

## Appendix 1

This appendix provides more detail on the projects summarised as part of the main report.

### **Northern Gateway Heat Network**

In 2017, the Council won grant funding to install a district heating system in the north of Colchester which will provide low carbon heat for 350 homes, 300 elderly care apartments, a small medical facility and nearly 500,000 square feet of commercial floorspace. The Council formed Colchester Amphora Energy Ltd to lead this project from 1 April 2018.

In 2018/2019, a series of 5 boreholes were drilled into an aquifer (a layer of saturated chalk and gravel holding water) to test the amount of water that could be abstracted. This was trial technology at this scale (in the UK), part of the reason why funding was granted, and was successful to allow the project to proceed. In future, Colchester innovation could lead to others following this work and the learning about the possibilities for mass-scale renewable ground-source heat networks.

Heat will be generated using a ground source heat pump which will extract heat from water abstracted from the chalk aquifer deep below the ground (and then return the water to the aquifer) providing hot water for heating and washing in the Northern Gateway “south” development.

### **Planning and Climate Change**

In October 2019, the Lead Officer for Planning, Housing & Economic Growth outlined environmental and sustainability measures that Colchester Borough Council are achieving through planning to the Conservation and Environmental Sustainability Task and Finish Group. Progress with further measures within planning to benefit the environment are highlighted in the below table.

### **Climate Emergency Action Plan: Proposed measures for implementation within existing planning legislation**

Measures identified	How can this be achieved	Timeframe & Progress
Investigate the introduction of a Climate Emergency Checklist so decision makers can understand the sustainability of proposals & demonstrate compliance with these measures.	1. Investigate the incorporation of all of these measures into a Climate Emergency Checklist.  2. Research examples of sustainability checklists from elsewhere.	1. Initial investigation complete  2. Research completed as part of initial investigation  3. Consider as part of the development of all of these planning measures before

	<p>3. Consider implementation &amp; discuss with DM.</p> <p>4. Training for DM on how to interpret the checklist.</p>	discussing implementation with DM.
<b>Sustainable transport</b>		
Information on sustainable travel choices to be included in marketing of residential properties for developments where there are good sustainable transport options to encourage reduced car use and ownership.	<p>1. Add information to relevant applications as part of Transport &amp; Sustainability response/requests to planning permission consultations</p> <p>2. Consider how this would be monitored.</p> <p>3. Explore the potential to link this to the provision of information on green spaces as part of habitats sites mitigation.</p>	
Installation of electric vehicle charging points	<p>1. Liaise with other departments.</p> <p>2. Research other LPAs requests for electric charging points as part of new development.</p>	1. Ongoing liaison with other CBC departments.
Consideration given to car free developments and other approaches to reducing car parking provision and encouraging car free lifestyles.	<p>1. Research car free developments &amp; travel plans.</p> <p>2. Discuss with the Highways Authority to inform discussion on future options.</p> <p>3. Member training about car free/ reduced parking.</p>	
Introduce additional car clubs.	1. Consider further locations in Colchester to implement car clubs.	1. Ongoing work, looking to develop the network.

Investigate measures to support sustainable modes of transport: investigate a workplace parking levy in the town centre.	<p>1. Research examples of a workplace parking levy (Nottingham only known example, Leicester and Oxford considering this) and consider its application in Colchester.</p> <p>2. Work with other departments to consider incentives such as green number plates, access to bus lanes and cheaper parking.</p>	
Improve, enhance & expand the Colchester Orbital as a walking and cycling route, green space and area of nature conservation.		The Colchester Orbital maps have been published and the route is being promoted by various organisations, including CBC.
<b>Greening</b>		
Explore requiring developers to provide a Canopy Cover Assessment for each major application & maintain or increase canopy cover on site.	<p>1. Guidance to be prepared outlining exactly what is required to increase canopy cover onsite.</p> <p>2. Talk to local groups about their help in establishing baseline cover across Colchester.</p>	<p>1.</p> <p>2. Completed. There is 18.2% canopy cover across the borough.</p>
Tree Preservation Orders (TPOs) on allocated sites to safeguard canopy cover.	<p>1. Investigate all allocated sites.</p> <p>2. Make TPOs where appropriate.</p>	1. Planning Policy has provided a list of all allocated sites.
Encourage green roofs and green walls.	<p>1. Research examples of good practice elsewhere.</p> <p>2. Consider the benefits of producing a guidance note for applicants.</p>	The Essex SuDS Design Guide is due for publication in Summer 2020.

<b>Biodiversity</b>		
Produce guidance on measurable biodiversity net gain measures.	<ol style="list-style-type: none"> <li>1. Research measurable biodiversity net gain projects.</li> <li>2. Prepare a guidance document including principles of biodiversity net gain &amp; case studies.</li> <li>3. Discuss planning conditions with DM.</li> </ol>	1. Research undertaken.
Explore options for a long term, strategic measurable biodiversity net gain strategy similar to the Essex Coast RAMS.	<ol style="list-style-type: none"> <li>1. Follow the progress of the Environment Bill &amp; Defra Metric 2.0.</li> <li>2. Consider the benefits and options for a strategic project &amp; how this conforms to legislation &amp; best practice.</li> <li>3. Discuss with other Essex LPAs.</li> </ol>	Longer term project
<b>Sustainable buildings</b>		
Encourage sites or part of sites (e.g. Amphora & MOD sites & garden communities) to deliver exemplar buildings.	<ol style="list-style-type: none"> <li>1. Arrange a site visit to passivhaus developments, e.g. Norwich and Braintree.</li> <li>2. Research other local examples of sustainable buildings.</li> <li>3. Discussions with developers.</li> </ol>	<ol style="list-style-type: none"> <li>1. This is included in the Action Plan.</li> <li>2.</li> <li>3. Ongoing</li> </ol>
Above ground SuDS to be designed as multifunctional features to form part of green infrastructure network.	<ol style="list-style-type: none"> <li>1. Discuss with ECC as the Lead Local Flood Authority &amp; other LPAs (Essex Design Guide).</li> <li>2. Internal discussions, including with new Urban Designer.</li> </ol>	<p>Ongoing discussions.</p> <p>The Essex SuDS Design Guide is due for publication in Summer 2020.</p>
Council to adopt or management scheme to be secured to maintain SuDS features where these are also adoptable open space.	<ol style="list-style-type: none"> <li>1. Consider maintenance and management costs for each SuDS feature.</li> <li>2. Discuss with Parks team.</li> </ol>	

Raise awareness of the Home Quality Mark (HQM).	1. Talk to ECC about how this is being promoted in Essex & how we can raise the profile of the HQM in Colchester.	
Seek a proportion of homes to be built to lifetime homes standard.	1. Discussions with developers.	Ongoing discussions
<b>Water</b>		
Require new dwellings to meet optional tighter water standard of 110 litres pppd.	1. Research how this is implemented elsewhere (Environment Agency & Anglian Water to advise). 2. Discuss implementation with DM	1. Research undertaken
<b>Renewable energy</b>		
Consider identifying suitable areas for renewable and low carbon energy.	This is being progressed through other parts of the Action Plan (see paragraph 2.1.15).	-
Identify opportunities for development to draw its supply from decentralised, low energy sources.	1. Discuss with Amphora. 2. Look at allocations.	1. Amphora Energy exploring opportunities to deliver district heating elsewhere in Colchester (in addition to the Northern Gateway).

Essex County Council has established a Climate Change Commission. The Commission will identify ways to mitigate climate change, improve air quality, reduce waste, and increase green infrastructure and biodiversity. The Commission recognises the role of planning as one of the main mechanisms to deliver outcomes. Therefore, in addition to the above work, Officers at CBC are liaising with the Commission and other Essex local planning authorities about the role of planning in improving outcomes for the environment and climate change.

### **Clean Air for Colchester (DEFRA Behaviour Change Project)**

The project [Clean Air for Colchester](#) received £249,100 in funding from the Department for Environment, Food and Rural Affairs (DEFRA) to deliver a behaviour change project aimed at reducing air pollution within Colchester, specifically within the Air Quality Management Areas (AQMA's). The project has a total duration of two years concluding in May 2021.

The project's primary objectives are to:

- (1) Encourage the widespread uptake of 'no idling', switching engines off when parked, particularly when waiting stationary at traffic lights and level crossings.
- (2) Reduce the number of vehicles on the road by increasing the number of people walking and cycling for short journeys.

The project had an engagement phase which ran from October 2019 to January 2020. This aimed to understand what people know about air pollution and its effects, explore community feeling about idling and identify individuals willing to get involved with the project. The team conducted and attended a range of events and public engagement sessions aimed at raising awareness of the air quality issue in Colchester, the health impacts of air pollution, changes which can be made to reduce our impact on air quality and identify barriers to changing behaviour. A Clean Air Survey investigating similar issues was also produced and received 1181 responses.

Key findings from the survey were that 56% of respondents said knowing how long they will wait at traffic lights would encourage them to switch off and that 45% said roadside reminders would encourage them to regularly switch their engines off. The full result from the survey can be viewed [here](#). Alternatively, on the [project webpage](#), there is an easy to read infographic that summarises outline findings from the Clean Air Survey.

### **eCargo Bike Project**

In May 2020, CBC received grant funding of £136,912 from the Energy Saving Trust for the purchase of [25 electric cargo bikes](#) (eCargo bikes) and five electric trailers. These will be used by 4 Council teams including Parks, Ipswich Museums and the Zone teams as well as 10 'champions' who will use the bikes for their daily activities such as making deliveries and collections of goods.

The eCargo bikes will provide a low carbon mode of travel and will be used to replace more polluting diesel and petrol vehicles that are currently used by the Council teams and 'champions'. The bikes are well suited to carry out short deliveries quickly by being able to avoid, as well as not contribute to, congestion and also being able to use bus lanes and cycle paths.

Our internal and external champions will be the visible face of the project attracting attention and encouraging conversations and discussions about how eCargo bikes can be used to meet business needs, which will help break down barriers and misconceptions and encourage interest.

Local businesses and organisations will then have the opportunity to borrow an eCargo bike for a free short-term loan from a pool of 6 which we anticipate being stored at Culver Square. It is hoped that this feature of the project, alongside seeing other organisations using eCargo bikes, will encourage and increase the confidence of local businesses to consider and invest in eCargo bikes and other electric powered

vehicles as a 'greener' way to carry out their daily activities. The project also aims to overcome the uncertainty and barriers associated with cycling more widely.

In the longer term, it is intended that research will be carried out to understand how the pool of eCargo bikes can be used to tackle physical inactivity amongst delivery drivers and also provide a low carbon mode of transport for local communities to use on a pay as you go basis.

### **Council culture**

One of the key tasks assigned to the Climate Emergency Project Officer at the Council, is to embed the consideration of environmental impacts within how the Council works. A couple of ways this is being done are mentioned below and in the main report.

- **Environmental Impact Checklist:** The purpose of this checklist is for officers to give greater consideration to the environmental impacts of Council projects. Officers will have to go through these questions and consider how their project might impact upon the environment in a variety of ways such as through consumption of resources and production of waste, use of energy and transport and work with biodiversity.
- **Sustainable Procurement:** Use of the Social Value Portal in Council procurement processes will enable the council to ask contractors to demonstrate how they can deliver various elements of social value through their operations and services. This will include assessing contractors on their environmental performance, using measures such as percentage of contractor fleet that is made up of low emission vehicles, plastics recycling rate or any carbon certification the contractor has. This process will help contribute to lowering the Council's indirect emissions. Additionally, the officer will try to understand the emissions associated with contractor services and operations more clearly, so that the Council can understand the impact of its indirect emissions from procurement, and how it can play a role in influencing and reducing these.

### **Woodland Project (and biodiversity)**

In October 2019, the Council announced its plan to plant 200,000 trees between 2020-2024 as part of the Colchester Woodland Project. The first planting season started in November 2019 and continued until March 2020 with 4486 trees planted by Council staff and residents in this period. The Council also held its annual 'Trees for Years' giveaway in February 2020 where over 10,000 trees, shrubs and fruit bushes were given out to residents, community groups, schools and Town and Parish Councils.

In November 2019, CBC announced that it would be phasing out the use of Glyphosate herbicide in Council operations and will be seeking to employ more environmentally friendly method(s) to manage weeds, which will help to benefit biodiversity and the green spaces throughout the borough. The Policy that is being developed to outline how Glyphosate is, and will continue to be phased out in Council operations consider plans

to phase out its use on Council sites such as parks and countryside sites, as well as land owned by partner organisations, Colchester Amphora and Colchester Borough Homes. Furthermore, the Council is considering suitable places to trial the re-wilding of green spaces such as meadows and roadside verges, whereby weeds and wildflowers are left to grow in order to enhance biodiversity.

### **Council Covid-19 Recovery Programme:**

The Council has put together a Covid-19 recovery programme consisting of 4 'cells' of work being undertaken to recover from the Covid-19 crisis. These cells are Economy, Council, Customer and Communities. A key part of this recovery programme is that the activity being undertaken within these cells has had climate change and sustainability embedded within the planning of activity.

Much of the work within the recovery programme has revolved around a major trend that has occurred, and been forced to happen during the lockdown that many people have engaged with, which has been working from home. This has brought benefits to many people's lives in terms of increased wellbeing (from reduced travel time to work, increased flexibility for ways to work and live) and also benefits for the environment (e.g. improvements in air quality and reductions in emissions from reduced travel of commuters and the congestion produced by this). On the other hand, flat out homeworking has also had its downsides for many officers such as reduced human interaction and a greater merging of boundaries between work-life balances. However, it has given a good insight into how homeworking could become a greater part of Council culture.

More work is also being carried out online. For example, during the lockdown, services previously carried out at the Community Hub had to transfer to be done online or on the phone. This has been successful to a degree and has enabled Council officers to consider other processes that could have a greater digital focus. For example, the process for renewing taxi licenses and for new applicants is being rethought to be done completely digitally through virtual meetings and calls. This way of working will reduce both the amount of travel taxi drivers need to undertake and the printing of documents, both of which contribute to reducing emissions. Despite these benefits for the environment, it must be kept in mind that bringing more services online, and removing the human interaction will affect many people, such as those not used to going online.