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### **13.0 SOCIAL AND COMMUNITY ISSUES**

Gent Fairhead & Co Ltd has commissioned Golder Associates (UK) Ltd to develop an evolution of the planned Recycling and Composting Facility (the eRCF) at Rivenhall Airfield (the Site). The eRCF presents a further development of the design of the original Recycling & Composting Facility (RCF), which was resolved to be granted planning permission by Essex County Council's Planning Committee on 30 March 2007 for the Site at Rivenhall Airfield.

The eRCF will take integrated waste management to the next stage of sustainable development by reducing the export of recyclable wastes from Essex, and recycling wastes locally into marketable products using energy from non-fossil-fuel sources derived from the waste treatment processes. The eRCF will occupy the same area of land as the original RCF, which will be the area within the planning application boundary and referred to as the 'Site'.

The purpose of this Social Impact Assessment (SIA) is to identify potential benefits and adverse socio-economic impacts to local communities, groups or individuals that may arise in connection with the proposed development of the eRCF.

The methodology for this SIA draws on relevant UK guidance and global best practice. It is consistent with methodologies developed for Environmental Impact Assessment and Social Impact Assessments. The SIA methodology involved a review of relevant background reports, planning documents and statistical data and pays particular attention to addressing key issues and development priorities outlined in relevant regional and local development planning documents. At this stage, feedback from the stakeholder engagement activities that have been undertaken as part of the planning submission requirements has been used to identify key issues of concern to the surrounding community. No further specific interview with key stakeholders has been undertaken.

The assessment includes the following steps:

1. A description of the proposed development, to understand how operational activities may affect the community;
2. A description of the Social and Economic Context of the Area Surrounding the Proposed Project Site, to understand the cultural, social and economic condition of the community;
3. Identification of key stakeholders and summary of key strategic socio-economic issues and concerns relating to the proposed development;
4. To assess the impacts of the operation on the community and identify key issues to be managed; and
5. To develop management measures, to reduce adverse impacts and enhance beneficial effects.

Information sources for this SIA include:

- Information from the internet about Rivenhall, Silver End and the surrounding area;

- Letters from local parish councillors;
- Local, regional and national planning documents;
- Outputs from stakeholder engagement activities associated with public information and exhibitions associated with the proposed development; and
- Output of historic interviews with representatives from stakeholder groups.

### **13.1 Description of the Proposed Development**

The eRCF will incorporate improved environmental and technological features that reflect the need for local recycling and waste treatment facilities by incorporating the following waste treatment processes:

- A Materials Recovery Facility (MRF) to sort recyclable materials collected by the Waste Collection Authorities (input capacity of 100,000 tpa);
- An Anaerobic Digestion (AD) plant to generate energy from mixed organic wastes (input capacity of 85,000 tpa);
- A Mechanical Biological Treatment (MBT) to treat a combination of mixed residual Municipal Solid Wastes (MSW) (*i.e. black bag wastes*), and/or Commercial and Industrial (C&I) waste (capable of treating up to 250,000 tpa);
- A Market De-inked Paper Pulp Production Facility (Pulp Facility) to de-ink and recycle paper and card such as newspapers and magazines (combined input capacity of up to 360,000 tpa (*i.e. 331,000 tpa of imported waste paper, magazines and card and 29,000 tpa residual paper and card derived from the MRF & MBT*)); and
- A Combined Heat and Power (CHP) plant to supply energy to the Site and export 33MW of electricity to the national grid (capable of treating up to 197,000 tpa of solid recovered fuel (SRF) plus paper pulp residues).

In addition the eRCF will include the refurbishment, improvement and redevelopment of two Grade II Listed Buildings at Woodhouse Farm, which will be used as an Education Centre and associated car and coach parking for the public.

#### **13.1.1 Difference between the Recycling and Composting Facility (RCF) and the Evolution of the Recycling and Composting Facility (eRCF)**

Over and above the RCF resolution, this application for the proposed eRCF includes *biodrying* waste treatment technologies, a fully integrated waste paper recycling Pulp Facility and on-site CHP.

The residual Municipal and household '*black bag*' wastes, imported into the Site will be treated by a '*biodrying*' MBT process. Following the *biodrying* MBT process, the resulting materials will be fed into a MRF to remove recyclable materials such as metals, glass, grit etc for secondary treatment and recycling off-Site. The remaining residual (or non-recyclable materials) will consist of '*biodried*' residual wastes which will have a relatively high calorific value and will be used to produce a solid recovered fuel (SRF).

The provision of the recovered paper pulping facility will increase recycling capacity for paper and provide a source of Market De-Inked Pulp, a recycled paper pulp, for UK mills

while sharing resources for energy, and space with the waste management facility. The eRCF will provide a 'closed loop' solution to solving major problems that affect existing UK paper pulping facilities. The eRCF will recycle waste paper separated by the MRF from municipal household waste to satisfy a market demand for pulp made from recovered fibre and to use the SRF produced from the other processes in the eRCF. The Pulp Facility can use both the electricity and the heat energy provided by the CHP plant.

The Combined Heat and Power plant will use the SRF produced by the MBT process to generate electricity, heat and steam, thus reducing the need to export the SRF from the Site. CHP is the production of electricity and thermal energy in a single integrated structure. It avoids the loss of heat energy which would otherwise occur if CHP is not utilised.

### **13.1.2 Description of the Proposed Site**

The Site is located on the southeastern edge of a World War II airfield known as Rivenhall Airfield between the villages of Bradwell (northwest 2.6 km), Silver End (southwest 1.1 km), Rivenhall (south 2.3 km), Coggeshall (northeast 2.8 km) and Kelvedon (southeast 3.4 km).

Access to the Site will continue to be provided via a private access road from the existing A120 and the extension of the road approved by ESS/38/6/BTE.

In terms of landscape, the former airfield and its immediate surroundings are on a plateau above the River Blackwater. This plateau is currently being excavated and, therefore, under the current planning permission, half of the old airfield will become a restored 'bowl' for continued agricultural use. The airfield was open and exposed and had been used predominantly for agricultural purposes, although currently it is under extensive sand and gravel extraction and restoration.

One of the reasons that this location was originally approved by the Inspector in the Waste Plan was due to its remote location compared with many alternatives. This is demonstrated by the distances to and from the proposed Plant to the edges of the surrounding village envelopes as follows:

- Bradwell 2.2 km;
- Silver End 1.1 km;
- Cressing 2.7 km;
- Kelvedon 3.6 km;
- Rivenhall 2.6 km; and
- Coggeshall 2.9 km.

The nearest residential properties within 1 km of the Site are: The Lodge, Allshotts Farm, Bumby Hall, Sheepcotes Farm, Green Pastures Bungalow, Goslings Cottage, Goslings Barn, Goslings Farm, Deeks Cottage, Heron's Farm, Deeks Cottage, Haywards, and Park Gate Farm Cottages.

The Site has an approximate planning application area of 25.3 ha and includes the following:

- An area of approximately 6 ha for the eRCF processing plant itself, equivalent in size to the total of 6 ha designated as Site WM1 within the Waste Plan for this process;
- An area of approximately 2.6 ha allocated for the redevelopment of Woodhouse Farm;
- An area of approximately 11.9 ha to include the freshwater lagoon and the protected landscaping and embankments which will screen the plant from long-distant views;
- An area of approximately 3.8 ha allocated for the construction of the access road extension; and
- An area of approximately 1.0 ha that is already constructed access road in use for the sand and gravel extraction and processing operations.

At this stage it is anticipated that the eRCF will employ an estimated 30 on-Site contractor staff during the construction phase and an estimated 50 permanent staff to manage the eRCF operations. The eRCF will create stable long term employment opportunities for senior management, and both skilled and unskilled labour positions to manage operate and maintain the various recycling and treatment technologies at the Site. Waste treatment and recycling is a stable growth industry as materials become scarcer and fuel costs increase, and public awareness supports its efforts.

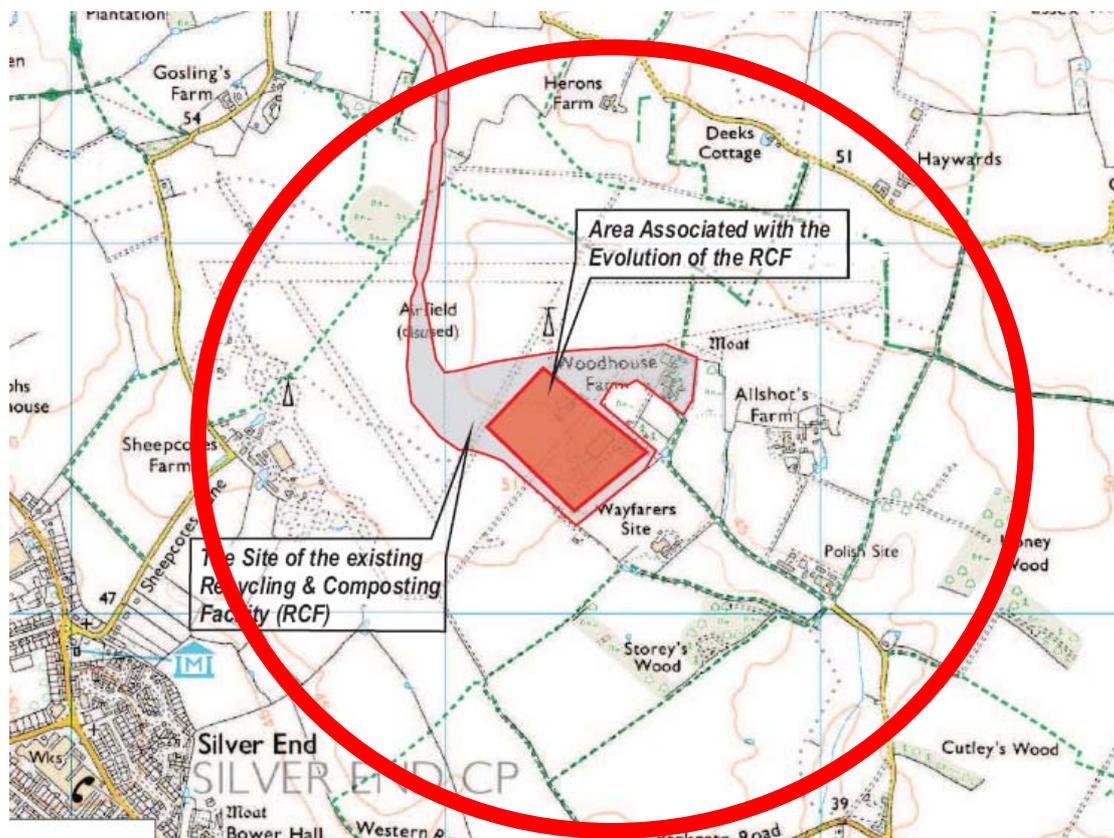
### **13.1.3 Scope of the SIA**

The purpose of this section is to define the scope of this social impact assessment so that the direct impacts can be assessed to the neighbours of the Site.

The SIA study area has been identified as the existing area within a 1 km radius in the immediate vicinity of and surrounding the Site boundary. The study area is located in the non-metropolitan district of Braintree, in the county of Essex.

This area is dominated by farms and arable land. The farms include Sheepcotes Farm, Allshots Farm, Herons Farm, Haywards and Deeks Cottage. The site boundary, and the 1 km study area from the Site are presented in Figure 13-1.

**Figure 13-1: SIA Study Area with Boundary of 1 km from the Site of the proposed eRCF**



The Site is located in the District of Braintree in the northeast of the county of Essex. Braintree District is the second largest in Essex and is largely rural in character. Almost half of the population lives in villages (134,896 mid year population estimates 2003). There are three main towns in the District of Braintree, namely Halstead, Witham and Braintree and 62 village parishes<sup>1</sup>.

### **13.2 Description of the Social and Economic Context of the Area Surrounding the Proposed Project Site**

The purpose of this section is to provide an understanding of the current social, economic and cultural features of the local community so that the nature and significance of potential impacts to the community can be assessed. The community profile was informed by a desk review of local and regional authority documents.

<sup>1</sup> Braintree District Rural Policy and Action Statements 2005. Braintree District Council. 2005  
<http://www.braintree.gov.uk/NR/rdonlyres/1C7921B5-1AC0-4F84-92A4-1C3BEA301F78/0/BraintreeDistrictCouncilruralpolicyandactionstatement.pdf>

### 13.2.1 Regional Socio-Economic Context

This section describes the regional socio-economic context of the county of Essex where the proposed Site is located. Statistical data used in this study have been taken from 2001 National Census however it is acknowledged that the social and economic context may have changed since 2001, and where possible more recent data were used and is clearly identified.

The Site is located in Essex with Braintree to the northwest and Colchester to the northeast of the Site with Chelmsford and London to the southwest. Essex is a non-metropolitan county covering an area of 3,670 km<sup>2</sup>. The proximity of London makes Essex a diverse area of settlements; towns and villages where the residents commute to work to London.

The key social features of the rural part of the county of Essex have been identified from the Essex Rural Strategy<sup>2</sup> and are summarised below:

- The land area is predominantly rural with 72% of the land area used for agriculture;
- There is a declining usage of provision basic village services. A 2000 Countryside Agency survey of parish services showed that, in Essex, 40% of parishes were without a Post Office, 67% lacked a general store, 63% did not have a public house. 79% of parishes did not have a Doctors' surgery and 19% were without a village hall. In 2004, an update showed that around 12% of rural households are more than 4 km from a Doctors' surgery; 22% more than 4km from a supermarket and 29% from a bank or building society;
- Social exclusion is often experienced by the elderly and sick, by young people, because of the lack of suitable employment and access to leisure facilities, and by physically and mentally disabled people. It may also be experienced by ethnic minorities and women as a result of lack of access to private transport and inadequate child care provision;
- East of England region has the highest mean car ownership per household in rural areas (1.88 vehicles) compared to other English regions there remain 16.5% of rural households that do not own a car or van;
- Rural areas continue to be popular as places to live. Between 1981 and 2001, the rural population in the East of England as a whole increased by 17.8% to 2.35 million;
- Rural house prices tend to be higher than those in urban areas;
- House price inflation has taken home ownership far out of the reach of many young people brought up in the countryside;
- The rural population is ageing. In the East of England, 43.9% of the rural population are aged 45 and over compared to 38.8% of the urban population;
- The measure of 'Access to Services' in the 2000 Index of Deprivation<sup>3</sup> and of 'Access to Housing and Services' in the 2004 Index of Deprivation show virtually all of rural Essex within England's most deprived categories;

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<sup>2</sup> Essex Rural Strategy - Partnership priorities for the future of Rural Essex. The Essex Rural Partnership. 2005

[http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/essex\\_rural\\_strategy.pdf?channelOid=null](http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/essex_rural_strategy.pdf?channelOid=null)

- Employment in agriculture and fishing has been in long-term decline and now represents only 1.3% of jobs in Essex. Many farm buildings are being changed in use and village commercial properties to residential use;
- With the decline in agriculture, the service sector has become the most dominant rural industry. Tourism is especially prominent as a new source of rural employment. In the East of England, the distribution, hotels and restaurant sector constitutes just over a quarter of all rural employment;
- In 2001, there were 406 businesses per 10,000 of the population in the rural East of England, an increase from 396 in 2000. Of these, 86.1% were micro and small businesses with less than 9 employees;
- The north of Essex is a major strategic European route. The E30 Moscow to Cork highway follows the A120 through Essex. Through Harwich this provides excellent links to continental Europe and westwards into central England. It has the potential to attract businesses, such as those associated with tourism or logistics, for which such connections are important; and
- Skills levels are an issue across Essex and the region. In 2003, of those of working age in the region's rural districts, nearly 42.5% had obtained NVQ level 3 or higher qualifications. This is lower than any other region. The proportion is higher in accessible rural districts (44.5%) than remote rural districts (40.5%).

### 13.2.2 Community Profile

There are five villages local to the Site, namely: Silver End, Rivenhall, Coggeshall, Bradwell and Cressing, which are populated with a mixture of retired people and young professionals with small families. Local services and priorities in the area reflect this demographic structure. According to the 2001 National Census there is generally good health. Though, there are small pockets of deprivation, the area is characterised by generally above average living standards (relative to indices of Deprivation 2000)<sup>4</sup> and property values<sup>5</sup>. There is one primary school, a library, doctor's surgery, chemist and a number of shops in Silver End. A shop and post office in Rivenhall. There are a combination of other facilities such as pre-schools, primary schools, GPs, dental surgeries, chemists, etc. in the villages of Bradwell, Coggeshall and Cressing. The nearest secondary schools in Braintree and Witham.

There is a high level of life expectancy, high levels of home and car ownership in the area<sup>6</sup>. According to 2001 National Census there are very low levels of educational attainment, with 40.86% of the population of Silver End, Rivenhall and Bradwell between the ages 16 and 74 without any qualifications. However, conversely, there is a low level of unemployment with many residents commuting to nearby towns and generally there is a low incident of crime.

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<sup>3</sup> Published by the Department of Communities and Local Government.

<http://www.communities.gov.uk/archived/general-content/communities/indicesofdeprivation/216309/>

<sup>4</sup> <http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=548966&c=rivenhall&d=14&e=46&g=443518&i=1001x1003x1004&m=0&r=1&s=1215023739468&enc=1&dsFamilyId=802>

<sup>5</sup> Average selling price of property in Silver End and Rivenhall during 2005 was £229,484 for the District of Braintree, and just below average for the county of Essex. Ref BBC website

[http://news.bbc.co.uk/1/shared/spl/hi/in\\_depth/uk\\_house\\_prices/counties/html/county34.stm](http://news.bbc.co.uk/1/shared/spl/hi/in_depth/uk_house_prices/counties/html/county34.stm)

<sup>6</sup> [www.neighbourhood.statistics.gov.uk/dissemination/Area\\_profile1.do](http://www.neighbourhood.statistics.gov.uk/dissemination/Area_profile1.do)

The villages are both almost exclusively white, with a predominantly Christian faith base of various denominations. The villages are served by several churches including Pentecostal, Congregational, Catholic and Church of England. Other faith centres can be accessed in nearby Colchester, Witham or Braintree. There are local parish elections and general elections held every four years.

Statistical data presented in this report for Silver End and Rivenhall were taken from the Office of National Statistics National Census 2001 records for Silver End, Bradwell and Rivenhall Ward. This represents the socio-economic situation in Rivenhall and Silver End based best available statistics. (Table 13.1<sup>7</sup>).

**Table 13-1: Statistical data for closest settlements to Rivenhall airfield compared with district, regional and country data**

	Rivenhall	Silver End	Cressing	Coggeshall	Braintree District	East of England	England
Number of residents	1,622	1,505	1,425	1,489	132,179 <sup>8</sup>	5,388,140	49,138,831
Number of households	581	573	555	643	54,330 <sup>9</sup>	2,231,974	20,451,427
% of residents who describe their health as 'good'	69%	77%	75%	70%	71.61	70.35	68.76
% of 16-74 year olds without qualifications	41%	31%	23%	33%	27.95%	27.94%	27.94%
Unemployment rate among economically-active <sup>10</sup>	3.8%	2.9%	2.3%	2.6%	2.3%	2.6%	3.35%
Ranking in the UK Governments Indices of Multiple Deprivation (out of 32,482 where 1 is the most deprived)	10,910	24,470	19,353	19,151	N/A	N/A	N/A

<sup>7</sup> Data for this table was sourced from the Office of National Statistics website

[www.neighbourhood.statistics.gov.uk](http://www.neighbourhood.statistics.gov.uk) and includes figures deriving from the 2001 National Census

<sup>8</sup><http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276957&c=Braintree&d=13&e=16&g=443603&i=1001x1003x1004&m=0&r=1&s=1214234619605&enc=1&dsFamilyId=91>

<sup>9</sup><http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276957&c=Braintree&d=13&e=16&g=443603&i=1001x1003x1004&m=0&r=1&s=1214234619621&enc=1&dsFamilyId=165>

<sup>10</sup> Economically active unemployed

### 13.2.3 Community Development

Both Rivenhall and Silver End parish councils have been active in accessing and understanding community needs, as well as identifying local development priorities which respects and enhances the local natural and built environment.<sup>11</sup> Rivenhall was one of the first wards to be awarded 'Quality Parish Status' by DEFRA which sets out a number of measures to give local people the opportunity to become more involve in the development of their communities<sup>12</sup>.

The six parishes local to the Site, namely: Kelvedon, Silver End, Rivenhall, Coggeshall, Bradwell and Cressing, which are active in communicating and consulting with local residents via websites and meetings. Several parishes have developed parish plans, these are:

1. Kelvedon Village Appraisal. Report on the Village Questionnaires 2002<sup>13</sup>;
2. Rivenhall Parish Plan – Action Plan 2002<sup>14</sup>;
3. Rivenhall Village Design Statement (part of the Rivenhall Parish Plan process) 2003<sup>15</sup>;
4. Bradwell Village Action Plan. Bradwell Village Action Group, 2003<sup>16</sup>; and
5. Coggeshall Appraisal Final Report, 2003<sup>17</sup>.

A Parish Plan for Silver End is currently being developed<sup>18</sup>.

The authors of this report did not identify evidence to suggest that there is a similar level of community involvement in local planning in Cressing, although there is a well organised Parish Council with a clear vision for the village, an evident sense of community spirit and relatively high levels of voluntary support for community services<sup>19</sup>.

This social impact utilises these documents to identify issues of importance to the communities from which potential social impact of the eRCF proposal can be assessed.

### 13.2.4 Social and Economic Infrastructure

There are no villages within the 1 km study area of this Social Impact Assessment. However, there are two villages which are within 2 km of the eRCF, namely: Silver End and Rivenhall,

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<sup>11</sup> [www.silverendparishcouncil.gov.uk](http://www.silverendparishcouncil.gov.uk) and The Parish Magazine of Rivenhall and Silver End – June 2006

<sup>12</sup> Telephone interview with Essex Rural County Council 7th June 06

<sup>13</sup> [http://crc.rocktimeweb.net/Uploads/Kelvedon-Village-Appraisal-2002\\_FileFile\\_FILE1509.pdf](http://crc.rocktimeweb.net/Uploads/Kelvedon-Village-Appraisal-2002_FileFile_FILE1509.pdf)

<sup>14</sup> [http://crc.rocktimeweb.net/Uploads/Rivenhall-Parish-Plan\\_FileFile\\_FILE1155.pdf](http://crc.rocktimeweb.net/Uploads/Rivenhall-Parish-Plan_FileFile_FILE1155.pdf)

<sup>15</sup> <http://www.braintree.gov.uk/NR/rdonlyres/9D119C18-28DE-4124-AFE3-48D85929F360/0/Rivenhallvdsdraft2.pdf>

<sup>16</sup> [http://crc.rocktimeweb.net/Uploads/PP003348-BDL\\_FileFile\\_FILE546.pdf](http://crc.rocktimeweb.net/Uploads/PP003348-BDL_FileFile_FILE546.pdf)

<sup>17</sup> [http://crc.rocktimeweb.net/Uploads/FileFile\\_FILE161.pdf](http://crc.rocktimeweb.net/Uploads/FileFile_FILE161.pdf)

<sup>18</sup> [http://www.silverendparishcouncil.gov.uk/HTMLobj-65/DC\\_Mins\\_9.04.pdf](http://www.silverendparishcouncil.gov.uk/HTMLobj-65/DC_Mins_9.04.pdf)

<sup>19</sup> The Parish Magazine of Rivenhall and Silver End – June 2006 and [www.silverparishcouncil.gov.uk](http://www.silverparishcouncil.gov.uk) accessed on 8<sup>th</sup> June 2006 and supported by telephone interviews

which are described in this section. There are also two small hamlets within 2 km of the eRCF, Perry Green and Coggeshall Hamlet.

Silver End is host to several sites and organisations which support social and economic development. There are the following facilities in Silver End:

- Supermarket
- Retail Shops
- Library
- Offices in Jubilee House
- Silver End Department Store
- Fish and Chip Shop
- Care Home
- Doctor Surgery
- Restaurant in Jubilee House
- Village Hall (community meetings & play group)

Rivenhall is also relatively well serviced and is host to the following facilities:

- Village hall
- Churches
- School
- Post Office
- General Store
- Industrial Units
- Public House
- Golf Course
- Playing Fields
- 1 Commercial Unit
- Hotel (*Including a sports & fitness centre*)

There are several primary and 'early years' education facilities in the area, however, the nearest secondary school is Southview School which is 6 km away. There is a doctor's surgery in Silver End, a visiting chiropodist and a support service for the elderly in both villages. The nearest hospital is in Braintree; the nearest police station is in Witham; and the nearest fire station is in Coggeshall<sup>20</sup>. As public transport services are limited in the area, many elderly access health services with help from volunteers or family members. There are high levels of car ownership and a significant number of road accidents in the area<sup>21</sup>.

There are many leisure activities offered, although the majority are available on a voluntary basis through local community groups. These activities include: caving; brownies; scouts; guides; bowls; gardening; dance; young mothers support group; rambling; football; church groups; adult learning; and nature walks<sup>22</sup>. There is also support available for the vulnerable in the village through the 'Friendship Club' and some respondents observed that many elderly people in the village are lonely and this club provides a valued form of social contact and interaction<sup>23</sup>.

Both Rivenhall and Silver End are within the commuter belt of London, Braintree and Colchester and therefore there are not many businesses located in the villages. Standards of

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<sup>20</sup> [www.64.209.26.187/localview/FindTheNearest.aspx](http://www.64.209.26.187/localview/FindTheNearest.aspx) accessed on 2<sup>nd</sup> June 2006

<sup>21</sup> [www.neighbourhood.statistics.gov.uk/dissemination/Areaprofile1.do](http://www.neighbourhood.statistics.gov.uk/dissemination/Areaprofile1.do) accessed on 02/07/2006 and verified during various interviews with stakeholder groups

<sup>22</sup> The Parish magazine of Rivenhall and Silver End – June 2006

<sup>23</sup> Telephone interview with the Chiropody Clinic, Rivenhall 8<sup>th</sup> June 2006

living are relatively high as shown by the figures presented in Table 13-1 above, although Rivenhall suffers pockets of deprivation. Deprivation is measured by a combination of data relating to income, health, employment, education, skills and training, barriers to housing and services, and crime.

The relatively high standards of living have led to significant problems for younger people or first time property buyers who cannot afford property in the area. The consultation with local representatives undertaken during the June 2006 Social Impact Assessment for the original RCF application, however identified that there was a need to attract young people to the village and to encourage them to play an active role in community life.

Coggeshall Hamlet is a cluster of houses to the south of the village of Coggeshall.

The hamlet of Perry Green is within 2 km of the eRCF. The hamlet contains a cluster of houses and a DEFRA recognised permissive footpath walk which includes extensive hedge restoration under DEFRA Stewardship Scheme<sup>24</sup>.

### **13.2.5 Description of Neighbouring Properties**

Silver End and Rivenhall are situated in a largely rural environment which consists mainly of arable farmland and in the vicinity of the historic villages of Bradwell, Kelvedon, Coggeshall and Stisted. Some pasture remains along the course of Cressing Brook and there are several wooded areas including three sizeable woods: The Thicks; Tarecroft; and Barrowfield, as well as some smaller woodland, spinneys, copses and willow plantations around the parish. A golf course is home to several ponds, hedgerows, trees and wildlife<sup>25</sup>.

The eRCF is located within the former World War II Rivenhall Airfield, which was operational between February 1944 and January 1946. The former airfield and its immediate surrounds are on a plateau above the River Blackwater valley. The Site includes one of the two original World War II aircraft hangars which are in regular industrial/commercial use. Other World War II buildings in the vicinity have approximately 40 existing established uses, including scrap-metal breaking and disposal, workshops and a vehicle depot currently used for street cleaning services, general manufacturing, light/high tech manufacturing, warehouse distribution and mineral extraction and processing.

There are farms and arable land in a 1 km of the proposed eRCF. The farms include Sheepcotes Farm, Allshot's Farm, Herons Farm, Haywarks and Deeks Cottage. A summary of properties within the 1 km eRCF assessment area are summarised below in Table 13-2.

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<sup>24</sup> <http://cwr.defra.gov.uk/Default.aspx?Module=CountryWalkDetails&Site=5589>

<sup>25</sup> The Countryside Agency, Rivenhall Village Design Statement, July 2005

**Table 13-2: Neighbours within a 1 km Radius of the proposed eRCF**

No.	Property	Address	Postcode
1	Sheepcotes Farm	Sheepcotes Lane	CM8 3PJ
2	Goslings Cottage	Silver End Road	CM77 8ER
3	Deeks Cottage	Blest End	CO6 1PA
4	Goslings Farm	Silver End Road	CM77 8ER
5	Bumby Hall	Woodhouse Lane	CO5 9DF
6	The Lodge	Allshotts Farm	CO5 9DF
7	Allshotts Farm	Woodhouse Lane	CO5 9DF
8	Green Pastures Bungalow	Silver End Road	CM8 3PJ
9	Goslings Barn	Silver End Road	CM7 8ER
10	Heron's Farm	Cuthedge Lane	
11	Haywards	Cuthedge Lane	
12	3 Park Gate Farm Cottage	House Park Road	CM8 3TS
13	4 Park Gate Farm Cottage	House Park Road	CM8 3TS

### 13.3 Stakeholders

#### 13.3.1 Identification of Key Stakeholder Groups

Golder has prepared six separate lists of neighbours that will have direct interest in the proposals, other residents in individual properties in the area, relevant District and County Councillors and other 'Key Stakeholders' who should be kept informed directly about the availability of the information regarding the proposals<sup>26</sup>. These lists include the following and can be found in Annex 1 to 6 of the Proposed Rivenhall Airfield Recycling and Composting Facility Public Consultation Statement (2006):

1. Neighbours within 1 km radius of the Site;
2. Other Individual Properties in the Area;
3. Local MPs and Local Politicians;
4. Members of the Bradwell Quarry Liaison Group;
5. Key Officers and Statutory Consultees; and
6. Parish Clerks.

The above key stakeholders include all those who are likely to be directly affected by the eRCF and those who have an interest in the development. Interested stakeholders include those groups who have decision-making responsibilities with respect to the development, or those who are indirectly linked through provision of goods and services. Affected stakeholders will include employees or potential employees, those living in the immediate area around the eRCF that may be affected by construction, or changes in transport infrastructure or noise.

<sup>26</sup> Proposed Rivenhall Airfield recycling & composting facility public consultation statement Gent Fairhead & Co Limited Golder Associates July 2006

Stakeholder and public consultation should involve and include interested and affected stakeholders such that they are kept informed about the proposed development and that their issues and concerns are captured.

### **13.3.2 History of Stakeholder and Public Consultation**

Gent Fairhead Company Ltd (GFC) is the landowner of Rivenhall Airfield. The company has undertaken various public consultations in the past which are summarised below.

Access to information is a significant issue, as was stated in the House of Commons Hansard debate for February 1999 on the subject of the Rivenhall Airfield selection as a waste management site, *“the selection of sites must in the first instance be a matter for consideration and debate at the local level.”*<sup>27</sup>

Public consultation in relation to the proposed development at Rivenhall Airfield has been on-going for many years. Wide-scale public consultation by GFC and its subsidiary companies was undertaken during the 1993 planning application for sand and gravel extraction with municipal waste landfill (ultimately refused) and the 1998 application for sand and gravel extraction (permitted). Public exhibitions were held and GFC’s advisers met with key representatives of the Parish Councils, local organisations and individual house-holders on around the perimeter of the former airfield site.

Following the receipt of planning for sand and gravel extraction, based upon the instigation of GFC, the operating company Blackwater Aggregates has established a Bradwell Quarry Liaison Group which meets on a regular basis (currently quarterly) to discuss issues around the operation of the quarry. In addition to representatives from the company, all of the local Parish Councils and the District and County Council are represented by Members, and the County planning officers also attend.

As a result of the several formal community consultation programmes, and the ongoing contact through the Blackwater Quarry Liaison Group, as well as the constant contact with immediate local residents and Parish Councils around the site in relation to quarrying activities, GFC has maintained good contact with the local community on a regular and on-going basis.

Below is a chronological summary of the public consultation that has taken place in relation to proposed waste management operations at the Site.

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<sup>27</sup> [www.publications.parliament.uk/pa/cm199899/cmhansrd/vo990226/debtext/90226-](http://www.publications.parliament.uk/pa/cm199899/cmhansrd/vo990226/debtext/90226-) accessed on 7th June 2006

### 13.3.2.1 Stakeholder and Public Consultation in relation to the originally proposed Waste Management Facility

Local people have been aware that the Site has been earmarked for waste management since the Public Inquiry into the Essex and Southend Waste Plan in 1999 which was followed by the formal adoption by the County Council.

Formal consultation with the local community was undertaken in August 2005 when GFC submitted its first EIA Scoping Report in relation to the planning application for a waste management facility (WMF) at the Site at Rivenhall Airfield. At the time, GFC sent copies of the EIA Scoping Report and drawings for the proposed development to all local parish and district councillors, immediate neighbours to the Site and other key stakeholders. There was a Press Release and a number of press articles on the proposed WMF and it was advertised widely that Golder, on behalf of GFC, would answer any queries regarding the proposed development and provide further copies of the report.

Following the dissemination of information regarding the WMF proposal in August 2005 and the formal submission of the EIA Scoping Report for this proposal, there then followed more detailed design and consultation with the key stakeholders until. However, in May 2006, following changes in Essex County's waste management plan it was agreed with the County Council the proposal for the Site should be according changed and a second EIA Scoping Report would be submitted for the new proposals at the Site. This resulted in the development of a proposed Recycling and Composting Facility (RCF) for the Site.

Key concerns reported in relation to the WMF proposal were:

- Transport and traffic intensification; and
- Emissions and other environmental impacts (*e.g. contaminated residue which cannot be used as compost, nor landfilled*).

### 13.3.2.2 Stakeholder and Public Consultation for the original Recycling and Composting Facility

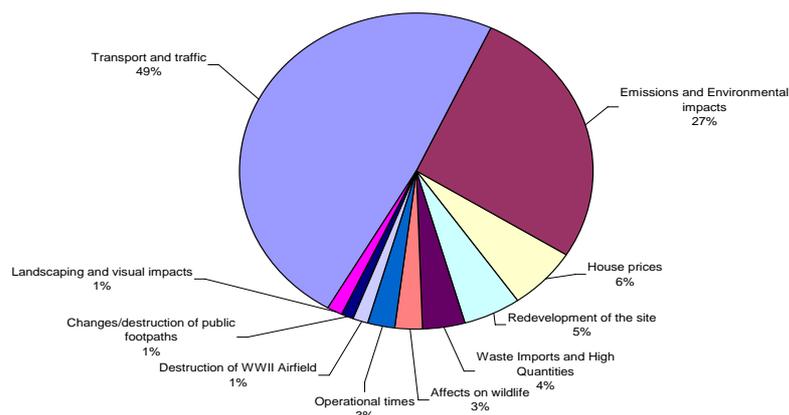
In May 2006 pre-application community consultation took place. Golder on behalf of GFC distributed a press release explaining a new community engagement process and provided readers with details of a website where the second EIA Scoping Report for the Recycling & Composting Facility (RCF) and related drawings could be accessed. Leaflets explaining the proposed RCF were distributed to the surrounding community and key stakeholders. The first formal pre-application community consultation exercise for the proposed RCF, in the form of a Public Exhibition at the proposed airfield site, was held in May 2006. The exhibition was visited by approximately 200 people. Golder on behalf of GFC received a total of 53 feedback forms and written submissions giving in excess of 130 separate comments<sup>28</sup>. A

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<sup>28</sup> Proposed Rivenhall Airfield recycling & composting facility public consultation statement Gent Fairhead & Co Limited Golder Associates July 2006

summary of the concerns and issues raised by members of the public and key stakeholders to the proposed RCF is shown in Figure 13-4 below.

**Figure 13-2: Summary of Concerns and Issues Raised by Members of the Public**



Summarising Figure 13-2, the main issues of concern raised by the community and other stakeholders were:

- Transportation and traffic; and
- Emission and environmental impacts (e.g. noise and odour).

Golder's 2006 social impact assessment identified issues and observations relating to stakeholders general concerns about the proposed RCF development (as well as some broader issues not specific to the project) which can be found in Appendix 13-1.

### 13.3.2.3 Continued Stakeholder and Public Consultation following submission of a planning application and EIA for a Recycling and Composting Facility

Public engagement continued following the submission of the planning application and EIA for the RCF to Essex County Council. The purpose of this continued consultation was to keep the public informed of the proposed developments and to enable continued commentary. A leaflet, website and press release were prepared for this purpose. The later comprised information on the EIA report and described what issues were raised from the pre- application consultation and how they will be addressed in the planning application. Additionally two post-application public exhibitions took place at the proposed airfield site in August 2006.

Visitors received a feedback and comments form to submit constructive criticism about the proposed scheme and the post application public engagement event.

Key concerns reported at this stage are as follows:

- Transport and traffic intensification;
- Emissions and other environmental impacts (e.g. noise and odour); and
- Site selection (e.g. alternatives to the Site).

On 30 March 2007, Essex County Council passed a resolution to grant planning permission for the RCF at the Rivenhall Airfield.

### **13.3.3 Stakeholder and Public Consultation for the eRCF**

Following Essex County Council's public consultation on the County's waste strategy in May 2008, the proposed RCF was reviewed<sup>29</sup>. In June 2008, a press release was disseminated by GFC to explain a new community engagement process and provided details of a website where information on an evolution of Recycling & Composting Facility (eRCF), related drawings and a third EIA Scoping Report could be found. Leaflets with details on the proposed new development have been distributed to the local community and interested stakeholders in June 2008. The formal pre-application community consultation exercise for the proposed eRCF, in the form of a Public Exhibition was held at the Site in June 2008. The exhibition was visited by 86 people. Golder on behalf of GFC received a total of 39 feedback forms and written submissions giving in excess of 185 separate comments<sup>30</sup>.

The four public consultation exercises associated with the various proposed waste management facilities at the Rivenhall Airfield have provided the local community and interested stakeholders with a familiarity and understanding of the various proposals associated with the Site.

Further details of the most recent stakeholder and public consultation are presented in Chapter 16 – eRCF Public Consultation Statement.

#### **13.3.3.1 Concerns of Local Stakeholders and Community relating to the eRCF**

The following section summarises the concerns raised in the latest stage of the communication and stakeholder engagement process associated with the proposed development of the eRCF.

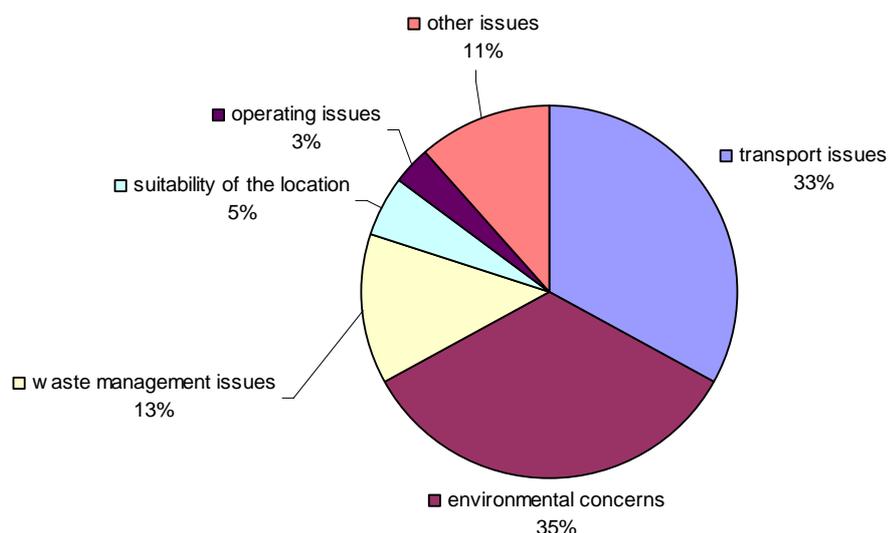
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<sup>29</sup> *On the 15 July 2008, the County Council adopted the Joint Municipal Waste Management Strategy (JMWMS) for Essex (2007 to 2032)*

<sup>30</sup> Technical Memorandum - Public Involvement Programme – Rivenhall Airfield. Golder Associates June 2008

An exhibition at the Rivenhall Airfield was held in June 2008. A Summary of the main concerns raised by local stakeholders and community at this exhibition and from the associated feedback forms are shown in Figure 13-3:

**Figure 13-3: Summary of the Main Concerns Raised in the Exhibition Feedback Forms**



Transport and environmental concerns were the main issues raised by the public and other stakeholders. The concerns in relation to transport included concerns regarding the volume of traffic generated by eRCF, waste coming from outside Essex to the Site and the routing of traffic to the Site. In relation to environmental concerns the main issues raised were:

- Air quality and emissions concerns from the CHP;
- Human health concerns related to air emissions;
- Loss of countryside;
- Noise;
- Odour;
- Greenhouse gases;
- Landscaping;
- Visibility of the CHP chimney; and
- Light pollution.

Other issues raised included:

- Suitability of the location: *i.e. the Site is in a rural location, the Site is too close to where people live, etc.;*
- Waste management issues: *i.e. the need to increase recycling, the amount and types of waste accepted at the Site;*
- Operating issues: *i.e. the operating hours of the Site, controls to manage the risk of terrorism, etc;* and
- Other issues: *i.e. a wide variety of comments including unconditional objections to any development on the Site, criticisms directed at the developer, planning agents and planning authority, positive comments on the need for the plant and general comments on the exhibition, etc.*

In addition to the public consultation undertaken in June 2008, commentary on the proposed eRCF can be found on the Silver End Parish website. The Silver End Parish Council has published a Campaign Statement which includes the following concerns in relation to the proposed eRCF development:<sup>31</sup>:

- Waste Management Issues: *i.e. technological choices, the need to increase recycling, the amount and types of waste accepted at the Site;*
- Transport Issues: *i.e. volume of HGV movements associated with the Site, waste coming from outside Essex to the site and the routing of traffic to the Site;*
- Air quality: *i.e. emissions from the chimney;*
- Human health;
- Loss of countryside;
- Noise;
- Odour; and
- Carbon dioxide emission and greenhouse gases from the Site and HGV movements.

#### **13.3.4 Responses to the Scoping Opinion request to Essex County Council May 2008**

A Scoping Opinion request was submitted to the Essex County Council on 22 May 2008. This request forms an important part of the overall Environmental Impact Assessment (EIA) process, and attempts to identify all of the possible environmental impacts that a development project might cause, and then determines which of those impacts are likely to be significant and which therefore require detailed investigation in the EIA.

A number of responses have been received from various statutory bodies in relation to the proposed eRCF at the Rivenhall Airfield Site. The period for Essex County Council to respond to collate and return the scoping opinion responses was extended to 8 August 2008 to allow stakeholders to review and understand the eRCF proposal.

A summary of the responses from statutory are summarised below:

##### **13.3.4.1 Local Authorities and Parish Councils Scoping Responses**

Issues identified through the statutory consultation of the EIA scoping report by Essex County Council and the affected Parish Councils are summarised below:

<b>By Whom</b>	<b>Issues Raised in Response to the eRCF Scoping Request</b>
Essex County Council	Proximity of the proposed development to a number of listed buildings in the vicinity and loss of rural setting; Loss of historic setting and risk of alteration to historic moat; New use of a listed building prior to investigation of alternatives; Non-agricultural appearance of the proposed development in a sensitive setting;

<sup>31</sup> Silver End Parish website <http://www.silverendparishcouncil.gov.uk/id24.htm> accessed on 27th June 2008

	Line of proposed vehicular access to the Site in relation to right of way use or diverted footpath; and Visual issues associated with the chimney and buildings.
Braintree District Council	Justification for paper pulping facility and what alternative sites have been considered and discounted; and Traffic impacts, detail of vehicle movements to be generated by the eRCF compared with RCF.
Feering Parish Council	Impact of increased traffic on road infrastructure; and The impact of the four proposed burners to used.

#### 13.3.4.2 Regional Authorities and Regional Agencies Scoping Responses

Of particular interest to the social impact assessment is the response of the East of England Development Agency (EEDA). The EEDA's main concern is that the EIA address whether or not the proposal will help deliver:

- Sustainable economic development and regeneration in the East of England, and in particular, and
- The Regional Economic Strategy (A Shared Vision: the regional socioeconomic strategy for the East of England, 2004).

Issues which were identified by the EEDA, which link to the Regional Economic Strategy (RES) and of particular significance for consideration are:

- The provision for business (*particularly based in science and technology, research and innovation*) including the supply of high quality business premises in sustainable locations;
- Improving the region's skill base and human capital (*and especially to address skills gaps and shortages*);
- Tackling deprivation and social exclusion, equality and diversity (*giving communities improved opportunities to participate fully in the regional economy*);
- Promoting sustainable development, urban renaissance and rural vitality, including the supply of high quality and affordable housing/ residential environments, balanced with provision for employment;
- Managing growth and development sensitively and effectively;
- Complementing and enhancing the position of London as a world city; and
- Protecting and enhancing the region's landscapes and environmental assets.

Additionally, the EEDA has identified the following Sub-regional Policies contained in the Regional Economic Strategy for the Stansted/Harlow area that may be relevant to this social impact assessment:

- Working with businesses and higher educational institutions to put in place skills programmes and training to raise skills levels and enable greater access for Harlow/Lee Valley Corridor area workforce to higher level employment;
- Supporting the consolidation and expansion of Harlow's key and growing economic clusters such as biotechnology by reinforcing links with complementary activities in Cambridge, parts of Hertfordshire and London;

- Supporting urban renaissance programmes to regenerate Harlow town centre, addressing deprivation and renewing the town's housing stock to improve quality and affordability;
- Supporting the diversification of the local rural economy and addressing the problems of affordable housing;
- Realising the advantages for business and communities across the region of Stansted Airport as an economic asset by greatly improved road and rail links;
- Working with business groups, airport authorities and airlines to establish new routes including to the United States, that support the competitiveness of existing businesses and enhance the region's attractiveness as a destination for mobile international business; and
- Securing more direct regeneration benefits from Stansted Airport for the priority regeneration areas at Harlow and Lee Valley Corridor through closer inter-agency working, skills and training programmes and enabling affordable and accessible public transport links.

A summary of the issues raised by other regional and district authorities is provided below:

By Whom	Issues Raised in Response to the eRCF Scoping Request
Natural England	Identified section of woodland to be removed.
Environment Agency	Issues of production of significant quantities of odours, microbial aerosols, contaminated waters, fugitive emissions; and Hydrology and flood risk assessment in relation to the increased in the proposed built area and increase in impermeable area.
Natural England	Impacts on statutory designated site, non statutory site, protected species, biodiversity enhancement and nearby rivers.
Highways Agency	Transport associated with the development will not in the Highways Agency opinion impact on the A120 any more than the previous proposal.

### 13.4 Overview of Local Level and Regional Development Priorities

A review of local and regional development priorities has been undertaken and is summarised below. This forms the basis of the SIA framework from which social impacts associated with the proposed eRCF will be assessed.

#### 13.4.1 Regional Level

This section provides an overview of District and Regional Authorities strategic priorities. Where relevant to the proposed eRCF, the strategic priorities are used as the basis from which the social impact assessment criteria are developed.

##### 13.4.1.1 The Government Office for the East of England – East of England Plan The Revision to the Regional Spatial Strategy for the East of England

The revision of the regional spatial strategy for the East of England was published in May 2008. The Regional Spatial Strategy (RSS) provides a consistent regional framework to inform the preparation of Local Development Documents, and covers the counties of Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire and Bedfordshire.

The objectives of the East of England Plan are as follows:

- To reduce the region's impact on, and exposure to, the effect 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 in the region; and
- To improve and conserve the region's environment.

#### 13.4.1.2 The EEDA Regional Economic Strategy

The East of England Development Agency (EEDA) developed a strategic Regional Economic Strategy<sup>32</sup> (RES) in line with the development plans of six regional development organisations: East of England Regional Assembly (EERA); Community and Voluntary Forum for the Eastern Region (COVER); The Confederation of British Industry (CBI); the Institute of Directors (IoD); the Federation of Small Businesses (FSB); and the East of England Chambers of Commerce. Consultation with these organisations produced the Regional Economic Strategy "A *Shared Vision*" which identified eight strategic goals which will support the delivery of the vision. These goals are:

- Develop a skills base that can support a world class economy;
- Increase competitiveness, productivity and entrepreneurship;
- Be a global leader in developing and realising innovation in science, technology and research;
- Have high quality places to live and work;
- Enable social inclusion and broad participation in the regional economy;
- Maximise use of international gateways, national and regional transport corridors;
- Create a leading information society; and
- Become an exemplar for the efficient use of resources.

The current regional economic strategy has been in operation since April 2005 and will be replaced by a new strategy in September 2008<sup>33</sup>. However, the 2004 "A *Shared Vision*" strategy has been reviewed for this assessment as it is the current strategy at time of preparing this report.

#### 13.4.1.3 The Essex Joint Municipal Waste Management Strategy

On the 15 July 2008, the County Council adopted the Joint Municipal Waste Management Strategy (JMWMS) for Essex (2007 to 2032).

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<sup>32</sup> East of England Development Agency. A shared vision – the regional economic strategy for the East of England. 2004

[http://www.eeda.org.uk/files/Core\\_pub/A\\_shared\\_vision\\_-\\_exec\\_summary.pdf](http://www.eeda.org.uk/files/Core_pub/A_shared_vision_-_exec_summary.pdf)

<sup>33</sup> Regional economic strategy (RES) for the East of England 2008-2031 has been signed off by partners in the region and has been submitted to the government for endorsement. The formal launch of the RES is planned for September 2008. [http://www.eeda.org.uk/1441\\_3019.asp](http://www.eeda.org.uk/1441_3019.asp)

The Joint Municipal Waste Management Strategy for Essex<sup>34</sup> is the policy that will steer all the important decisions and commitments regarding the future management of municipal waste in Essex. The strategy brings together the views of the public, key stakeholders and the Essex authorities and sets out options for how waste should be managed in the future.

The JMWMS for Essex (2007-2032), sets out the waste strategy for Essex County and its 12 constituent Waste Collection Authorities, for the period 2007–2032. It seeks to set out an approach that is consistent with the policy framework and targets established by the East of England Plan.

The Strategy identifies that in 2007/08 Essex produced 732,400 tonnes of residual MSW (*i.e. black bag waste*). 38% of this waste is recycled or composted through a mixture of kerbside collections, bring banks or sorting at Household Waste recycling Centres (HWRCs). The Strategy identifies the implementation of the EU Landfill Directive, Landfill Tax and Landfill Allowance Trading Scheme as the main drivers to improve the environmental performance of waste collection and disposal.

In order to comply with the objectives and targets of the EU Landfill Directive and the Government's statutory targets for recycling and composting household rubbish, Essex must divert increasing quantities of biodegradable waste away from landfill. The Strategy identifies that the way forward is to cut down on waste, and to find new ways of managing it.

The preferred strategy is one of reducing waste growth, re-using more waste, achieving higher levels of recycling and undertaking some form of bio-treatment or mechanical biological treatment (MBT) of the remaining waste into a fuel for energy production.

The Strategy identifies a preference for composting and Anaerobic Digestion (AD) processes for source segregated organic wastes, and to treat residual MSW or '*black bag wastes*' in Mechanical Biological Treatment plants to recover the remaining recyclable materials and to produce a fuel for energy recovery or a stable residue for landfill disposal.

The basis of the new strategy is the Essex Waste Partnership's target of achieving recycling and composting targets of at least 40% by 2010, 45% by 2015 and 50% by 2020. Essex has ambitions to deliver an innovative resource efficient waste management system with an aspiration to achieve 60% recycling of household waste by 2020.

The objectives of the strategy relevant to the social impact assessment are:

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<sup>34</sup> Draft Joint Municipal Waste Management Strategy for Essex 2007 to 2032. Essex Waste Partnership. 2008  
[http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/ESSEX\\_WASTE\\_STRATEGY\\_V3.pdf?channelOid=null](http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/ESSEX_WASTE_STRATEGY_V3.pdf?channelOid=null)

- Essex authorities will manage materials in accordance with the waste hierarchy except where environmental or public health consequences are negative or where financial costs are prohibitive;
- Essex authorities will work in partnership to develop and deliver waste education programmes in line with the priorities of the waste hierarchy;
- The Essex Waste Management Partnership will continue to lobby government on the need for further measures to reduce packaging waste and will ensure that householders (*in their role as consumers*) are aware of their collective power to influence retailers and advertisers to undertake change;
- Stakeholders and Communities play a vital role in implementing the strategy and will be kept informed of progress and issues emerging during the implementation phase;
- Essex authorities will work closely with the community sector to deliver effective waste reduction, reuse and recycling initiatives.

An Action Plan will be developed to show how Essex authorities will deliver key targets of the strategy and will be reviewed annually. The Strategy will be reviewed every three to five years.

#### 13.4.1.4 Essex Rural Development Strategy

The County Rural Development Strategy<sup>35</sup> was informed by a vision which is, “*to create an environmental and economically sustainable future for rural Essex.*” The Regional Rural Development Strategy was launched in 2005 and is implemented by a range of partners led by the Essex Rural Partnership (ERP). The aim of the ERP is to achieve rural renaissance and the body is responsible for social, economic and environmental well being. Its actions are informed by the National Government’s planning policies for rural areas which outlines four principles to inform approaches to development.

The main objectives of the Essex Rural Development Strategy are:

- Improving access to services (Those living in rural areas should not be disadvantaged in respect of access to essential services and facilities);
- Improving availability and accessibility of transport to and from rural areas (Transport to and from rural areas should be available and easy to use);
- Promoting Essex (Present a positive message about Essex and its rural areas as the place to work, live and visit. whilst protecting and enhancing the natural, built and historic environment);
- Integrated business support (A joined up approach to helping and supporting indigenous rural business);
- Improving skills and employment opportunity (Matching training and skills initiatives with the needs of existing, developing and new high value rural business);
- Responding to climate change (Reduce greenhouse gas emission and adapt to a changing environment);

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<sup>35</sup> Essex Rural Strategy - Partnership priorities for the future of Rural Essex. The Essex Rural Partnership. 2005  
[http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/essex\\_rural\\_strategy.pdf?channelOid=null](http://www.essexcc.gov.uk/vip8/ecc/ECCWebsite/content/binaries/documents/Planning396/essex_rural_strategy.pdf?channelOid=null)

- Attracting new sources of funding (Increase the value of funds that are available to support improvements to the quality of life in rural Essex);
- Actively encouraging community involvement (We must encourage more people, especially '*hard to reach groups*' to become more involved in their local communities);
- Conservation and enhancement of the built, natural and historic environment (Improve the quality of life of rural residents, attract visitors and increase environmental sustainability by improvements to our built, natural and historic heritage);
- Increasing the availability of affordable housing (We must increase the availability of affordable housing to enable young people to continue living in their local community. The provision of affordable housing is a critical factor in supporting rural employment, communities and enterprise);
- Ensuring that the Planning system is responsive to the needs of rural regeneration (Ensure that sustainable and appropriate development is facilitated in order to maintain rural vitality);
- Education and awareness of the rural environment (Encourage better understanding of rural issues and the value of the countryside);
- Exerting influence on policy and ensuring a co-ordinated approach to rural delivery. (Raise awareness of rural Essex, encourage a positive policy framework and improve delivery); and
- Undertaking research and analysis to inform policy and delivery. (Improve understanding of rural issues and opportunities).

#### 13.4.1.5 Braintree Community Strategic Action Plan

The Braintree Community Strategic Action plan<sup>36</sup> was developed after a consultation with over 5,000 residents from all parts of the District. The priorities which were highlighted during these consultations and subsequently form the basis of targets, activities and related deliverables for Braintree District authorities are as follows:

- Getting around: *i.e. promote flexible, accessible and integrated public and community transport; address issues of car parking; and reduce traffic congestion;*
- Things to do: *i.e. inform about leisure and cultural activities; create opportunities for young people to socialise; improve leisure facilities in the district;*
- Feeling safe and well: *i.e. maintain low levels of crime; promote healthy communities; and encourage individual and community sense of ownership and responsibility;*
- Being part of the community: *i.e. welcome new residents; engage young people in their communities; improve access to community facilities;*
- Take pride in our home: *i.e. preserve local heritage and maintain local character and culture; reduce litter and enhance beauty of environment;*
- Access to services: *i.e. support higher education and training, raise awareness of opportunities; improved access to facilities; housing access; affordable housing; and*
- Care for the environment: *i.e. increase levels of recycling; address localised flooding; safeguard countryside against development; value wildlife and respect environment.*

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<sup>36</sup> District of Tomorrow A Community Strategy for Braintree District. Braintree District Partnership. 2002  
<http://www.braintree.gov.uk/NR/rdonlyres/5052D1A2-C656-4A2E-B274-370D6B7F417C/0/TheFinalCommunityStrategyActionPlan.pdf>

## 13.4.2 Local Level

### 13.4.2.1 Kelvedon Village Plan

The Kelvedon Village Plan is based on a workshop undertaken with villager and a questionnaire delivered to all homes in Kelvedon and was published in 2002<sup>37</sup>. It presents a plan outlining what people of Kelvedon want for their village in the future.

The concerns of the local community derived from the workshops and questionnaire are summarised below:

- Traffic flow through village and parking in village;
- Lack of police presence;
- Flood problems;
- Harness the knowledge of local people;
- Provision of a new community centre;
- Minimise further housing;
- Installation of speed control measures; and
- Recycling.

The themes captured in the plan are as follows:

- *Community: to provide new community centre, to improve toilet facilities in the village, to provide additional activities for young people, to provide skate park and hard play area;*
- *Environment: to reduce risk of flooding, to encourage recycling, to lobby Essex County Council and other bodies to exclude Rivenhall as a possible waste management site;*
- *Safety: improved police presence in Kelvedon;*
- *Housing: building low cost housing, to ensure that the village envelope is not increased to allow further housing developments; and*
- *Traffic and Parking: to decrease the volume of traffic in the village, to install speed control measures, to improve A12 junctions at Kelvedon, to provide additional off street parking, to amend parking restrictions, parking at railway station.*

### 13.4.2.2 Bradwell Village Plan

Bradwell Village Action Group issued the Bradwell Village Action Plan<sup>38</sup> in 2003. It presents the main priorities identified by local authorities, the local community and voluntary groups for local development in Bradwell. It also identifies the concerns and expectations of the local community.

The themes captured in the plan are as follows:

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<sup>37</sup> Kelvedon Village Plan, Kelvedon Parish.2002 [http://crc.rocktimeweb.net/Uploads/Kelvedon-Village-Appraisal-2002\\_FileFile\\_FILE1509.pdf](http://crc.rocktimeweb.net/Uploads/Kelvedon-Village-Appraisal-2002_FileFile_FILE1509.pdf)

<sup>38</sup> Bradwell Village Action Plan, Bradwell Village Action Group, 2003  
[http://crc.rocktimeweb.net/Uploads/PP003348-BDL\\_FileFile\\_FILE546.pdf](http://crc.rocktimeweb.net/Uploads/PP003348-BDL_FileFile_FILE546.pdf)

- Transport, traffic and parking: road safety, traffic calming, new provision of parking for visitors and residents;
- Local economy, service, health & crime; theme not developed due to lack of volunteers to take this theme forward;
- Communications: produce monthly village newsletter, set up a village website, produce a 'welcome pack' for new residents, village directory, information board, information leaflets, internet access;
- Environment: improving natural environment and general appearance of Bradwell, support environmental initiatives at local and regional level;
- Tourism: protect and maintain the 'unspoiled' character of Bradwell, not adversely affect the life style of residents;
- Young people: explore the feasibility of a number of facilities for young people: all-weather facility, Bradwell Village Youth Council;
- Leisure: promote arts and entertainment, develop sport activities; and
- Affordable housing & employment: theme not developed due to lack of volunteers to take this theme forward.

#### 13.4.2.3 Rivenhall Village Design Statement

The Rivenhall Parish<sup>39</sup> created a Steering Committee which in 2003, undertook a public consultation process to inform the development of a Parish Plan which has been approved by the Braintree District Council Planning department. An implementing and monitoring programme has been organised and the agreed priority areas are as follows:

- The Parish environment: roadside planting, street furniture, lighting, litter bins, "right to roam", information on rare species, and mechanisms to facilitate notification of any problems;
- Parish facilities and amenities: representation, social and cultural events;
- Services: evening bus services and medical facilities;
- Policing: improve contacts and regularity of police presence;
- Children and youth: activities and sports, youth club demand, safety;
- Representation: community monthly meetings, and representation in face of development;
- Community spirit: Volunteering, welcoming new residents, literature on support groups;
- Roads and Roadsides: raising issues' weight and speed restrictions, repair and maintenance, grass verges, road signage, reduce parking problems; and
- Future development: guidelines for any future development, affordable housing.

### 13.5 Social Impact Assessment

The social impact assessment has been developed to incorporate the impacts of the proposed eRCF in relation to existing social development policies and strategies and also in relation to the issues identified by stakeholder groups presented in Section 13.3 to 13.4. These have

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<sup>39</sup> Rivenhall Village Design Statement Rivenhall, Parish Plan Steering Group, 2003  
<http://www.braintree.gov.uk/NR/rdonlyres/9D119C18-28DE-4124-AFE3-48D85929F360/0/Rivenhallvdsdraft2.pdf>

been collated and summarised and those relevant to the proposed eRCF been used to form a social impact assessment framework (Additional reference should be made to Appendix 13.2). Potential impacts, both adverse and beneficial against these identified issues, have been compared with the “do nothing” scenario and identified as being short (development and construction phases), medium (initial operations) or long term (long term management and operation of the eRCF).

The social impact assessment has been measured by using a qualitative framework rather than a quantitative analysis and impacts are shown here as either positive (✓) or as negative (x). The impacts are also given a value in terms of the contribution to local policies or plans and therefore, the scoring provides a range of positive and negative impacts as shown in Table 13.3. Impacts are assessed:

- Before and/or during construction;
- In the medium term (*i.e. first year of operation*); and
- In the long term (*i.e. after 15years of operation*).

Mitigation measure are proposed if a negative impact is identified.

**Table 13.3: Range of Measurements of Impact**

<b>Value of impact</b>	<b>Symbol</b>
High positive impact	✓✓✓
Medium positive impact	✓✓
Small/low positive impact	✓
No impact	-
Small negative impact	X
Medium negative impact	XX
High negative impact	XXX

Issue	Duration	Impact	Score	Rational	Mitigation Measures
Issue addressed by Strategic Objectives in Region					
<p>Preserve local character &amp; environment - <i>Built, natural and historic environment, including objections to proposed Rivenhall development.</i></p>	<p>During construction, medium term, long term</p>	<p>Impact of buildings and infrastructure associated with the proposed development</p>	<p>-</p> <p>X</p> <p>XX</p>	<p>Minor to negligible negative impact on the landscape and visual environment. The eRCF would be screened by the existing woodland however the chimney would be visible rising approximately 15 m above the height of the trees. The chimney will be clad in stainless steel to reflect and mirror the surrounding</p> <p>Minor impact in eliminating the Rivenhall airfield as potential tourist site for local history. Although the proposed use of Woodhouse Farm as an Visitors or Education Centre would be of beneficial use.</p> <p>Transport, during construction it is anticipated that there will be 390 HGV two-way trips per day between 07:00 to 19:00 seven days per week over an 18 to 24 month period. There would be an average of 34 two-way trips per hour. It is anticipated that approximately 22 of the 30 on-site contractor staff will use cars to travel to the Site (44 two-way trips). The impact of construction traffic movements during construction are similar to those of the original RCF proposal. The eRCF is unlikely to have adverse highway and transportation impacts. However, these impacts will have a negative impact on the local character and environment, which will be perceived more acutely by those sensitive to HGV and traffic impacts.</p>	<p>Create grievance and complaints mechanisms which are monitored and evaluated regularly and to be used during the full project cycle (design, construction and operation).</p> <p>Routine traffic counts and monitoring of air quality and noise along the A120 to be evaluated and provide feedback to the community;</p>

Issue	Duration	Impact	Score	Rational	Mitigation Measures
			XX	During the operation of the eRCF it is estimated that there will be approximately 50 full-time staff, resulting in approximately 37 staff using their cars to travel to work during the AM and PM peak. Other transport associated with the Site includes visitors to the Visitor and Education Centre and deliveries. A total of 92 vehicles movements per day. HGV movements associated with the eRCF will be 202 one-way trips (total 404 trips). Further details can be found in Chapter 10 – Transport Assessment. The eRCF is unlikely to have adverse highway and transportation impacts. However, these impacts will have a negative impact on the local character and environment, which will be perceived more acutely by those sensitive to HGV and traffic impacts.	
Community involvement, preserve community sense of ownership & responsibility	Before & during construction, Medium term, Long term	Community consulted in all stages of the proposed development	✓	Active participation of representatives of the local organisations in the planning process. Potential opportunity to develop further engagement of broader representation of the community, business and other stakeholder groups in vicinity of the Site.	Recommendation to further maximise positive impact: Regular meetings of the operator with the local community to collect feedback on the operations and monitoring results. The establishment of a liaison group might give a formal ground for communication.
Use resources efficiently (including recycling)	Medium term, Long term	Processing of up to 250,000 tpa of residual MSW and/or C&I waste, 85,000 tpa of MOW, 100,000 tpa MDR and the recycling and processing of 360,000 tonnes per annum of recycle paper and card.	✓✓	The main purpose for constructing the Facility is to support Essex in efficient use of resources and increasing recycling in the region	Not required

Issue	Duration	Impact	Score	Rational	Mitigation Measures
Improve parking & road safety in villages	During construction, Medium, Long term	Increase in HGV movements on local roads and through Bradwell village on the A120	X	Chapter 10 examines issues of junction and highway safety associated with the proposed eRCF. From this study there is not anticipated that the development, with the already approved improvements to the road of the approved RCF, will jeopardise the highway safety.	<p>Develop and implement internal policies with the operator to ensure best practise related to training for HVG drivers on safe driving;</p> <p>Develop and implement procedures to encourage responsible driving to keep speeds low, raise awareness to vulnerable road users, pedestrians, etc. and reduce hard acceleration and deceleration;</p> <p>Regular monitoring and traffic surveys to be evaluated and provide feedback to the community.</p>
Improve access to information to promote communication	Medium term, Long term	A Visitor and Education Centre will be an integral part of the facility	✓✓	Potential use of education centre for community purposes;	Recommendation to further maximise positive impact: Further opportunity to ensure the proposed Education Centre is accessible for the community might include as use as an exhibition area, youth activity centre etc.
Increase entrepreneurship, business development and rural economy	During construction, Medium term, Long term	<p>Potential of existing local/regional contractors to carry out construction activities;</p> <p>Potential opportunities for local business to provide services such as shops, stores, pubs, etc. to employees at the proposed eRCF.</p> <p>Opportunities for local recycling companies to</p>	✓	<p>Construction will require various contractors and suppliers. Potentially opportunity for local and regional contractors and suppliers to provide these services.</p> <p>30 on-site contracting staff and 50 full-time operations staff associated with the construction and operation of the eRCF offer potential market for local services such as shops, stores, pubs, etc.</p> <p>The recycling operations within the Pulp Facility may offer opportunities to local and regional</p>	Recommendation to further maximise positive impact: Ensure that construction, operation and supply tenders/sub-contracts are advertised locally and regionally.

Issue	Duration	Impact	Score	Rational	Mitigation Measures
		supply paper and card		recycling companies.	
Improve skills and employment opportunities	During construction, Medium term, Long term	The proposed development will employ 30 people during construction and approximately 50 full time people during operational.	✓✓	Potential employment opportunities for local residents.  Potential growth of local construction business and suppliers.	Not required
Improve transport to and from rural areas	During construction, Medium term, Long term	HGV movements to and from the eRCF using the A120.	X	Increased HGV traffic and increased usage of main roads and bridges will have a negative impact on local traffic conditions. However, this will not increase from that of the existing RCF proposal (Additional reference should be made to Chapter 10 – Transport).	Develop and implement internal policies with the eRCF's operator to ensure best practise related to training for HVG drivers on safe driving; GPS post code to give the site access junction along the A120, not the eRCF's position on the airfield.  Develop and implement procedures to encourage responsible driving to keep speeds low, raise awareness to vulnerable road users, pedestrians, etc. and reduce hard acceleration and deceleration;  Regular monitoring and traffic surveys to be evaluated and provide feedback to the community. Encourage use of main roads.
Response to climate change	Medium term, Long term	The proposed Combined Heat and Power (CHP) plant to supply electricity to the National Grid and power heat and steam to the eRCF recycling operations	✓  -	Reduction of greenhouse gas (GHG) emission due from energy produced from waste used on Site. These are examined in detail in Chapter 3 – Construction & Operations.  HGV and other vehicle movement will contribute to GHG emissions. However, these traffic movements and associated GHG emissions would still occur if the eRCF were	Not required  HGVs to be modern and kept well-maintained to ensure all emissions including GHG emissions are kept to a minimum.

Issue	Duration	Impact	Score	Rational	Mitigation Measures
				located elsewhere.	
Innovation in technology	Medium term, Long term	Incorporating improved environmental and technological features that reflect the need for local recycling and waste treatment facilities	✓✓	Potential growth and development of the waste management business resulting from the use of new technology	Not required

The socio-economic impacts associated with the eRCF are similar to those of the existing RCF. The impact assessment below is of issues identified during the most recent public and stakeholder consultation.

Issue	Duration	Impact	Score	Rational	Mitigation Measure
Stakeholder concerns					
Environmental concerns	During construction, Medium term, Long term	Air emissions, dust and nuisance potential,	X	Air, dust and nuisance are addressed in Chapter 11 – Air Emissions and Chapter 14 – Nuisance. From these Chapter is was concluded that air emissions from the eRCF will be below the relevant adopted Environmental Standards, nuisance impacts are negligible or low.	Regular monitoring of air quality and noise surveys to be evaluated and provide feedback to the community;  Create grievance and complaints mechanisms which are monitored and evaluated regularly and to be used during the full project cycle (design, construction and operation of the eRCF).
Transport issues	During construction, Medium term, Long term	HGV movements to and from the eRCF on the A120	XX	Increased HGV traffic and increased usage of main roads and bridges will have a negative impact on local traffic conditions; however, this will not increase from that of the existing RCF proposal (Additional reference should be made to Chapter 10 – Transport).	Develop and implement internal policies with the eRCF’s operator to ensure best practise related to training for HVG drivers on safe driving;  Develop and implement procedures to encourage responsible driving to keep speeds low, raise awareness to vulnerable road users, pedestrians, etc. and reduce hard acceleration

Issue	Duration	Impact	Score	Rational	Mitigation Measure
					and deceleration;  Regular monitoring and traffic surveys to be evaluated and provide feedback to the community.  To encourage the use of main roads the GPS post code to give the site access junction along the A120, not the eRCF's position on the airfield.
Waste Management Issues	Medium term, Long term	Processing of up to 250,000 tpa of residual MSW and/or C&I waste, 85,000 tpa of MOW, 100,000 tpa MDR and the recycling and processing of 360,000 tonnes per annum of recycle paper and card.	✓✓	The site has been designated for waste management purposes by Essex County Council and is beyond the scope of this report.	Not required
Operating Issues	Medium term, Long term	Air quality concerns, noise and human health concerns operating hours	-	Nuisance issues associated with the operation of the facility are addressed Chapter 14 – Nuisance. Nuisance impacts are negligible or low.  The eRCF operator will have and will implement health and safety procures at the proposed eRCF that will keep the risk to the health and safety of those working at or living near the eRCF to a minimum.	Recommendation to further maximise positive impact: Create grievance and complaints mechanisms which are monitored and evaluated regularly and to be used during the full project cycle (design, construction and operation of the eRCF).
Suitability of the Location	During construction, Medium term, Long term	Site located at a historical airfield	-	The Site has been designated for waste management purposes by Essex County Council and is beyond the scope of this report.	Not required

The table below examines the relevant socio-economic impact of issues raised by the respondents to the eRCF Scoping Opinion Request. It should be noted that other issues raised by respondents are dealt with elsewhere within this report.

Issue	Duration	Impact	Score	Rational	Mitigation Measure
<b>Socio-economic Issues Raised in Response to Scoping Opinion Request</b>					
Vehicular access to the Site relative to right of way use or diverted footpath	During construction, Medium term, Long term	Impact on users of right of way and footpaths	-	It may be necessary to seek appropriate orders for the temporary diversion of Footpath 8.	Ensure that diversions are well marked, kept well maintained and are safe from Site traffic.  Consideration will be given to permanently diverting Footpath 8 if considered appropriate by ECC Public Rights of Way.
Provision of business in sustainable locations	During construction, Medium term, Long term	Potential of existing local/regional contractors to carry out construction activities;	✓	Construction will require various contractors and suppliers. Potentially opportunity for local and regional contractors and suppliers to provide these services.	Recommendation to further maximise positive impact: Ensure that construction, operation and supply tenders/sub-contracts are advertised locally and regionally..
		Potential opportunities for local business to provide services such as shops, stores, pubs, etc. to employees at the eRCF once operational.	✓	30 on-site contracting staff and 50 full-time operations staff associated with the construction and operation of the eRCF offer potential market for local services such as shops, stores, pubs, etc.	
		Opportunities for local recycling companies to supply paper and card	✓	The recycling operations within the Pulp Facility may offer opportunities to local and regional recycling companies.	
Improving the region's skill base and human capital	During construction, Medium term, Long term	The proposed development will employ 30 people during construction and approximately 50 full time people during operational.	✓✓	Potential employment opportunities for local residents.  Potential growth of local construction business and suppliers.	Not required

Issue	Duration	Impact	Score	Rational	Mitigation Measure
Tackling deprivation and social exclusion, equality and diversity	Not relevant to this proposal				
Promote sustainable development, urban renaissance and rural vitality, including affordable housing, balanced with provision for employment supporting the diversification of the local rural economy	During construction, Medium term, Long term	The proposed development will employ 30 people during construction and approximately 50 full time people during operational.	✓✓	Potential employment opportunities for local residents.  Potential growth of local construction business and suppliers.	Not required
Managing growth and development sensitively and effectively	During construction, Medium term, Long term	Community consulted in all stages of the proposed development	✓	Active participation of representatives of the local organisations in the planning process. Potential opportunity to develop further engagement of broader representation of the community, business and other stakeholder groups in vicinity of the Site.	Recommendation to further maximise positive impact: Regular meetings of the operator with the local community to collect feedback on the operations and monitoring results. The establishment of a liaison group might give a formal ground for communication.
Protecting and enhancing the region's landscape and environmental assets	During construction, medium, long term	Impact of buildings and infrastructure associated with the proposed development	-  -	Minor to negligible negative impact on the landscape and visual environment. The eRCF would be screened by the existing woodland however the chimney would be visible rising approximately 15 m above the height of the trees. The chimney will be clad in stainless steel to reflect and mirror the surrounding  The site has been subject to extensive quarrying operations which involved the removal of the main airfield runway. The proposed use of Woodhouse Farm as an Visitors or Education Centre would be of beneficial use.	Routine traffic counts and monitoring of air quality and noise along the A120 to be evaluated and provide feedback to the community;  Create grievance and complaints mechanisms which are monitored and evaluated regularly and to be used during the full project cycle (design, construction and operation).

Issue	Duration	Impact	Score	Rational	Mitigation Measure
			<p>X</p> <p>X</p>	<p>Refer to Chapter 10 – Transport, during construction it is anticipated that there will be 390 HGV two-way trips per day between 07:00 to 19:00 seven days per week over an 18 to 24 month period. There would be an average of 34 two-way trips per hour. It is anticipated that approximately 22 of the 30 on-site contractor staff will use cars to travel to the Site (44 two-way trips). The impact of construction traffic movements during construction are similar to those of the existing RCF proposal. The eRCF is unlikely to have adverse highway and transportation impacts on rural roads since all access and egress will be via the A120. Hence, traffic will be channelled down main arterial routes and not into the rural countryside. However, these impacts will have a negative impact on the local character and environment, which will be perceived more acutely by those sensitive to HGV and traffic impacts.</p> <p>During the operation of the eRCF it is estimated that there will be approximately 50 full-time staff, resulting in approximately 37 staff using their cars to travel to work during the AM and PM peak. Other transport associated with the Site includes visitors to the Visitors Centre and deliveries. A total of 92 vehicles movements per day. HGV movements associated with the eRCF will be 202 one-way trips (Total 404 trips). Further details can be found in Chapter 10 – Transport. The eRCF is unlikely to have adverse highway and transportation impacts on</p>	

Issue	Duration	Impact	Score	Rational	Mitigation Measure
				rural roads since all access and egress will be via the A120. Hence, traffic will be channelled down main arterial routes and not into the rural countryside. However, these impacts will have a negative impact on the local character and environment, which will be perceived more acutely by those sensitive to HGV and traffic impacts.	
Working with businesses to put in place skills programmes and training to raise skill levels and enable greater access for Harlow area workforce to higher level employment	During construction, Medium term, Long term	The proposed development will employ 30 people during construction and approximately 50 full time people during operational.	✓✓	Potential employment opportunities for local residents.  Potential growth of local construction business and suppliers.	Recommendation to further maximise positive impact: the developer with the eRFC operator should consider developing and providing in co-ordination with local colleges/schools training posts or skills development, for example for young people interested in working in the waste or similar industries;
Supporting the consolidation and expansion of Harlow's key and growing economic clusters such as biotechnology by reinforcing links with complementary activities in Cambridge. Parts of Hertfordshire and London	Not relevant to this proposal				

## **13.6 Analysis and Conclusions**

Priorities in local strategies and plans and concerns of the local community have been analysed for the purpose of this social impact assessment. The proposed development of the eRCF at the Rivenhall Airfield will not have an impact on several of the development strategies including crime reduction, affordable housing or rural regeneration, Table 13.3.

### **13.6.1 Economic Development**

Priorities in local strategies include improving performance in existing sectors of the economy by improving skills and employment opportunities. The development of the proposed eRCF will provide long term sustainable employment opportunities some of which could potentially be filled by local people. The eRCF is likely to contribute to the development of the local economy through opportunities for local contractors and suppliers during construction and provision of services such as shops, stores, pubs, etc. and promote local and regional recycling operations.

### **13.6.2 Community Wellbeing**

Local strategic priorities include preserving the local character of the environment including built, natural and historic environment. The proposed eRCF is likely to have a negative but insignificant impact on air quality, odour and other environmental nuisances in close vicinity of the Site. Emissions resulting from the eRCF are not anticipated to be significant. The implementation of health and safety procedures and environmental monitoring at the proposed eRCF will keep the risk to the health and safety of those working at or living near the Facility to a minimum.

### **13.6.3 Community Engagement**

Building the capacity of the local community is also a in local strategic priority. There is an active civil society within the communities surrounding the Site. The local community has been involved in the process of consultations. Several exhibitions have been organised and leaflets about the eRCF distributed. Opportunities should be developed to engage further with local communities, the business community, as well as the local authority and other public bodies, to support the collection of paper from businesses.

Overall, the proposed development will have some small but positive impacts on local socio-economic development and in relation to the local plans; it will contribute to some elements of these local development strategies, in particular in providing potential employment opportunities for local people.

### **13.7 Recommended Actions and Mitigation Measures**

The proposed eRCF contributes significantly to regional waste management strategies and has the potential to contribute to the local and regional strategies. It should be noted that there are specific opportunities to take forward at both the local and regional level because GFC is prepared to adopt a series of commitments to supporting regional learning and local development and empowerment, through a pro-active community engagement programme:

1. Work in partnership with regional authorities to demonstrate the need for eRCF and listen to and incorporate wishes of local authorities to agree acceptable proposals;
2. Ensure that designs for the construction of the eRCF and related buildings, transport systems and business management systems adopt and integrate sustainability principles as far as is reasonably possible;
3. Develop a community engagement plan in partnership with local representatives and local authorities which seeks to:
  - a. Support problems with waste management in partnership with local community groups;
  - b. Engender creativity with recycling initiatives at the local and regional level;
  - c. Provide small funds for initiatives which support recycling initiatives;
  - d. Run competitions for recycling ideas with local school linked to the eRCF waste treatment, processing and recycling technologies; and
  - e. Provide support for potential supplier companies to undertake WRAP training.
4. Adopt responsible principles and operational practices;
5. Develop and integrate high social and environmental measurement standards throughout operational practices and implement a combination of continuous, routine and regular monitoring of impacts of eRCF and its related activities;
6. Develop incentivisation schemes for industry, businesses and households in partnership with local and regional authorities to encourage recycling across rural areas;
7. Minimise visual impacts of the eRCF by lowering the buildings at least 11 m below ground level and through architectural innovation make the CHP chimney as unobtrusive as possible;
8. Compensate for the losses of natural habitat through the planting of species rich scrub and broad leaf woodland; and improve the existing ecological environment through the implementation of planned long term woodland management;
9. Publish information regularly to address concerns relating to the eRCF and ensure that this is accessible to all local residents through its continued design and future construction and operation;
10. Deliver an eRCF design which considers the concerns of different stakeholder groups and recommendations made during the public consultation process and relevant stakeholder issues identified by the SIA;
11. Ensure that the eRCF and Woodhouse Farm are accessible to visitors and the local community;
12. Consider providing financial support for a local village initiatives;

13. Recruitment opportunities should be advertised in the local area to source and support local and regional employment; and
14. Establish and support a liaison group of community representatives to disseminate information relating to the operation of the eRCF. The liaison group will offer the opportunity to review and address local environmental concerns.

## **APPENDICES**



**APPENDIX 13-1**

**SOCIOECONOMIC PROFILE OF VILLAGES IN THE PROXIMITY  
OF THE eRCF**



### Stakeholder Groups: Issues and Concerns

#### Environmental and heritage groups

- Green Party claim a link between new A120 road development and the Waste Plan for Rivenhall and raised issues about the fact that no road alternatives were proposed. This could lead to accusations of a lack of transparency of decision-making as well as a disregard of community inputs<sup>40</sup>;
- Protection of Rivenhall Long Mortuary Enclosure<sup>41</sup>
- Protection of Roman villa in Rivenhall
- Protection of Anglo-Saxon hall in Rivenhall
- Protection of cemetery & church site close to St Mary & All Saints Church in Rivenhall
- Protection/replanting of American Oaks, Arrow Willows (*none present on the Site*), Apple trees, hedgerows on airfield
- Protection of wildlife on airfield including: hares; rats; voles; and other small mammals
- No impacts on local footpaths
- No impacts on water courses

#### Local Authorities

- Variance with “Proximity Principle” outlined in Regional waste management strategy
- Noise impacts and emissions from the CHP and gas engines
- Electricity generation
- Visual impacts on landscape
- Risk of ground contamination
- Lack of sustainability approach to new site facilities
- Impacts on water flows and drainage in particular between Blackwater and Braintree
- Nuisance issues: noise; lighting; odours
- Minimisation of disruption to wildlife
- Minimisation of industrial effect
- Minimisation of impacts on Rivenhall and Silver End communities
- Vehicle movements
- Reduction of vehicle distance movements and fuel consumption and impacts on global warming
- Impact on road network
- Road safety impacts through increased traffic
- Wildlife impacts
- Hours of operation
- Increase of HGV on road network
- Delay of construction of the A120 dual carriageway development scheme
- Time horizon for the site
- Need for an emergency plan in response to health and safety issues which may arise

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<sup>40</sup> “New Approach to Road Route” John Peachey published in the Essex Chronicle 24/March/05 and accessed on 5<sup>th</sup> June 06 from [www.dasbistro.com/pipermail/nvgreen/2005-March/003430.html](http://www.dasbistro.com/pipermail/nvgreen/2005-March/003430.html)

<sup>41</sup> English Heritage List of Scheduled Monuments in Braintree Area accessed on 5<sup>th</sup> June 06 from [www.braintree.gov.uk/local\\_plan/written/cpt18.htm](http://www.braintree.gov.uk/local_plan/written/cpt18.htm)

### **Demographic groups**

- Increased traffic impacts on existing road communications
- Increased risks relating to increased traffic movements
- Closure of the local post office due to a lack of business
- Village hall in a state of disrepair
- Lack of volunteers to develop activities for the youth club
- High property prices is forcing young people to move out of area
- Lack of footpath on the roads
- High speed traffic & road safety
- Lorries use Rivenhall as a short cut to travel from A12 to Braintree
- Children who go to Senior school have to traverse 3 main artery roads

### **Health and education providers**

- Public support is reducing and therefore many people cannot access training services
- Training needs have changed from technical skills to developing “*learning for life*” and non-vocational skills
- Public training offered is used by retired people rather than young who need specific skills training
- Young people commute to Braintree or Colchester to access vocational courses
- Demand for health services is high (despite general good health) due to aging population

### **Regional Authorities**

- Rationale and need for the development scheme
- The wider socio-economic benefits
- The wider socio-economic costs
- Alternative options
- Support for priorities outlined in the Regional Economic Strategy
- Impacts on agricultural land or businesses
- Impacts on increasing levels of economic participation and inclusion
- Contributing sustainable and dynamic communities
- Contribute to the prosperity of East of England

### **Local business/Small business owners**

- Some cynicism about local inputs affecting design or plans
- Generally there are skilled local residents with well paid jobs
- There are good technical support services available to start up small businesses in the area including: loans; grants; business advice; business consultancy services; and low rate loans for training. However, financial support for start up businesses is inaccessible
- Local convenience store (and the Post office inside) in Rivenhall village, is central to community life and is threatened with possible closure

**Vulnerable groups**

- Social problems relating to vandalism, smoking and drunkenness among young
- Drug abuse increased as an issue in particular in Silver End
- Youth are bored and this is perpetuated by a lack of available transport out of Rivenhall and Silver End
- House prices are pushing young people out of the village and making the village inaccessible to people from different cultural and socio-economic groups

**Local industry/Agricultural employers**

- Water resources pollution
- Ground resources pollution
- Increased traffic on local roads
- Increased vermin
- Increased noise levels will disturb peaceful environment
- Local agricultural employment largely staffed by migrant communities
- Permanent loss of agricultural land due to road construction

Section 13.4 provides an overview of regional and local strategies and plans. These have been reviewed and summarised. In Table 13.A1 below provides a summary of the key issues identified from these documents which are of relevance to the proposed development. The table also provides a short summary of each strategy or plan in relation to the key identified issue. This table forms the basis of the social impact assessment framework in section 13.5.

Table 13.A2 presents a summary of other key issues from the regional and local strategies which are priorities of these strategies and plans but not relevant to the proposed development. Further information on these issues can be found in the relevant regional and local strategies and plans.

**Table 13.A1: Summary of key issues identified from relevant regional and local strategies and plans of relevance to proposed development**

Issue	Frequency <sup>42</sup>	Addressing the issue in strategic objectives							
		Regional Strategies				Local Strategies			
		EEDA Regional Economic strategy	The East of England Plan	Essex Joint Municipal Waste Management Strategy	Essex Rural Development Strategy	Braintree Community Strategy	Kelvedon Plan	Bradwell Plan	Rivenhall Plan
Preserve local character & environment - built, natural and historic environment, including objections to proposed Rivenhall development	8 / 8	Have high quality places to live and work;	Improve and conserve the region's environment	Manage materials in accordance with the waste hierarchy except where environmental or public health consequences are negative or where financial costs are prohibitive	Conservation and enhancement of the built, natural and historic environment.	Preserve local heritage and maintain local character and culture; safeguard countryside against development; value wildlife	Lobby county council & other relevant bodies to exclude Rivenhall as possible waste management site	Improving natural environment and general appearance of Bradwell, maintain the 'unspoiled' character of Bradwell	Roadside planting; street furniture; lighting; litter bins;
Community involvement, preserve community sense of ownership & responsibility	5 / 8		Improve the quality of life of the people in the region	Communities will be kept informed of issues emerging during the implementation phase.	Actively encouraging community involvement	Support new residents; engage young people in their communities			Representation in relation to local developments; Volunteering, community meetings;
Use resources efficiently (including	4 / 8	Become an exemplar for the efficient use of		Reduce packaging waste and ensure that		Increase levels of recycling;	To encourage recycling		

<sup>42</sup> Number of strategies/plans where the issue has mentioned.

Issue	Frequency <sup>42</sup>	Addressing the issue in strategic objectives							
		Regional Strategies				Local Strategies			
		EEDA Regional Economic strategy	The East of England Plan	Essex Joint Municipal Waste Management Strategy	Essex Rural Development Strategy	Braintree Community Strategy	Kelvedon Plan	Bradwell Plan	Rivenhall Plan
recycling)		resources		householders are aware of their collective power to undertake change effective waste reduction, reuse and recycling initiatives.					
Improve parking & road safety in villages	4 / 8					Promote flexible, accessible and integrated public and community transport; address issues of car parking; and reduce traffic congestion	To decrease the volume of traffic in the village, to install speed control measures, to provide street parking.	Road safety, traffic calming, new provision of parking for visitors and residents	Raising issues; weight and speed restrictions; repair and maintenance; grass verges; road signage; reduce parking problems
Improve access to information to promote communication	4 / 8	Create a leading information society;		Essex authorities will work in partnership to develop and	Education and awareness of the rural environment			Produce village newsletter, website, a 'welcome	

Issue	Frequency <sup>42</sup>	Addressing the issue in strategic objectives							
		Regional Strategies				Local Strategies			
		EEDA Regional Economic strategy	The East of England Plan	Essex Joint Municipal Waste Management Strategy	Essex Rural Development Strategy	Braintree Community Strategy	Kelvedon Plan	Bradwell Plan	Rivenhall Plan
				deliver waste education programmes in line with the priorities of the waste hierarchy				<i>pack</i> ' for new residents, information leaflets, internet access	
Improve skills and employment opportunities	4 / 8	Develop a skills base that can support a world class economy	To realise the economic potential of the region and its people		Improving skills and employment opportunity			General theme - local economy & employment	
Increase entrepreneurship, business development and rural economy	3 / 8	Increase competitiveness, productivity and entrepreneurship; Social inclusion and participation in rural economy	To realise the economic potential of the region and its people		Integrated business support supporting indigenous rural business				Y
Improve transport to and from rural areas	2 / 8	Maximise use of international gateways, national and regional transport corridors			Improving availability and accessibility of transport to and from rural areas				

Issue	Frequency <sup>42</sup>	Addressing the issue in strategic objectives							
		Regional Strategies				Local Strategies			
		EEDA Regional Economic strategy	The East of England Plan	Essex Joint Municipal Waste Management Strategy	Essex Rural Development Strategy	Braintree Community Strategy	Kelvedon Plan	Bradwell Plan	Rivenhall Plan
Response to climate change	2 / 8		To reduce the region's impact on, and exposure to, the effect of climate change		Responding to climate change				
Innovation in technology	1 / 8	Be a global leader in developing and realising innovation in science, technology and research							

**Table 13.A2: Key issues identified from relevant regional and local strategies and plans not relevant to proposed development**

Key Issue	Frequency <sup>43</sup>	Addressing the issue in strategic objectives							
		Regional, County and District Strategies				Local Strategies			
		East of England Economic Strategy	The East of England Plan	Essex Waste Strategy	Essex Rural Strategy	Braintree Community Strategy	Kelvedon Plan	Bradwell plan	Rivenhall plan
Improve safety & reduce crime	3 / 7						X	X	X
Improve access to essential services	5 / 7	X			X	X		X	X
Improve access to leisure and cultural activities	4 / 7					X	X	X	X
Prevent flooding	2 / 7					X	X		
Increase affordable housing	5 / 7		X		X	X	X	X	X
Increase tourism	2 / 7				X			X	
Attract funding sources	1 / 7				X				
Input to policy framework	1 / 7				X				
Facilities for young people	3 / 7					X		X	X

<sup>43</sup> Number of strategies/plans where the key issue is a priority.