> <ul style="list-style-type: none"> - To undertake an assessment of the travel and transport needs of children and young people within the authority's area; - To undertake an audit of the sustainable travel and transport infrastructure within the authority that may be used when travelling to and from or between schools and institutions; - To adopt a strategy to develop the sustainable travel and transport infrastructure within the authority so that the travel and transport needs of children and young people are better catered for; - To promote sustainable travel and transport modes for the journey to, from and between schools and other institutions. <p>The Strategy seeks to</p> <ul style="list-style-type: none"> - Draw together all relevant issues and initiatives to identify the Council's overall duties aims and requirements; - Define the current position and outline what is already being done; - Assess future needs and demands; - Set out planned actions that will help achieve our aims; - Make parents aware of the actions, options and schemes that are being undertaken or are available for them to use.
Relevance	Sustainable travel is integral to sustainable communities and notions of sustainability. This strategy informs and assists the DMP Document and the SA on promoting such forms of travel.

The Essex Road Safety Strategy 2006-2011

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Road_safety_strategy_2007.pdf?channelOid=null
Description	<p>The Essex Road Safety Strategy has been produced as part of the Essex Local Transport Plan. It provides a plan to tackle road accidents over the coming five years to meet the Government's 2010 targets of:</p> <ul style="list-style-type: none"> - A 40% reduction in the number of killed and seriously injured (KSI) casualties; - A 50% reduction in the number of children killed and seriously injured by 50%; and - A 10% reduction in the number of people slightly injured per 100 million vehicle kilometres, also known as the slight casualty rate. <p>The strategy sets out measures at both county and local levels to ensure that these targets are achieved.</p>
Relevance	Good road safety encourages people to use more sustainable transport methods such as walking and cycling which are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues on a detailed countywide scale.

Essex Road Passenger Transport Strategy 2006 - 2011

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/guc.jsp?channelOid=74978&guideOid=71683&guideContentOid=102392
Description	The Essex Road Passenger Transport Strategy (RPTS) is the County Council's strategy to improve bus, taxi, statutory and community transport services in Essex between 2006 and 2011. It is a statutory part of the Local Transport Plan.
Relevance	This strategy needs to work in conjunction with the new DMP Document. Therefore it is imperative that the SA is aware of the links and iteration between the two documents.

Essex Rail Strategy 2006 - 2011	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/RailStrategy.pdf?channelOid=null
Description	This strategy aims to deliver the rail passenger and freight services and facilities needed to support the growth, prosperity and preservation of Essex for future generations.
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the DMP Document and the SA on such issues on a detailed countywide scale.

Essex Bus Information Strategy 2006 - 2011	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/guc.jsp?channelOid=74978&guideOid=71683&guideContentOid=102392
Description	This information strategy has been compiled to meet Essex County Council's obligations under the Transport Act 2000 and its own targets set down in the Essex Approach and the Local Transport Plan (LTP), including the Road Passenger Transport Strategy (RPTS).
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues on a detailed countywide scale.

Essex Highways Maintenance Strategy (April, 2008)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Essex_Highway_Maintenance_Strategy_April_08.pdf
Description	The Essex Highways Maintenance Strategy 2008 sets out Essex County Council's approach to providing the highways maintenance service in accordance with statutory duties, whilst implementing the philosophy of the 2005 Code of Practice for Highway Management. The maintenance of street lighting, structures (bridges, culverts and retaining walls) and passenger transport infrastructure within the highway is not included in this document.
Relevance	This strategy needs to work in conjunction with the new DMP Document. Therefore it is imperative that the SA is aware of the links and iteration between the two documents.

ECC & EPOA Parking Standards: Design and Good Practice (March, 2009)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Parking_Standards_Design_%26_Good_Practice.pdf
Description	Aims to provide improved guidance for Developers and Planners when it comes to designing parking in new residential, commercial and other developments within Essex. In considering new parking standards for Essex a wider view has been taken of the role that parking has to play in place shaping as well as a possible tool for promoting travel choice. A fundamental change included in the revised parking standards is a move to minimum standards for trip origins (residential parking) and maximum standards for trip destinations (for example, commercial leisure and retail parking), acknowledging the fact that limiting parking availability at trip origins does not necessarily discourage car ownership and can push vehicle parking onto the adjacent public highway, diminishing the streetscape and potentially obstructing emergency and passenger transport vehicles.
Relevance	Parking standards at destinations and origins can often shape not only the method of transportation used by residents and workers in Essex, but also shape the nature of our streets and the layouts of new development. Therefore, this document is of vital importance to the SA in assessing the DMP Document.

The Essex Cycling Strategy (August, 2001)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Essex_Cycling_Strategy.pdf?channelOid=null
Description	The Essex Cycling Strategy has been produced as part of the Essex Local Transport Plan. The aim is to bring about change by providing measures that encourage and promote cycling. It is recognised that there are many advantages in providing and encouraging cycling as an alternative form of transport for short trips and as a source of recreational enjoyment. The vision is to create an environment within Essex where people of all ages and abilities feel able to cycle safely, conveniently and pleasantly, by improving conditions for cyclists, improving the safety of cycling, improving cycle security, promoting a cycling culture, and integrating cycling within other relevant initiatives..
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues on a detailed countywide scale.

The Essex Walking Strategy (August, 2001)

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Essex_Walking_strategy.pdf?channelOid=null
Description	The Essex Walking Strategy has been produced as part of the Essex Local Transport Plan. The aim is to create an environment that encourages walking by considering the needs of pedestrians first in promoting walking; to improve safety and security for pedestrians; to improve the quality of the walking environment; to introduce and maintain walking as the primary mode of transport. The Strategy outlines the problems and opportunities associated with walking in Essex and brings together all Essex County Council's policies concerning walking. It also contains objectives and targets for walking and identifies the strategies for achieving them.
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues on a detailed countywide scale.

The Essex Powered Two Wheeler Strategy (August 2001)

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/PTW_policy_.pdf?channelOid=null
Description	The Essex Powered Two Wheeler Strategy has been produced as part of the Essex Local Transport Plan. The aim of this strategy is to provide measures that encourage and promote the use of powered two wheelers (PTWs) which have sustainable benefits over the private car
Relevance	Sustainable methods of transport are integral to sustainable communities and notions of sustainability. This strategy informs and assists the SA on such issues on a detailed countywide scale.

Epping Forest Transport Strategy 2009-2016

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Transportation_and_Road_Planning/EFTS_final_document_Nov_08.pdf?channelOid=null
Description	<p>The Epping Forest Transport Strategy, produced by Essex County Council in partnership the City of London, contains a series of realistic and sustainable measures to reduce the impact of traffic and to begin to address the better protection of the Forest landscape which is a national and international designated site. The fundamental aim of the Epping Forest Transport Strategy is to make the Forest central to the way in which decisions are made on future transport and highways developments within and around its borders. The strategy follows 6 objectives:</p> <ul style="list-style-type: none"> - a Forest-centric approach in the formulation of transport proposals, reflecting the unique characteristics and international importance of the Forest environment; - providing improved accessibility to the Forest for all users especially those arriving by public transport or on foot, bicycle or horse-back; - to reduce the visual impact of roads and fragmentation of the Forest landscape where possible through reconsidering the functions of the local road network, its infrastructure and design; - to enhance road safety and reduce severance by improving crossing points for all users across the Forest; - to protect the ancient rights of grazing and intercommonage; and - to support and integrate with the conservation management of the Forest.
Relevance	This document details a sustainable approach to transport of an area within Essex in a way which is heavily influenced by the conservation. The issues identified in this strategy will inform the appraisal of the DMP Document.

Thames Gateway South Essex Business Plan for Transport (November 2005)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Thames_Gateway_South_Essex_Business_Plan.pdf?channelOid=null
Description	A key aim of the Business Plan is “to ensure that growth and regeneration in Thames Gateway South Essex (TGSE) is underpinned by the provision of appropriate sustainable infrastructure”. The business plan sets out scheme proposals ranging from cycleways to major strategic highway improvements that will benefit the economy, improve health, reduce congestion and improve the environment. One of the main initiatives is South Essex Rapid Transit (SERT) which is a passenger transport system connecting residents in TGSE to the main trip attractors and new development and regeneration areas.
Relevance	This document discusses transport schemes which aim to improve sustainability of the transport infrastructure across the Thames Gateway South Essex area which have been integrated into the current Local Transport Plans for Essex, Thurrock and Southend. The Plan will inform the SA of localised transport issues within this proposed growth area.

4.3 Air Quality

4.3.1 International

Limit Values for SO₂, NO_x, PM₁₀ and Lead (1999/30/EC)	
Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:1999:163:0041:0060:EN:PDF
Description	This legislation establishes limit values for sulphur and nitrogen dioxide, suspended particulates and lead in air.
Relevance	Air quality and its improvement is a key sustainability issue. This legislation is an important document to inform the SA and assist in the appraisal of relevant policies.

Directive 2008/50/EC - Ambient Air Quality and Cleaner Air for Europe (21 May, 2008)	
Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:0044:EN:PDF
Description	<p>“This Directive lays down measures aimed at the following:</p> <ul style="list-style-type: none">- 1. defining and establishing objectives for ambient air quality designed to avoid, prevent or reduce harmful effects on human health and the environment as a whole;- 2. assessing the ambient air quality in Member States on the basis of common methods and criteria;- 3. obtaining information on ambient air quality in order to help combat air pollution and nuisance and to monitor long-term trends and improvements resulting from national and Community measures;- 4. ensuring that such information on ambient air quality is made available to the public;- 5. maintaining air quality where it is good and improving it in other cases;- 6. promoting increased cooperation between the Member States in reducing air pollution.”
Relevance	Air quality is an important consideration in overall sustainability and in particular is closely linked with climatic change; the repercussions this can have on the natural environment and human health. This Directive is useful to the SA in regards to mitigation of transport and infrastructure proposals within policy and the direction of traffic arising from large scale housing and employment developments.

4.3.2 National

PPG24: Planning and Noise (September, 1994)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/156558.pdf
Description	<p>The objectives of this guidance note are:</p> <ul style="list-style-type: none"> - minimise the impact of noise without placing unreasonable restrictions on development; - planning conditions should be imposed to ensure that the effects of noise are mitigated as far as possible (e.g. separating adjoining buildings with garages to act as a noise barrier). <p>Consideration of potential new development near major new or recently improved roads, the local planning authorities should ascertain forecast noise levels (e.g. over the next 15 years) with the assistance of the local highway authority.</p>
Relevance	PPG24 informs the SA in the appraisal of potentially noise polluting development and in the recommendation of possible mitigation measures which can be used to minimise noise impact.

Part IV of the Environment Act 1995 Local Air Quality Management Policy Guidance (PG09) (February, 2009)	
Web link	http://www.defra.gov.uk/environment/airquality/local/guidance/pdf/laqm-policy-guidance-part4.pdf
Description	This guidance is intended to enable local authorities to improve on the service they already provide in tackling poor air quality. Part 1 provides an overview of the local air quality management system and the various considerations that local authorities should bear in mind. Part 2 points the reader towards other sources of advice, as well as Practice Guidance on some of the more effective and ambitious measures that local authorities can pursue.
Relevance	Air quality is an important consideration in overall sustainability and in particular is closely linked with climatic change; the repercussions this can have on the natural environment and human health. This Directive is useful to the SA in regards to mitigation of transport and infrastructure proposals within policy and the direction of traffic arising from large scale housing and employment developments.

Local Air Quality Management Practice Guidance 1 Economic Principles for the Assessment of Local Measures to Improve Air Quality (February, 2009)

Web link	http://www.defra.gov.uk/environment/airquality/local/guidance/pdf/practice-guidance1.pdf
Description	The objectives of this guidance are to provide advice on the general economic principles, and economic appraisal methods, which can be applied for the assessment of local air quality measures and schemes. It thereby provides a means to aid improvements in Local Air Quality Management practice and local action plan performance.
Relevance	Air quality is an important consideration in overall sustainability and in particular is closely linked with climatic change; the repercussions this can have on the natural environment and human health. This Directive is useful to the SA in regards to mitigation of transport and infrastructure proposals within policy and the direction of traffic arising from large scale housing and employment developments.

Local Air Quality Management Practice Guidance 2 Practice Guidance to Local Authorities on Low Emissions Zones (February, 2009)

Web link	http://www.defra.gov.uk/environment/airquality/local/guidance/pdf/practice-guidance2.pdf
Description	This guidance is intended to enable local authorities to improve on the service they already provide in tackling poor air quality by providing relevant policy and technical guidance on a specific transport measure – the Low Emission Zone. The guidance provides information on selecting methods for implementing this measure, practical issues that have arisen in implementing previous examples of this measure and advice on appraising potential costs and air quality benefits of the measure in cost-effectiveness and cost-benefit analyses.
Relevance	Air quality is an important consideration in overall sustainability and in particular is closely linked with climatic change; the repercussions this can have on the natural environment and human health. This Directive is useful to the SA in regards to mitigation of transport and infrastructure proposals within policy and the direction of traffic arising from large scale housing and employment developments.

Air Quality Strategy for England, Scotland, Wales and Northern Ireland (17 July, 2007)	
Web link	http://www.defra.gov.uk/environment/airquality/strategy/pdf/air-qualitystrategy-vol1.pdf http://www.defra.gov.uk/environment/airquality/strategy/pdf/air-qualitystrategy-vol2.pdf
Description	<p>The Strategy:</p> <ul style="list-style-type: none"> - sets out a way forward for work and planning on air quality issues; - sets out the air quality standards and objectives to be achieved; - introduces a new policy framework for tackling fine particles; and - identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.
Relevance	<p>Air quality is an important consideration in overall sustainability and in particular is closely linked with climatic change; the repercussions this can have on the natural environment and human health. This Directive is useful to the SA in regards to mitigation of transport and infrastructure proposals within policy and the direction of traffic arising from large scale housing and employment developments.</p>

4.3.3 District

Colchester Borough Council Air Quality Management Action Plan (July, 2004)	
Web link	http://www.airquality.co.uk/laqm/documents/action_plan_reports/AP2-028%20Colchester%20BC.pdf
Description	<p>Colchester's Air Quality Management Action Plan identifies the sources of pollution of their Air Quality Management Area, a small section of Mersea Road (B1025) in Colchester, and sets out measures to work towards achieving the air quality targets in this area as set by the Government.</p>
Relevance	<p>Air quality and its improvement is a key sustainability issue. The SA will ensure that the impacts on air quality by transport are addressed and this plan will inform the DMP Document and the SA on local air quality issues.</p>

4.4 Noise

4.4.1 International

Directive 2002/49/EC - The assessment and management of environmental noise (25 June 2002)

Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2002:189:0012:0025:EN:PDF
Description	“This Directive shall apply to environmental noise to which humans are exposed in particular in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. This Directive shall not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas.”
Relevance	Although noise is not directly covered in the DMP Document the noise implications arising from new access roads/points are relevant to the SA in light of indirect impacts or effects. Noise can affect residents as well as the county’s species and habitats in a wider biodiversity perspective. These regulations help to inform the SA of such issues.

4.4.2 National

The Environmental Noise (England) Regulations 2006

Web link	http://www.opsi.gov.uk/si/si2006/20062238.htm
Description	“These Regulations apply to environmental noise to which humans are exposed in particular in built-up areas, in public parks or other quiet areas in an agglomeration, near schools, hospitals and other noise-sensitive buildings and areas. These Regulations do not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas.”
Relevance	Although noise is not directly covered in the DMP Document the noise implications arising from new access roads/points are relevant to the SA in light of indirect impacts or effects. Noise can affect residents as well as the county’s species and habitats in a wider biodiversity perspective. These regulations help to inform the SA of such issues.

Proposed amendments to the Environmental Noise (England) Regulations 2006	
Web link	http://www.defra.gov.uk/corporate/consult/envirnoise-regs2006/regulations.pdf
Description	This consultation proposes further amendments to the Environmental Noise (England) Regulations 2006 and seeks views on those proposed amendments. The aim of the amendments is to streamline the procedures for the implementation of the Environmental Noise Directive 2002/49/EC. It is proposed that a change in approach in certain areas of the implementation of the Directive will lead to a more efficient and beneficial noise action planning process. The proposed amendments would come into force in mid 2009.
Relevance	Although noise is not directly covered in the DMP Document the noise implications arising from new access roads/points are relevant to the SA in light of indirect impacts or effects. Noise can affect residents as well as the county's species and habitats in a wider biodiversity perspective. These regulations help to inform the SA of such issues.

'Compulsory Purchase and Compensation' Compulsory Purchase Procedure (October, 2004)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147639.pdf
Description	This document includes the procedure dealing with Noise Payment: "A noise payment is available to moveable homes within 300 metres of a new or altered road who have been seriously affected by increased noise levels as a result. It is payable at the discretion of the Highway Authority."
Relevance	Although noise is not directly covered in the DMP Document the noise implications arising from new access roads/points are relevant to the SA in light of indirect impacts or effects and necessary mitigation

Draft Noise Action Plan Major Roads Template (outside first round agglomerations) - The Environmental Noise (England) Regulations 2006 (as amended) (March, 2009)

Web link	http://www.defra.gov.uk/environment/noise/pdf/actionplan-roads.pdf
Description	<p>“This Action Plan is designed to address the management of noise issues and effects from major roads in England under the terms of the Environmental Noise (England) Regulations 2006¹ as amended (the “Regulations”). In particular, this Action Plan covers major roads where the noise from those major roads affects locations outside the first round agglomerations. The management of noise issues from major roads that affect first round agglomerations are addressed within the Action Plans for those first round agglomerations. The Government intends that Environmental Noise Directive (END) Action Plans will assist the management of environmental noise in the context of sustainable development. The END and the Regulations require that Action Plans apply in particular to the most important areas as established by the strategic noise maps. When identifying possible actions, account should be taken of the principles that already exist in current legislation and guidance. Consequently, this Action Plan has been developed in the context of the existing regulatory background. In the longer term, the Government intends that the action planning process should contribute to delivering the aims and objectives of the National Noise Strategy.”</p>
Relevance	<p>Although noise is not directly covered in the DMP Document the noise implications arising from new access roads/points are relevant to the SA in light of indirect impacts or effects. Noise can affect residents as well as the county’s species and habitats in a wider biodiversity perspective. These regulations help to inform the SA of such issues.</p>

4.5 Health

4.5.1 International

Directive 2008/1/EC –Integrated Pollution Prevention and Control (15 January 2008)	
Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:024:0008:0029:en:PDF
Description	“The purpose of this Directive is to achieve integrated prevention and control of pollution arising from the activities listed in Annex I. It lays down measures designed to prevent or, where that is not practicable, to reduce emissions in the air, water and land from the above mentioned activities, including measures concerning waste, in order to achieve a high level of protection of the environment taken as a whole.”
Relevance	This directive informs the SA on the wide issue of pollution and its prevention, which is relevant not only to transport, but also to the health of the county’s residents.

4.5.2 National

PPG17: Planning for Open Space, Sport and Recreation (May, 2006)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppg17.pdf
Description	Well designed and implemented planning policies for open space, sport and recreation are fundamental to delivering broader Government objectives. These include supporting an urban renaissance, supporting a rural renewal, promotion of social inclusion and community cohesion, health and well being, promoting more sustainable development.
Relevance	The sustainability benefits of open and recreation space in communities are numerous and highlighted above. With new development throughout the County, open space that can be accessed in a sustainable manner by all is vital and needs to be recognised in the SA.

4.6 Population and Social

4.6.1 National

ODPM Planning and Access For Disabled People (2003)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/156681.pdf
Description	Under the Disability Discrimination Act 1995 it is unlawful for employers (where they employ more than 15 persons) and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for a reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings, provided it is reasonable. In deciding whether an adjustment is reasonable, both the costs and practicability of any adjustment and the financial resources of the employer or service provider would be considered.
Relevance	Inclusive environments for housing and employment are vital to sustainable communities. This document is important in reference to the SA where recommendations may need to reflect this.

4.6.2 County

Essex School Organisation Plan 2008 - 2013	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/The_Essex_School_Organisation_Plan_2008-2013.pdf?channelOid=null
Description	<p>The School Organisation Plan provides comprehensive information on:</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; - current strategic thinking about school places in Essex. <p>The Plan also highlights the substantial level of housing development planned for parts of Essex over the next few years, with the corresponding demands for school places and notes that in other areas of the county there is a declining school population.</p>
Relevance	The transport implications of access to schools and method of transportation is an important issue in light of major house building in the county. This plan informs the SA of school capacities amongst other data that is relevant to the need for travel plans and accessibility issues.

4.7 Housing

4.7.1 National

PPS3: Housing (December, 2006)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf
Description	<p>These housing policy objectives provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:</p> <ul style="list-style-type: none"> - High quality housing that is well-designed and built to a high standard. - A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural. - A sufficient quantity of housing taking into account need and demand and seeking to improve choice. - Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure. - A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.
Relevance	PPS3 helps the SA in appraising the policies that are relevant to housing whether directly or indirectly.

Housing and Regeneration Act (22 July, 2008)	
Web link	http://www.opsi.gov.uk/acts/acts2008/pdf/ukpga_20080017_en.pdf
Description	The Act establishes the new Homes and Communities Agency, which will focus on delivering more new and affordable homes across all tenures and will drive and invest in regeneration. The new agency will support regeneration and provide decent places as well as decent homes, e.g. by grant funding social housing and investing in infrastructure. It implements the changes proposed in the Green Paper to give councils more freedoms and incentives to build new homes, and makes rating against the Code for Sustainable Homes mandatory for new homes.
Relevance	Accessibility to new housing developments is of key importance to notions of sustainability and thus the SA.

Homes for the future: more affordable, more sustainable - Housing Green Paper (23 July, 2007)

Web link	http://www.communities.gov.uk/documents/housing/pdf/439986.pdf
Description	This Housing Green Paper seeks views on the Government's proposals to increase the supply of housing, to provide well designed and greener homes that are supported by infrastructure and to provide more affordable homes to buy or rent.
Relevance	Accessibility to new housing developments is of key importance to notions of sustainability and thus the SA.

Circular 01/06 (ODPM): Planning for Gypsy and Traveller Caravan Sites (2 February, 2006)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulargypsytraveller.pdf
Description	This circular provides updated guidance on the planning aspects of finding sites for gypsies and travellers and how local authorities and gypsies and travellers can work together to achieve that aim. This replaces <i>Circular 01/94: Gypsy Sites and Planning</i> .
Relevance	The location of new gypsy and traveller sites is dependant on accessibility to health and educational facilities amongst many other criteria. Accessibility is also key to the prevalence of unauthorised sites.

Circular 04/07: Planning for Travelling Showpeople (21 August, 2007)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/circulartravellingshowpeople.pdf
Description	This circular replaces <i>Circular 22/91: Planning for Travelling Showpeople</i> in England and provides updated guidance on planning aspects for travelling showpeople and how local authorities and travelling showpeople can work together to achieve that aim. The policies in this circular apply throughout England. <i>Circular 22/91</i> still applies in Wales. It applies equally to the development of public sites by local authorities or registered social landlords (RSLs), to applications for planning permission from travelling showpeople themselves or from others wishing to develop land for use as a travelling showpeople's permanent site.
Relevance	The location of new sites for travelling showpeople is dependant on accessibility to health and educational facilities amongst many other criteria. Accessibility is also key to the prevalence of unauthorised sites.

Affordable Rural Housing Commission Report (20 July, 2005)	
Web link	http://www.defra.gov.uk/rural/pdfs/arh/comm-report/affordable-housing.pdf
Description	The Affordable Rural Housing Commission was launched by Margaret Beckett and Baroness Andrews on 20 July 2005 to identify ways of improving access to affordable housing for people in rural areas.
Relevance	The sustainability of rural housing is a difficult concept to manage, with many criteria that would underpin sustainable development in conflict with one another. Transport is an important issue in this respect as well as in the delivery of affordable rural housing. This document informs the SA on the issues facing development in the countryside and achievable and realistic transport solutions.

4.7.2 Regional

Accommodation for Gypsy and Travellers and Travelling Showpeople in the East of England - The Secretary of State's Proposed Changes to the Draft Revision to the Regional Spatial Strategy and Statement of Reasons (27 March, 2009)	
Web link	http://goe-consult.limehouse.co.uk/file/674676
Description	Key elements of the proposed changes include: <ul style="list-style-type: none"> - increasing the numbers of additional pitches to be provided in the East of England by 2011 from 1,187 to 1,237 and treating them as minima; - including provision for transit sites, 160 pitches by 2011; - including provision for Travelling Showpeople, 184 pitches by 2011; and - slightly lower pitch requirements for Basildon and Epping Forest, recognising the particular delivery challenges in those districts.
Relevance	The location of new sites for gypsies, travellers and travelling showpeople is dependant on accessibility to health and educational facilities amongst many other criteria. Accessibility is also key to the prevalence of unauthorised sites.

4.8 Economy

4.8.1 National

PPS4: Planning for Sustainable Economic Growth (December, 2009)

Web link	http://www.communities.gov.uk/planningandbuilding/planning/planningpolicyguidance/planningpolicystatements/planningpolicystatements/pps4/
Description	<p>The Government's overarching objective is sustainable economic growth. The planning objectives which seek to achieve this are to:</p> <ul style="list-style-type: none"> - build prosperous communities by improving the economic performance of cities, towns, regions, sub-regions and local areas, both urban and rural; - reduce the gap in economic growth rates between regions, promoting regeneration and tackling deprivation; - deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change; - promote the vitality and viability of town and other centres as important places for communities; and - raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all. <p>It replaces PPS 6 – Planning for Town Centres (2005)</p>
Relevance	Transportation is an important component for achieving sustainable growth. Sustainable transport and other infrastructure would be needed to support any planned economic development

Rural Strategy, Defra (2004)

Web link	http://www.defra.gov.uk/rural/pdfs/strategy/rural_strategy_2004.pdf
Description	<p>The Government's three objectives for rural policy are:</p> <ul style="list-style-type: none"> - Economic and Social Regeneration: supporting enterprise across rural England, but targeting greater resources at areas of greatest need. - Social Justice for All: tackling rural exclusion wherever it occurs and providing fair access to services and opportunities for all rural people. - Enhancing the Value of our Countryside: protecting the natural environment for this and future generations.
Relevance	Protection of the rural environment whilst acknowledging the need for diversification is relevant to Essex with much rural and agricultural land and thus a rural population that have to commute to urban and larger centres for employment opportunities and certain services. This strategy

	is therefore an important reference for the SA in the appraisal of relevant policies and instances of recommendations.
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Sustainable Tourism in England: A framework for action (26 March, 2009)

Web link	http://www.culture.gov.uk/images/publications/sustainabletourismengland_frameworkap.pdf
Description	The framework document sets out six key challenges for action to address the key sustainability challenges facing the tourism industry and key indicators. The challenges are to minimise environmental impact and resource use; address the impact of tourism transport; improve quality and make holidays accessible to all; improve the quality of tourism jobs; maintain and enhance community prosperity and quality of life; and reduce the seasonality of demand.
Relevance	Tourism in rural areas is often reliant on roads that do not have the capacity to support it. This is an issue surrounding many parts of the county. This document responds to this issue and informs the SA on the implications and aids in the making of recommendations.

Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing (23 July, 2008)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/livingworkingcountryside.pdf
Description	This report sets out a vision of flourishing, vibrant communities that will be genuinely sustainable – socially, economically and environmentally, and delivers a clear message: the planning process has to become an engine of regeneration or we face a future of decline. The overriding objective of this report is to help ensure the planning system brings a positive, lasting legacy of places in which people actually want to live. It suggests changes to the planning system necessary to deliver vibrant communities with a distinct identity, in keeping with the character of their surroundings, and which enhance the local landscape and bio-diversity.
Relevance	The sustainability of the rural economy is a difficult concept to manage, with many criteria that would underpin sustainable development in conflict with one another. Transport is an important issue in this respect as well as in the delivery of affordable rural housing. This document informs the SA on the issues facing development in the countryside and achievable and realistic transport solutions.

Achieving the Full Potential of the Visitor Economy (11 February, 2009)

Web link	http://www.visitbritain.com/en/Images/VB_Ex%20Summary_aw%20final_tcm12-151959.pdf
Description	<p>The final report:</p> <ul style="list-style-type: none"> - makes it clear that the visitor economy is an even more significant part of the UK economy than had previously been estimated - reveals the high number of new business start-ups in tourism and how tourism plays a vital role both in regeneration and in the rural economy - highlights the significant multiplier effect tourism has on other parts of the British economy - identifies the many areas in which the visitor economy improves the quality of life for UK residents - makes it clear that, if the industry is to reach its full potential, government must play an active enabling role because of the fragmentation of the industry.
Relevance	Tourism in rural areas is often reliant on roads that do not have the capacity to support it. This is an issue surrounding many parts of the county. This document responds to this issue and informs the SA on the implications and aids in the making of recommendations.

Good Practice Guide on Planning for Tourism (May, 2006)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf
Description	<p>“This guidance, to be read alongside national planning policies, is designed 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.”
Relevance	Tourism in rural areas is often reliant on roads that do not have the capacity to support it. This is an issue surrounding many parts of the county. This document responds to this issue and informs the SA on the implications and aids in the making of recommendations.

4.8.2 Regional

East of England Regional Economic Strategy, EEDA (December, 2004)	
Web link	http://www.eastofengland.uk.com/res/files/RES_Complete.pdf
Description	<p>This strategy has eight goals:</p> <ul style="list-style-type: none"> - Goal one: A skills base that can support a world-class economy; - Goal two: Growing competitiveness, productivity and entrepreneurship; - Goal three: Global leadership in developing and realising innovation in science, technology and research; - Goal four: High quality places to work and visit; - Goal five: Social inclusion and broad participation in the regional economy; - Goal six: Making the most from the development of international gateways and national and regional transport corridors; - Goal seven: A leading information society; - Goal eight: An exemplar in the efficient use of resources.
Relevance	Of this strategy's eight goals, goal six is directly relevant to the DMP Document and thus the SA.

4.8.3 County

Essex Rural Strategy, The Essex Rural Partnership, Partnership priorities for the future of Rural Essex (Launched July, 2005)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/essex_rural_strategy.pdf?channelOid=null
Description	<p>The identified key delivery priorities and Associated Actions 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; - education and awareness of the rural environment; - exerting influence on policy and ensuring a co-ordinated approach to rural delivery; and - undertaking research and analysis to inform policy and delivery.
Relevance	<p>Protection of the rural environment whilst acknowledging the need for diversification is relevant to the County with much rural and agricultural land and thus a rural population that have to commute to urban and larger centres for employment opportunities and certain services. This strategy is therefore an important reference for the SA in the appraisal of relevant policies and instances of recommendations.</p>

4.9 Biodiversity

4.9.1 International

European Community Biodiversity Strategy (February, 1998)	
Web link	http://ec.europa.eu/environment/docum/pdf/com_98_42_en.pdf
Description	<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 decline 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). 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> <p>The Strategy is organised around four strategic themes and eight policy areas. There are also four thematic Action Plans developed for each of the following themes:</p> <ul style="list-style-type: none"> - Conservation of Natural Resources - Agriculture - Fisheries - Economic Cooperation
Relevance	The European Community Biodiversity Strategy informs the SA to include the relationships between the four thematic Action Plans as listed above in part of the appraisal and in the setting of objectives. The strategy highlights the importance of ensuring that, as they develop, urban and rural areas are interlinked.

EU Wild Birds Directive (79/409/EEC)

Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31979L0409:EN:HTML
Description	<p>This directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the member states to which the treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation applying to birds, their eggs, nests and habitats.</p> <p>Member states shall take the requisite measures to preserve, maintain or re-establish a sufficient diversity and area of habitats for all species of birds.</p> <p>The following shall be the subject of special conservation measures concerning their habitat in order to ensure their survival and reproduction in their area of distribution:</p> <ul style="list-style-type: none"> - species in danger of extinction; - species vulnerable to specific changes in their habitat; - species considered rare because of small populations or restricted local distribution; and - other species requiring particular attention for reasons of the specific nature of their habitat.
Relevance	Housing and associated infrastructure developments (i.e. road networks) around the County's urban and rural areas have the potential to disrupt bird species and compromise their habitats. This Directive informs and/or directs the SA on the issues of protection, conservation and mitigation.

EU Habitat Directive Council (92/43/EEC)

Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31992L0043:EN:HTML
Description	<p>The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies. Measures taken pursuant to this Directive shall be designed to maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest. Measures taken pursuant to this Directive shall take account of economic, social and cultural requirements and regional and local characteristics. Conservation of natural habitats and habitats of species. Set up a coherent network of sites called Natura 2000 including SPA's.</p>
Relevance	The safeguarding and conservation of land of biodiversity value and the integration of biodiversity features into all new development is integral to the notion of sustainability. This Directive supports this and helps to inform the SA on this matter.

Convention on the Conservation of European Wildlife and Natural Habitats (Bern) (1979)	
Web link	http://conventions.coe.int/treaty/en/Treaties/Word/104.doc
Description	The key objective of this convention is “to conserve wild flora and fauna (as defined) and their natural habitats, with particular emphasis given to endangered or vulnerable species, including migratory species.”
Relevance	The protection and conservation of biodiversity features is a key component of sustainable development. This convention is an important reference for the SA when undertaking relevant policy appraisals.

Convention on the Conservation of Migratory Species of Wild Animals (Bonn) (1979)	
Web link	http://www.cms.int/pdf/convtxt/cms_convtxt_english.pdf
Description	The key objective of this convention is “to conserve migratory species (specific species defined in Convention) and agree to take action to ensure this happens, paying particular attention to migratory species and their habitats.”
Relevance	The protection and conservation of biodiversity features is a key component of sustainable development. This convention is an important reference for the SA when undertaking relevant policy appraisals.

Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (1971)	
Web link	http://www.ramsar.org/key_conv_e.htm
Description	The key objective of this convention is “to protect Wetlands of International Importance (as defined on the Ramsar List) as habitats for waterfowl.”
Relevance	The protection and conservation of biodiversity features is a key component of sustainable development. This convention is an important reference for the SA when undertaking relevant policy appraisals.

4.9.2 National

Working with the Grain of Nature – A Biodiversity Strategy for England (2002)	
Web link	http://www.defra.gov.uk/environment/quality/biodiversity/documents/biostrategy.pdf
Description	<p>The Strategy sets out a series of actions that will be taken by the Government and its partners to make biodiversity a fundamental consideration in:</p> <ul style="list-style-type: none">- Agriculture: encouraging the management of farming and agricultural land so as to conserve and enhance biodiversity as part of the Government's Sustainable Food and Farming Strategy.- Water: aiming for a whole catchment approach to the wise, sustainable use of water and wetlands.- Woodland: managing and extending woodland so as to promote enhanced biodiversity and quality of life.- Marine and coastal management: so as to achieve the sustainable use and management of our coasts and seas using natural processes and the ecosystem-based approach.- Urban areas: where biodiversity needs to become a part of the development of policy on sustainable communities and urban green space and the built environment.
Relevance	<p>The protection and conservation of biodiversity features and the introduction of such features in new development is a key component of sustainable development. This Strategy is an important reference for the SA when undertaking relevant policy appraisals.</p>

PPS 9: Biodiversity and Geological Conservation (August, 2005)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf
Description	<p>The Government's objectives are:</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. - 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 and the populations of naturally occurring species which they support. - to contribute to rural renewal and urban renaissance by enhancing biodiversity in green spaces and among developments and ensuring that developments take account of the role and value of biodiversity.
Relevance	The protection and conservation of biodiversity features and the introduction of new features in new development is a key component of sustainable development. This guidance is an important reference for the SA when undertaking relevant policy appraisals.

UK Biodiversity Action Plan, Defra (1994)	
Web link	http://www.ukbap.org.uk/library/Plan_LO.pdf
Description	The UK BAP is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992 and describes the UK's biological resources, commits a detailed plan for the protection of these resources and has 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans with targeted actions. Major reviews of the Priority Species and Habitats are underway, and the Targets for these priorities are complete.
Relevance	The protection and conservation of biodiversity features and the introduction of such features in new development is a key component of sustainable development. This plan is an important reference for the SA when undertaking relevant policy appraisals.

Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System (16 August, 2005)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147570.pdf
Description	This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the expression of national planning policy in <i>Planning Policy Statement 9: Biodiversity and Geological Conservation</i> (PPS9) and the accompanying <i>Planning for Biodiversity and Geological Conservation: A Guide to Good Practice</i> .
Relevance	Nature conservation and transport movements are two potentially conflicting issues. This circular helps to inform the SA on the application of planning law in regards to these issues, and aids the development of sustainability objectives that are realistic and achievable.

NECR004 - Climate Change and Biodiversity Adaptation: The Role of the Spatial Planning System (Natural England) (2 April, 2009)

Web link	http://naturalengland.etraderstores.com/NaturalEnglandShop/product.aspx?ProductID=1b0e18e5-cf75-4068-a644-05bd294e2cfb
Description	Increasing the capacity of the natural environment to adapt to climate change is a key priority for Natural England. The planning system is starting to consider climate change issues, though policies and plans tend to focus on preventing the causes of change rather than adapting to them. The aim of this report is to help identify the role the planning system could play in helping biodiversity adapt to climate change.
Relevance	The effects of climate change and transport are well known and the effects of these two issues on biodiversity are important to inform the SA. This document focuses on the adaptation of the natural environment to cope with a changing climate rather than minimising the causes of the change.

The Biodiversity Protection 'Ecosystem'	
Web link	http://www.eoebiodiversity.org/pdfs/bio-protection-ecosystem.pdf
Description	This document illustrates the relationships between partners at national, regional and local levels and how they contribute to the UK's biodiversity.
Relevance	It is a useful tool for the SA to identify those partners who are important in the achievement of the UK Biodiversity Strategy.

4.9.3 Regional

East of England Biodiversity Delivery Plan 2008-2015	
Web link	http://www.eoebiodiversity.org/pdfs/EEBF_Delivery_Plan.pdf
Description	<p>This Biodiversity Delivery Plan for the East of England seeks to take forward the actions set out in the England Biodiversity Strategy, at a regional level. It sets out six broad challenges that the East of England has with regards to biodiversity and within each the actions required to tackle them. The challenges are:</p> <ul style="list-style-type: none"> - 'Networking nature' - Realising biodiversity's true value - Ensuring there is water - Responding to a changing coastline - Safeguarding the seas - Enhancing the evidence base <p>The document aims to ensure that the benefits of conserving and enhancing biodiversity are fully recognised in the strategic objectives of relevant plans as they are produced.</p>
Relevance	The protection and conservation of biodiversity features is a key component for achieving a sustainable environment.

Regional Woodland Strategy: Woodland for life, EERA (2003)	
Web link	http://www.woodlandforlife.net/wfl/documents/Woodland_for_Life.pdf
Description	<p>The strategic objectives are:</p> <ul style="list-style-type: none"> - enhanced awareness raising and education; - management of the existing trees and woodlands of the region focused on the benefits they provide; and - continue tree planting and woodland expansion.
Relevance	Trees are effective in the reduction of carbon dioxide, help to screen certain developments and frame views of the landscape, create attractive public spaces and house species of biodiversity value amongst many other benefits. Therefore this plan and the notions of preservation and tree planting are very important in informing the SA.

4.9.4 County

Essex Biodiversity Action Plan (1999)	
Web link	http://www.essexbiodiversity.org.uk/Default.aspx?pageid=47
Description	<p>Identifies flagship species and habitats within Essex and then establishes an action plan for each for their conservation.</p> <p>Key principles:</p> <ul style="list-style-type: none"> - Assess - the biodiversity value of the site. - Protect - current key habitats and species of wildlife interest. - Enhance and Create - enhance existing habitats or create new areas. - Mitigate - against potentially damaging impacts on wildlife. - Compensate - where damage is unavoidable to wildlife. - Monitor and Enforce - to promote the success of enhancement, mitigatory and compensatory measures. - A Checklist - for developers and planners. <p>It is currently under revision.</p>
Relevance	The protection and conservation of biodiversity features and the introduction of new features in new development is a key component of sustainable development. This plan is an important reference for the SA when undertaking an appraisal on the DMP Document.

Essex Biodiversity Project (March, 2009)	
Web link	http://www.ukbap.org.uk/lbap.aspx?id=373
Description	It is under revision but includes action plans for species and habitats within the designated area.
Relevance	It is important to have a localised focus on the wide ranging issue of biodiversity in the UK. This project informs the SA on local species and habitats; knowledge that can be extended towards the issue of transport in the appraisal process.

4.10 Water

4.10.1 International

EU Nitrates Directive (91/676/EEC)	
Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2007:0120:FIN:EN:PDF
Description	<p>This Directive has the objective of;</p> <p>“Reducing water pollution caused or induced by nitrates from agricultural sources, and preventing further such pollution. Waters affected by pollution and waters which could be affected by pollution if action is not taken shall be identified by the Member States. Member states have a 2 year period following the notification of this Directive to designate as vulnerable zones all areas of land in their territories. Where water has been identified as vulnerable, a code of practice for agricultural practice shall be established on a voluntary basis; setting up training and information where necessary.”</p>
Relevance	<p>It is an important objective within sustainability to keep the pollution of water courses to a minimum. The Nitrates Directive assists the SA in achieving specific goals and targets in regards to the County’s rivers which can be susceptible to pollution from certain highways developments and improvements in certain locations.</p>

4.10.2 National

Water Framework Directive (England and Wales) Regulations 2003	
Web link	http://www.opsi.gov.uk/si/si2003/20033242.htm
Description	<p>The Regulations require a new strategic planning process to be established for the purposes of managing, protecting and improving the quality of water resources. That process applies to river basin districts identified by regulation 4. These are river basin districts that are wholly in England, wholly in Wales or partly in England and partly in Wales, but not river basin districts that are partly in Scotland.</p> <p>The Agency is required to carry out detailed monitoring and analysis in relation to each river basin district (regulations 5 and 9), and the appropriate authority must ensure that appropriate economic analysis is also carried out (regulation 6). Certain waters used for the abstraction of drinking water must be identified (regulation 7) and a register must be established of those waters and certain other protected areas (regulation 8).</p>
Relevance	Further integration of protection and sustainable management of water into other Community policy areas such as energy, transport, agriculture, fisheries, regional policy and tourism is necessary. This Directive should provide a basis for a continued dialogue and for the development of strategies towards a further integration of policy areas. This can be highlighted at the appraisal stage of the SA.

Guidance on The Groundwater Regulations 1998 (2001)	
Web link	http://www.defra.gov.uk/ENVIRONMENT/water/ground/pdf/groundwater-guidance.pdf
Description	<p>This Guidance explains the purpose, contents, scope and where appropriate, implementation of the Groundwater Regulations 1998. It is quoted that, "The Regulations are an environmental protection measure which complete transposition of the Groundwater Directive (80/68/EEC) and provide enhanced protection for groundwater.... The Regulations place a duty on the Environment Agency to protect groundwater, in effect by prohibiting discharges of List I substances to groundwater, and preventing pollution of groundwater by List II substances. These requirements, including prior investigation, apply to all discharges to groundwater, including those authorised under the existing requirements of the legislation mentioned in paragraph 4. The regulations also empower the Agency to issue Notices which may prohibit, or impose conditions on, activities other than disposals which could result in an indirect discharge of listed substances to groundwater. This is in addition to existing notice powers aimed at preventing pollution of controlled waters."</p>
Relevance	Groundwater can be defined as "all water below the surface of the ground in the saturated zone and in direct contact with the ground or subsoil. This definition is taken from the Groundwater Directive (80/68/EEC). Certain substances are controlled in groundwater and development of certain types may give rise to negative substances. With this in mind this document is important to the SA in identifying potentially polluting developments that may need to be considered in, or researched for future stages of the policy document.

Nitrate Pollution Prevention Regulations 2008 (SI2349 September, 2008)	
Web link	http://www.opsi.gov.uk/si/si2008/uksi_20082349_en_1
Description	These regulations implement the Nitrates Directive in England which aims to reduce nitrogen losses from agriculture to water. The regulations extend the areas of England designated as Nitrate Vulnerable Zones (NVZs) to around 70% and make changes to the Action Programme specifying actions which farmers in NVZs must take to reduce and prevent nitrate leaching and run-off to waters from manures and fertilisers.
Relevance	High concentrations of Nitrate within water bodies can have a negative impact on sustainability and is therefore an important consideration within the SA process.

4.10.3 County

Essex and Suffolk Water Biodiversity Action Plan (2000 Ongoing)	
Web link	http://www.ukbap.org.uk/lbap.aspx?id=378
Description	Includes action plans for species and habitats within the designated area.
Relevance	Transport movements and infrastructure improvements are likely to influence water quality and the condition of water based features of a biodiversity value. This document informs the SA on the issues facing the county.

4.11 Flooding

4.11.1 National

PPS25: Development and Flood Risk (March, 2010)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf
Description	<p>Ensures that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Regional planning bodies and local planning authorities should prepare and implement planning strategies that help to deliver sustainable development by:</p> <ul style="list-style-type: none"> - framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk; - taking account of the impacts of climate change; - only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks; - safeguarding land from development that is required for current and future flood management e.g. conveyance and storage of flood water, and flood defences; - reducing flood risk to and from new development through location, layout and design and incorporating sustainable drainage systems (SuDS); - using opportunities offered by new development to reduce the causes and impacts of flooding e.g. surface water management plans; - making the most of the benefits of green infrastructure for flood storage, conveyance and SuDS; and - re-creating functional floodplain; and setting back defences.
Relevance	PPS25 is an important instrument to support any mitigation recommendations in the appraisal of relevant policies. Similarly the location of certain developments in close proximity to water courses may have implications on their function and viability and it is the responsibility of the SA to highlight these fears in line with flood risk assessments.

Water Act 2003

Web link	http://www.opsi.gov.uk/acts/acts2003/ukpga_20030037_en_1
Description	The key issues of this document relevant to the SA are: <ul style="list-style-type: none">- Land drainage and flood defence- Water conservation- Sewers and drains.
Relevance	Development within the County needs to respect water courses. This document is important to set out the legislation on water thus informing the SA.

River Basin Planning Guidance, Defra (2006)

Web link	http://www.defra.gov.uk/environment/water/wfd/pdf/riverbasinguidance.pdf
Description	“We interact with water in a wide variety of ways including domestically (through drinking, washing, heating, etc), in industrial processes, for recreation, agriculture, fishing and transport. We impact on the water environment, for example by modifying the relationship between soil, water and vegetation through urban development, drainage infrastructure and flood defences. These diverse and complex relationships need to be reflected in the way our waters are managed. The Water Framework Directive (WFD), which is the most substantial piece of EC water legislation to date, is focused on delivering this integrated approach for the protection and sustainable use of the water environment.”
Relevance	This guidance is “focused on delivering (an) integrated approach for the protection and sustainable use of the water environment.” This is important to consider in conducting SAs where potential development can arise to shortcomings in water quality and the potential for increased flood risk. This document informs the SA and assists in the setting of recommendations where relevant.

4.11.2 Regional

Draft Revision to Regional Spatial Strategy for the East of England: Habitats Directive Assessment (under the Habitats Regulations) Technical Report Water Quality, Water Resources and Flooding (October, 2007)	
Web link	http://www.gos.gov.uk/goee/docs/Planning/Regional_Planning/Regional_Spatial_Strategy/water1
Description	<p>Water quality can be affected by a number of factors, such as:</p> <ul style="list-style-type: none"> - pollution from toxic chemicals, metals, oils, pesticides, arising from accidental spills, industrial processes, run-off from urban areas, and agriculture. - Pesticides and nutrient enrichment, from agricultural fertilisers, leading to eutrophication. - Discharges from sewage treatment works (STWs), and over-flowing foul water systems at times of high rainfall and flooding. - Trans-catchment water transfer, introducing water of differing chemical characteristics.
Relevance	Informs the SA on local flood risk issues and the consequences of this on water quality.

TE2100 Plan Consultation Document (April, 2009)	
Web link	http://www.environment-agency.gov.uk/static/documents/Research/TE2100_Chapter01-04.pdf
Description	This document sets out the recommendations for flood risk management for London and the Thames estuary through to the end of the century. The TE2100 Plan covers the tidal Thames and its floodplain from Teddington in the west to Sheerness / Shoeburyness in the east. It connects the adjoining catchment flood management plans (CFMPs), which cover non-tidal flood risk management, with the shoreline management plans (SMPs) in Kent and Essex, which cover coastal flood and erosion risk management.
Relevance	Informs the SA on flood risk issues within the Thames Estuary which will impact Essex due to their close proximity.

4.11.3 County

Mid Essex Strategic Flood Risk Assessment Main Report (October, 2007)	
Web link	http://www.braintree.gov.uk/NR/rdonlyres/DC5AB540-9F6F-41F0-B6AB-E9D87B33EA80/0/00MainReport.pdf
Description	The Strategic Flood Risk Assessment (SFRA) process is essentially an assessment of flood risk issues at a strategic scale undertaken to inform the spatial planning process at a local scale and forms part of the LDF evidence base. This SFRA is used as part of the LDF evidence base for Braintree District Council, Chelmsford Borough Council, Colchester Borough Council and Maldon District Council.
Relevance	Informs the SA on local flood risk issues.
Thames Gateway South Essex Strategic Flood Risk Assessment (November, 2006)	
Web link	http://www.rochford.gov.uk/rdc/PDF/planning_thames_gate_sfra.pdf
Description	The SFRA objective is to aid the partner authorities in their development process through the application of the Sequential Test as required by PPG25 and the impending PPS25. It assesses the flood risks posed to the region and outlines the main hazard zones in order to further aid the development planning process. The authorities in Essex that it covers are Rochford District Council, Castle Point Borough Council and Basildon District Council.
Relevance	Informs the SA on local flood risk issues.
Essex Shoreline Management Plan	
Web link	Not available. This Plan is currently in development and is due to be published early 2010. For more information contact the Environment Agency.
Description	The Essex Shoreline Management Plan (SMP) is a large-scale assessment of the risks associated with coastal processes which aims to reduce these risks to people and the developed, historic and natural environment in Essex. It will identify the best approach or approaches to managing risks over the next 100 years from flooding and coastal erosion both for individual areas and the wider Essex coast. The plan will set out whether to defend (or continue to defend) assets with traditional engineering solutions or manage the risks in other ways.
Relevance	This document will inform the SA on the future risk of flooding and the implications on longer term development in Essex.

4.11.4 District/Borough

Uttlesford Strategic Flood Risk Assessment (March, 2008)	
Web link	http://www.uttlesford.gov.uk/documents/website%5CPlanning%5CCore%20Strategy%2FUttlesford%5FSFRA%5FFinalReport%2Epdf Maps: http://www.uttlesford.gov.uk/documents/website%5CPlanning%5CCore%20Strategy%2FUttlesford%5FSFRA%5FFinalMaps%2Epdf
Description	The SFRA is a planning tool that enables the council to select and develop sustainable site locations away from vulnerable flood risk areas. The assessment focuses on the existing site allocations within the District but also sets out the procedure to be followed when assessing additional sites for development in the future. The SFRA will assist each council to make the spatial planning decisions required to inform the Local Development Framework (LDF).
Relevance	Informs the SA on local flood risk issues.

Harwich Strategic Flood Risk Assessment (August, 2008)	
Web link	http://www.in-tend.org/filelibrary/uploaded/Harwich+Level+2+SFRA+Final.pdf/
Description	Provides a strategic overview of the potential sources of flooding throughout Harwich. The information presented within the Level 1 report forms the evidence base for undertaking the Sequential Test within the Harwich area.
Relevance	Informs the SA on local flood risk issues.

Jaywick Strategic Flood Risk Study (May, 2008)	
Web link	http://www.tendringdc.gov.uk/NR/rdonlyres/8A25F042-E8B4-4FA6-AF34-67CBFD203C14/6195/SFRSPublishedversion.pdf Maps can be found at: http://www.tendringdc.gov.uk/TendringDC/Business/Regeneration/JaywickRegeneration.htm
Description	Stage 1 of this study is concentrated on quantifying existing flood risks in Jaywick for a range of possible locations as specified in the brief; Stage 2 details the flood risk assessment at preferred options for redevelopment for both present day and in the future taking account of climate change and sea level rise. In examining possible mitigation measures the effects on flood risk elsewhere were assessed and recommendations made to make potential redevelopment sites safe from flooding.
Relevance	Informs the SA on local flood risk issues.

4.12 Climatic Factors

4.12.1 National

PPS22:Renewable Energy (August, 2004)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf
Description	<p>The key principles are:</p> <ul style="list-style-type: none"> - Renewable energy developments should be capable of being accommodated throughout England. - Regional spatial strategies and local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources. - Planning authorities should set out the criteria that will be applied in assessing applications for permission. - Wider environmental and economic benefits for renewable energy projects are material considerations. - Regional planning bodies and local planning authorities should not make assumptions about the technical and commercial feasibility of renewable energy projects. - Small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy. - Local planning authorities should foster community involvement in renewable energy projects. - Proposals should demonstrate environmental, economic and social benefits as well as how environmental and social impacts have been minimised through consideration of location, scale, design and other measures.
Relevance	Renewable energy schemes on any scale should be encouraged throughout the county and as part of any new development. PPS22 supports and assists the appraisal of policies that recommend this as well as acting as a good information source on the subject.

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (December, 2007)	
Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/ppsclimatechange.pdf
Description	“This Planning Policy Statement (PPS) sets out how 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.”
Relevance	Pollutants associated with transport movements need to be kept to a minimum in line with the promotion and delivery of more sustainable methods of transportation. This policy statement informs the SA on issues surrounding climate change and the planning system’s role in combating the negative impacts associated with new development, and access to it.

4.13 Minerals and Waste

4.13.1 International

Waste Framework Directive, Council (75/442/EEC)	
Web link	http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2006:114:0009:0021:EN:PDF
Description	Aims to prevent or reduce the waste production and harmfulness by the development of clean technologies more sparing in their use of clean technologies and more sparingly in their use of natural resources and the use of waste as a source of energy.
Relevance	The issue of waste is important in the notion of sustainability. The description of this Directive highlights the importance of new development to include clean technologies to address this issue and can be utilised in the SA in the form of recommendations in large scale employment and housing policies and their associated infrastructure requirements.

4.13.2 National

Environmental Protection Act 1990	
Web link	http://www.opsi.gov.uk/acts/acts1990/Ukpga_19900043_en_1.htm
Description	“An Act to make provision for the improved control of pollution arising from certain industrial and other processes; to re-enact the provisions of the Control of Pollution Act 1974 relating to waste on land with modifications as respects the functions of the regulatory and other authorities concerned in the collection and disposal of waste and to make further provision in relation to such waste...”
Relevance	Limiting the pollution and contamination of the County from human activities is important to safeguard the future success of Essex. The guidance documented in this act actively assists the SA in the appraisal of policies that could result in potentially polluting developments and in recommending possible mitigation measures.

PPG14: Development on Unstable Land (1990)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/147471.pdf
Description	The purpose of these guidelines is principally to advise local authorities, landowners and developers on the use of planning controls over development on land which is unstable or is potentially unstable. The aim is not to solely prevent the development of such land, rather to ensure that development is suitable and that the physical constraints on the land are taken into account at all stages of planning. Any scope for remedial, preventive or precautionary measures must also be fully explored so that land could be brought back into use.
Relevance	PPG14 enables the SA to recommend “remedial, preventive or precautionary measures so that land is not sterilised unnecessarily.” The SA can reiterate national guidance in a local perspective and accounting for local characteristics.

PPS23: Planning and Pollution Control (November, 2004)

Web link	http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf
Description	This Statement advises that: any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration. The planning system plays a key role in determining the location of development which may give rise to pollution. It ensures that other uses and developments are not affected by major existing or potential sources of pollution. The presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land. However development presents an opportunity to deal with these risks successfully and contamination is not restricted to land with previous industrial uses, it can occur on Greenfield as well as previously developed land and it can arise from natural sources as well as from human activities.
Relevance	Limiting the pollution and contamination of the County from human activities is important to safeguard the future success of Essex. The guidance documented in PPS23 actively assists the SA in the appraisal of policies that could result in potentially polluting developments and in recommending possible mitigation measures.

4.13.3 Regional

Regional Waste Management Strategy, EERA (2003)	
Web link	http://www.eera.gov.uk/GetAsset.aspx?id=fAA4ADQANQB8AHwARgBhAGwAcwBIAHwAfAAwAHwAO
Description	<p>The strategic objectives are:</p> <ul style="list-style-type: none"> - Minimise the environmental impact of waste management - Seek to reduce the generation of waste - View waste as a resource and maximise the reuse, recycling and composting of waste - Seek to secure, where appropriate, regional and county/unitary self-sufficiency in provision for waste management
Relevance	The effective and safe disposal of waste is an important factor of any new development. This strategy informs and thus enables the SA to make effective appraisals on the sustainability of locations proposed for certain uses with waste in mind.

4.13.4 County

The Essex and Southend Waste Local Plan (2001)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/waste_plan.pdf?channelOid=null
Description	<p>Objective: Consistent with the aims of sustainable development to achieve a balance between:</p> <ul style="list-style-type: none"> - Minimising waste by recycling/composting and other means - Making adequate provision of necessary waste management facilities - Safeguarding the environment of Essex, and the quality of life of its residents
Relevance	The effective and safe disposal of waste is an important factor of any new development. This plan informs the SA on issues facing the County.

Minerals Local Plan (Adopted First Review - November, 1996)

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Minerals_Local_Plan.pdf?channelOid=null
Description	<p>Objectives are:</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 to an acceptable minimum; - to minimise production of waste and to encourage efficient use of materials; - to encourage sensitive working, restoration and aftercare practices; - to protect areas of designated landscape or nature conservation value from development; and - to prevent the unnecessary sterilisation of mineral resources.
Relevance	This Plan informs the SA on this subject allowing appraisals to include relevant recommendations and mitigation methods

Draft Joint Municipal Waste Management Strategy for Essex (2005 to 2030)

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Draft_Joint_Municipal_Waste_Management_Strategy.pdf
Description	A target importantly emanates from this strategy. The essence of the future strategy is high recycling, with a minimum of 45% being recycled by 2009/10, rising to 55% in 2030
Relevance	The effective and safe disposal of waste is an important factor of any new development. This strategy informs and thus enables the SA to make effective appraisals on the sustainability of locations proposed for certain uses with waste in mind.

4.14 Cultural Heritage

4.14.1 International

European convention on the Protection of the Archaeological Heritage Valletta (January, 1992)	
Web link	http://www.fco.gov.uk/resources/en/pdf/3706546/3892733/4190568/4726725/10
Description	Seeks to reconcile and combine the respective requirements of archaeology and development plans by ensuring that archaeologists participate in the planning policies designed to ensure well-balanced strategies for the protection, conservation and enhancement of sites of archaeological interest in the various stages of development schemes. This is designed to result in decisions that involve full consideration of archaeological sites and their settings.
Relevance	The details and issues raised in this convention need to be taken account of when appraising policies in the SA, as well as any sites of archaeological interest.

4.14.2 National

PPS5: Planning for the Historic Environment (March 2010)	
Web link	http://www.communities.gov.uk/publications/planningandbuilding/pps5
Description	<p>The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. To achieve this, the Government's objectives for planning for the historic environment are:</p> <ul style="list-style-type: none"> - To deliver sustainable development by ensuring that policies and decisions concerning the historic environment: <ul style="list-style-type: none"> - recognise that heritage assets are a non-renewable resource - take account of the wider social, cultural, economic and environmental benefits of heritage conservation; and - recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. - To conserve England's heritage assets in a manner appropriate to their significance by ensuring that: <ul style="list-style-type: none"> - decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset - wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation - the positive contribution of such heritage assets to local character and sense of place is recognised and valued; and - consideration of the historic environment is integrated into planning policies, promoting place-shaping. - To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost
Relevance	PPS5 is an important document in the planning and conservation of historic town centres and villages and other areas of the historic environment. The DMP document and SA should adhere to the policies and guidance set out in this PPS.

4.15 Landscape (including Townscape and Design)

4.15.1 International

Pan-European Biological and Landscape Diversity Strategy (July, 2006)	
Web link	http://www.peblids.org/files/meetings/straco_2006_20_en.pdf
Description	The main overarching objective of this Strategy is to, “stop and reverse the degradation of biological and landscape diversity values in Europe.”
Relevance	The protection and conservation of biodiversity features as part of wider landscape implications is a key component of sustainable development. This convention is an important reference for the SA when undertaking relevant policy appraisals.

4.15.2 National

‘Secured by Design’ ACPO CPI (June, 2004)	
Web link	http://www.securedbydesign.com/pdfs/SBD-principles.pdf
Description	Secured by Design aims to achieve a good overall standard of security for buildings and for the private and public spaces around them. Through the introduction of appropriate design features that facilitate natural surveillance, create a sense of ownership and responsibility for every part of the development, criminal and anti-social behaviour within the curtilage of grounds of an estate can be deterred. These features include secure vehicle parking, adequate lighting of communal areas, fostering a sense of ownership of the local environment, control of access to individual and common curtilages, defensible space, and landscape design to support natural surveillance and safety.
Relevance	It is important that criminal activity and the fear of crime is minimised from new developments at the earliest stage. ‘Secured by Design’ informs the SA of preventative measures such as natural surveillance and safe accessibility and movement which can be recommended in suitable locations within relevant policies.

ODPM By Design, Urban Design In The Planning System (May, 2000)	
Web link	http://www.cabe.org.uk/files/by-design-urban-design-in-the-planning-system.pdf
Description	<p>Successful urban design depends on:</p> <ul style="list-style-type: none"> - a clear framework provided by development plans and supplementary guidance delivered consistently, including through development control; and - a sensitive response to the local context; judgements of what is feasible in terms of economic and market conditions and an imaginative and appropriate design approach by those who design development and the people who manage the planning process. <p>Good Design should:</p> <ul style="list-style-type: none"> - promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture; - promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas; - promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people; - promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport; - promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around; - promote adaptability through development that can respond to changing social, technological and economic conditions; and - promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.
Relevance	By Design assists the SA in making recommendations surrounding the design of new development in sensitive areas, the public realm as a safe and useable route for walking and cycling and in creating communities that act as deterrents for criminal activity.

CABE Green Space Strategies (2004)

Web link	http://www.cabe.org.uk/files/green-space-strategies.pdf
Description	<p>A strategy's broad aims and objectives are to:</p> <ul style="list-style-type: none"> - generate political and inter-departmental support for parks and green spaces and establish clear lines of responsibility; - define the value and role of parks and green spaces in meeting corporate and community aims; - create a comprehensive policy framework for the protection, enhancement, accessibility and use of parks and green spaces; and - make sure that green spaces enhance the quality and diversity of the environment, the life of local communities and promote civic pride and social inclusion. <p>A green space strategy offers an opportunity to improve parks and green spaces. Its benefits include:</p> <ul style="list-style-type: none"> - reinforcing local identity and enhancing the physical character of an area; - maintaining the visual amenity and increasing the attractiveness of a locality; - boosting the economic potential of tourism, leisure and cultural activities; - providing a wide variety of cultural, social and community facilities; - protecting the historical, cultural and archaeological heritage; - illustrating the contribution to health agendas; - providing popular outdoor educational facilities for schools and academic institutions; - improving physical and social inclusion including accessibility, offering alternative routes for circulation; - raising air quality and moderating extremes of temperature; and - protecting and enhancing levels of biodiversity and ecological habitats providing environmental infrastructure to improve water quality and flood control.
Relevance	<p>Parks and green spaces are amenities that need to be protected where they exist and incorporated into new development where there is a shortage, or to serve the increase in population that may arise as a result. The wider benefits of successful, accessible and useable green space can be seen in education, health, community pride as well as for cultural, environmental and biodiversity benefits; encompassing many criteria of a positive sustainability appraisal.</p>

Councillors' Guide to Creating Quality Public Spaces (CLG) (August, 2008)	
Web link	http://www.communities.gov.uk/documents/communities/pdf/915722.pdf
Description	This guide provides examples of initiatives councillors can take to create quality public places. It reflects the new powers and responsibilities councillors have and supports them in taking effective action on cleaner, safer, greener and quality of life issues. It will be of particular interest to executive councillors who are responsible for creating and maintaining a quality public realm. However, the information will also be relevant to a wider audience of practitioners concerned with improving places.
Relevance	The creation of quality public spaces goes hand in hand with transport and associated infrastructure. A high quality public realm will stimulate walking and cycling as part of wider notions of sustainable transport. This document helps to inform the SA in delivering policy appraisals that are realistic and achievable.

4.15.3 County

Essex Design Guide, ECC (Updated, 2005)	
Web link	http://www.the-edi.co.uk/downloads/EssexDesignGuide.pdf
Description	<p>The key objectives of this guide consider:</p> <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; - development should be located in proximity to a town centre or similar set of facilities, and to public transport access; - development should have a mix of residential and employment uses, tenures and dwelling sizes in order to reduce the need to travel; - development should be laid out in such a way as to maximise proximity to facilities and public transport and to encourage walking and cycling; - development should be laid out in such a way as to safeguard the existing ecology, improve the natural habitat; and - minimising the heat loss from buildings.
Relevance	<p>A successful public realm can have positive implications on community safety and ensure more effective public transport by promoting walking and cycling. The above criteria are all important to new housing developments and links to local employment opportunities and key services making this document a useful reference to the SA in the appraisal of relevant policies and the recommending of alternatives or conditions.</p>

The Urban Place Supplement (UPS), ECC & EPOA (May, 2007)	
Web link	http://www.the-edi.co.uk/downloads/UPS/UPS_2007_final.pdf
Description	<p>The objective of the UPS is to bring about a design and development process that is more collaborative, responds better to meeting local opportunities and needs and delivers high quality environments that produce fewer carbon emissions.</p> <p>Further considerations include:</p> <ul style="list-style-type: none"> - The Urban Grain: accessibility, where road users and pedestrians can share space safely. - Movement: well connected, convenient and integrated routes for pedestrians, cyclists, cars and public transport. - Mixed-uses: design and location of different uses sharing a space - Public Space: green space, community space, nature, safe, well maintained
Relevance	A successful public realm can have positive implications on community safety and ensure more effective public transport by promoting walking and cycling. The above criteria are important to new developments and links to local employment opportunities and key services making this document a useful reference to the SA in the appraisal of relevant policies and the recommending of alternatives or conditions.

Essex Landscape Character Assessment (2003)	
Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/dis/guc.jsp?channelOid=17089&guideContentOid=15421&guideOid=15423
Description	The landscape assessment builds on studies already completed for parts of Essex and assimilates the results of the current historic landscape assessment of the County. Its purpose is to form a basis for a county-wide landscape strategy, to guide development control, regeneration and future landscape management and conservation.
Relevance	The countywide landscape and localised landscapes within Essex are intrinsically linked with transport movements and infrastructure. This assessment informs the SA of countywide landscape character areas.

Landscape Character Assessment of the Essex Coast (October, 2005)

Web link	http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Landscape_design/LCA_Essex_Coast_web_version.pdf
Description	<p>This document provides an extended overview of the landscape of the Essex coast from Thurrock, part of the Thames Gateway, in the south to Harwich and the Stour Estuary bordering the county of Suffolk. The core part of the document is based on Mid-Essex Landscape Character Assessment (LCA) and refers to South East Essex and North Essex LCA studies already published.</p> <p>The key aims of the Mid Essex LCA were to:</p> <ul style="list-style-type: none"> - identify and describe the local landscape character types and areas of Mid Essex; - establish the condition of these character types and areas and the issues that affect them; and - use this assessment as a basis for possible future Heritage Coast status
Relevance	The countywide landscape and localised landscapes within Essex are intrinsically linked with transport movements and infrastructure. This assessment informs the SA of the County's coastal landscape character areas.

Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment 2006

Web link	http://www.braintree.gov.uk/Braintree/planning/Planning+Policy/LandscapeCharacterAssessment2006.htm
Description	<p>This document is a study of Landscape Character Areas and types within the administrative areas of Braintree, Basildon, Chelmsford, Maldon and Uttlesford. The study includes all the rural area up to and including the urban edge and, where they exist, river valleys and other green corridors extending into urban areas.</p> <p>The key objectives of the Study are to:</p> <ul style="list-style-type: none"> - provide a baseline inventory and description of landscape character by Type and Area at a scale of 1:25,000; - identify key issues, sensitivities to change and management strategy objectives/guidelines for each Character Area; - ensure that Landscape Character Areas and Types join up seamlessly across administrative boundaries, including with existing character assessment studies carried out by neighbouring authorities outside of the Study Area; and - to liaise with and understand the issues and concerns of the key stakeholder organisations in relation to the landscape characterisation process.
Relevance	The countywide landscape and localised landscapes within Essex are intrinsically linked with transport movements and infrastructure. This assessment informs the SA of district specific landscape character areas.

