

Local Plan Committee Meeting

**Grand Jury Room, Town Hall, High Street,
Colchester, CO1 1PJ**

Thursday, 23 October 2014 at 18:00

The Local Plan Committee deals with the Council's responsibilities relating to the Local Plan

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COLCHESTER BOROUGH COUNCIL
Local Plan Committee
Thursday, 23 October 2014 at 18:00

Member:

Councillor Bill Frame
Councillor Martin Goss
Councillor Lyn Barton
Councillor Elizabeth Blundell
Councillor Andrew Ellis
Councillor John Jowers
Councillor Kim Naish
Councillor Gerard Oxford

Chairman
Deputy Chairman

Substitutes:

All members of the Council who are not Cabinet members or members of this Panel.

AGENDA - Part A
(open to the public including the press)

Members of the public may wish to note that Agenda items 1 to 5 are normally brief.

1 Welcome and Announcements

- a) The Chairman to welcome members of the public and Councillors and to remind all speakers of the requirement for microphones to be used at all times.
- (b) At the Chairman's discretion, to announce information on:
 - action in the event of an emergency;
 - mobile phones switched to silent;
 - the audio-recording of meetings;
 - location of toilets;
 - introduction of members of the meeting.

2 Substitutions

Members may arrange for a substitute councillor to attend a meeting on their behalf, subject to prior notice being given. The attendance of substitute councillors must be recorded.

3 Urgent Items

To announce any items not on the agenda which the Chairman has agreed to consider because they are urgent, to give reasons for the urgency and to indicate where in the order of business the item will be considered.

4 Declarations of Interest

The Chairman to invite Councillors to declare individually any interests they may have in the items on the agenda. Councillors should consult Meetings General Procedure Rule 7 for full guidance on the registration and declaration of interests. However Councillors may wish to note the following:-

- Where a Councillor has a disclosable pecuniary interest, other pecuniary interest or a non-pecuniary interest in any business of the authority and he/she is present at a meeting of the authority at which the business is considered, the Councillor must disclose to that meeting the existence and nature of that interest, whether or not such interest is registered on his/her register of Interests or if he/she has made a pending notification.
- If a Councillor has a disclosable pecuniary interest in a matter being considered at a meeting, he/she must not participate in any discussion or vote on the matter at the meeting. The Councillor must withdraw from the room where the meeting is being held unless he/she has received a dispensation from the Monitoring Officer.
- Where a Councillor has another pecuniary interest in a matter being considered at a meeting and where the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the Councillor's judgement of the public interest, the Councillor must disclose the existence and nature of the interest and withdraw from the room where the meeting is being held unless he/she has received a dispensation from the Monitoring Officer.
- Failure to comply with the arrangements regarding disclosable pecuniary interests without reasonable excuse is a criminal offence, with a penalty of up to £5,000 and disqualification from office for up to 5 years.

- 5 **Have Your Say!**
- a) The Chairman to invite members of the public to indicate if they wish to speak or present a petition at this meeting – either on an item on the agenda or on a general matter not on this agenda. You should indicate your wish to speak at this point if your name has not been noted by Council staff.
- (b) The Chairman to invite contributions from members of the public who wish to Have Your Say! on a general matter not on this agenda.
- 6 **Minutes** 6 - 15
- To confirm the minutes of the meeting held on 18 August 2014
- 7 **Gypsy and Traveller Assessment // Update**
- The Committee to receive an oral update from the Head of Commercial Services
- 8 **Local Plan Update** 16 - 38
- See report by the Head of Commercial Services
- 9 **Northern Gateway Consultation** 39 - 90
- See report by the Head of Commercial Services
- 10 **Exclusion of the Public (not Scrutiny or Executive)**
- In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

Part B

(not open to the public including the press)

Local Plan Committee

Monday, 18 August 2014

Attendees: Councillor Elizabeth Blundell (Member), Councillor Andrew Ellis (Member), Councillor John Jowers (Member), Councillor Kim Naish (Group Spokesperson), Councillor Lyn Barton (Member), Councillor Bill Frame (Chairman), Councillor Martin Goss (Deputy Chairman), Councillor Gerard Oxford (Member)

Substitutes:

Councillor Feltham was also in attendance.

10 Minutes

The minutes of the meetings held on 16 and 30 June 2014 were confirmed as correct records.

11 Have Your Say!

Annesley Hardy addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). She referred to the significance of Conservation Area status in relation to the determination of a recent Appeal decision on the redevelopment of Smithfield Market and she invited the Committee to consider the framework for future development at the Essex County Hospital site bearing in mind its status as a Listed Building. She was of the view that the future development plans for the site should provide strong protection and reflect the raised design standards which already existed. Her own vision for the site included a medical facility, housing of good quality, car parking and an open space and she had taken the opportunity to seek soundings from the public visiting the hospital many of whom had overwhelmingly supported the suggestion that the building should incorporate a medical purpose of some kind. She questioned whether the development parameters for the site had yet been determined and implored the Committee to think beyond money and subsidies.

Karen Syrett, Place Strategy Manager, responded to Mrs Hardy submission to the Committee by acknowledging the importance of the decision in relation to Smithfield Market and confirmed that she would be happy to put together a Development Brief for the Essex County Hospital site for the Committee to consider in due course.

12 Local Plan Development

Councillors Jowers (in respect of his membership of Essex County Council Cabinet with

Strategic Plan responsibility) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Committee considered a report by the Head of Commercial Services giving details of the key plan making principles which would guide development of the Colchester Local Plan to 2032.

It was explained that there had been a clear message from Government that it wanted the planning system to be plan-led. This had been reflected in the National Planning Policy Framework (NPPF) which stated that “Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise.” The NPPF also explicitly stated that “At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking”

Along with the NPPF there had also been other significant changes including the National Planning Policy Guidance (NPPG), the abolition of Regional Spatial Strategies, the Localism Act including the Duty to Co-operate and the introduction of Neighbourhood planning. Whilst Colchester had been pro-active in producing a range of Local Development Framework documents under the previous set of national regulations, policy and guidance, only those policies in the Focussed Review or used in appeals had been formally assessed for compliance with the NPPF.

Karen Syrett, Place Strategy Manager, made a presentation to the Committee on these issues which would be fundamental to preparing the new local plan, including:

- The implications of not having an up to date Local Plan
- The role of members, particularly in terms of leadership, setting a vision and priorities, agreeing programmes and resources, community engagement, scrutiny and monitoring
- The Development of a Plan
- Stakeholder engagement
- The elements of what a plan should look like
- Key priorities and alternatives

In discussion members of the Committee raised the following issues:-

- Changes to the recommended density of development which was now a matter for local determination
- Whether the Community Infrastructure Levy would assist in the provision of adequate infrastructure
- The ability of Planning Inspectors at Review stage to overrule a Local Authority determined target number for new houses and the need for accurate determinations based on quantifiable data, in the light of this
- The potential for Local Authorities in the South East to be impacted by the outcome of the Local Plan in London
- The importance of collaborative planning and cross border discussions generally such as that which had taken place between Colchester and Tendring

- in relation to the former Betts site
- The possibility of the presentation being usefully condensed into a one page leaflet for distribution to Community Groups and Parish Councils

RESOLVED that the changes that had been implemented at a national level since the last Local Plan/Local Development Framework was produced be noted.

13 Solar Farms

Councillors Jowers (in respect of his membership of Essex County Council Cabinet with Strategic Plan responsibility) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Head of Commercial Services submitted a report on the policy implications associated with solar farm development in open countryside. Simon Cairns, Planning Projects Manager, attended to assist the Panel in its discussions.

It was explained that the National Planning Policy Framework provided considerable support for renewable energy proposals, suggesting that such proposals should be approved if the impacts are, or can be made, acceptable. Subsequently guidance had been produced (National Planning Practice Guidance (NPG) reflecting earlier Ministerial guidance published in July) providing criteria for assessment of schemes which highlighted that large scale installations should be directed to brownfield sites, avoid high quality agricultural land and that special regard should be paid to the setting of listed buildings and other designated heritage assets.

The Council has received several applications and pre-application enquiries for major solar farm installations. These have included both greenfield and brownfield proposals at Highfields Farm, Messing; Brook Hall Road, Fingringhoe; Rockingham Farm, Layer Marney; Langenhoe Hall Lane, Langenhoe; Boxted Airfield and Birch Airfield. The guidance and other relevant documents had been provided to applicants together with a ten point check-list of key issues to consider. This approach had not been tested at appeal but was considered would help to reinforce the Councils relevant local plan policies.

The report gave details of the statutory requirements as well as the local policies of particular relevance to the consideration of solar farm proposals. The main issues relevant to the consideration of proposals were:

- Whether the site could be considered to be in a sustainable location, with particular regard to previously developed land or land of high agricultural or ecological value;
- The impact of the proposal on the character and appearance of its rural surroundings, and in particular on the landscape character having regard to guidance on the Landscape Character Areas and, where relevant, the scenic beauty of the Dedham Vale AONB;
- Whether there were any other material planning considerations which might support or undermine the proposal when assessed against the adopted planning framework for the area. These include the setting of listed buildings,

Ancient Monuments or Conservation Areas and protected species such as bats, newts, or birds (red or Amber list) of Conservation Concern or Biodiversity Action Plan Priority Habitats that would be adversely affected by development.

In discussion members of the Committee raised the following issues:-

- Whether it would be necessary to provide a policy for the assessment of solar farm proposals;
- Developers were known to be offering incentives to local communities and receiving support for their proposals in return;
- The fact that proposals typically were for temporary periods of 25 years, after which the land was to be returned to its original use;
- Whether the agricultural designations provided by applicants are subject to verification;
- Whether succession arrangements could be provided for the period immediately following the expiry of a temporary permission;
- The positive impact that solar farms could have upon a site such as by means of landscaping and the provision of mixed use sites which also incorporated grazing;
- The potential for developers to consider schemes utilising commercial development opportunities.

Simon Cairns provided the following information in response to comments made:

- It was not considered necessary for the check list to be formalised given that Policy ER1 was already in place;
- There was no mechanism to record the offer of incentives locally;
- The granting of temporary permissions requiring the removal of equipment after a period of 25 years generally required the developers to agree to enter into a Bond to ensure adequate future security;
- The status of the land after the granting of permission as a solar farm was likely to change, as it could then be deemed to be previously developed land although future potential for residential development might be unlikely given the sustainability requirement for housing sites;
- Applicants were required to provide detailed, verifiable land assessments to accompany their applications which also took into account the need for sequential preferences to be established in respect of agricultural designations;
- It was possible for applicants and developers to apply for permissions longer than 25 years and to also make applications for the permissions to be renewed. However, it was also relevant to bear in mind the changes taking place in relation to Central Government tariffs and the rapid technological changes anticipated in the future.

RESOLVED that the following key points be noted:

- (i) The Council's Local Plan reflects the positive approach towards renewable energy and solar farms and the National Planning Policy Framework (Policy ER1 of the Core Strategy)
- (ii) The National and Local Plan policy framework must be read as a whole as

sustainable development involves harmony between the aims of economic growth and environmental protection and, as such, proposals for solar farm development do not take precedence over other policy considerations meaning that a balanced approach needs to be adopted

(iii) Statutory duties need to be afforded due weight, in parallel with the policy framework, as material considerations.

14 **Magdalen Street Brief**

Councillors Jowers (in respect of his membership of Essex County Council Cabinet with Strategic Plan responsibility) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Committee considered a report seeking the adoption of the development brief as guidance to extend the area covered by the existing adopted Magdalen Street Brief. Simon Cairns, Planning Projects Manager, attended to assist the Panel in its discussions. He acknowledged some typographical errors in the Development Brief which would be corrected prior to publication.

It was explained that the site covered by the brief was a brownfield site on the south east edge of the town centre. It included a limited direct frontage to the west side of Brook Street (the existing Essex County Council Education Centre known as Brooklands). To the south of the site was a dense residential development known as South Central accessed via George Williams Way. There were considerable changes in level between the southern and western margins of the site and the heart of the site extended to meet the boundary with the active rail line. The steep slopes towards the site margins had been colonised by self-sown woodland that now provided a significant visual amenity. The site was thought to be contaminated land associated with its former rail and allied industrial uses, including coal storage. The site would need to be remediated to an acceptable level for safe residential use. Both Brook Street and Magdalen Street fell within an Air Quality Management Area due to traffic emissions and it was crucial that the existing air quality was not prejudiced by the development as a result of increased congestion.

The report gave details of the statutory requirements as well as the local policies of particular relevance to the consideration of solar farm proposals. The main issues relevant to the consideration of the draft development brief were whether the suggested design solution was appropriate. In particular, the discouragement given to the principal access being taken from Brook Street as this could impact adversely on air quality but also add to the existing congestion. A high density flatted development solution was also discouraged in favour of a balanced mixture of town houses and flats with adequate areas of public and private open space in compliance with adopted policy. The existing high density South Central development to the south of the site benefited from “borrowed amenity” in terms of the green and open outlook provided by the Sidings Site. It was considered essential that any development considered and responded appropriately to the relationship with adjacent development.

Councillor Feltham, Portfolio Holder for Communities and Leisure and councillor for

New Town ward, attended and, with the consent of the Chairman, addressed the Committee. She welcomed the regeneration of this area of the town but wanted to put a marker down to learn from experience elsewhere in the ward. She was concerned that the development should be in densities appropriate to the site, that proposed open spaces should include areas for ball games and that car parking ownership to be acknowledged. She was of the view that in areas where these issues hadn't been adequately addressed, it had given rise to social tension.

In discussion members of the Committee raised the following issues:-

- The existing parking problem in George Williams Way;
- The need for ball game provision to be accommodated and the suggestion that the ward councillor have discussions with Planning Officers to ensure the usability of these open spaces for young people;
- Concern about the feasibility of access from Magdalen Street given the existing difficulties for turning right from George Williams Way;
- Whether the contamination of the site would mean that it would commercially unviable to develop it.

Simon Cairns provided the following information in response to comments made:

- Access to the site had been provided from Magdalen Street rather than Brook Street as the former had been considered more able to accommodate the increased traffic movements;
- Existing densities of dwellings were looking to be reduced, with indicative only layouts showing 2 and 3 storey units;
- The development would require the submission of a viability appraisal in order to determine the likely commercial impact on the regeneration proposals;
- The possibility of providing a lower level of parking provision for the site, whilst acknowledging the existing commuter parking problems;
- Open space requirements include the need for usability and meaningful provision, reflecting a level of amenity appropriate to the locality.

RESOLVED that the Magdalen Street / Brook Street Sidings Site Brief, as appended to the report, be approved for adoption as guidance to extend the area covered by the existing adopted Magdalen Street Brief.

15 Gypsy and Traveller Assessment

Councillors Jowers (in respect of his membership of Essex County Council Cabinet with Strategic Plan responsibility) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Committee considered a report giving details of the findings of an assessment of the Essex Gypsy and Traveller and Travelling Showpeople Accommodation, carried out on behalf of the Essex Planning Officer Association. Karen Syrett, Place Strategy Manager, attended to assist the Committee and presented the report to the Committee.

The document 'Planning Policy for Traveller Sites' came into force in March 2012 with objectives including that local planning authorities should make their own assessment of need for the purposes of planning, and should work collaboratively to plan for sites over a reasonable timescale. Previously targets for Gypsy and Traveller and Travelling Showpeople accommodation had been set regionally through the East of England Plan. To address these requirements, the Essex Planning Officers Association had commissioned an Essex wide assessment quantifying the accommodation and housing related support needs of Gypsies and Travellers and Travelling Showpeople for residential and transit sites as well as bricks and mortar accommodation in five year sections up to 2033.

The study found that there were a total of 918 Gypsy and Traveller pitches in the Essex study area including local authority and private pitches, sites with temporary permission, tolerated sites and unauthorised sites. Numbers for concealed households and bricks and mortar accommodation were also included within the totals.

In Colchester, there were currently a total of 29 pitches on 11 sites. The Council had asked that the report be revised to move the five units in the 'unauthorised pitches' category to the 'households on permanent pitches' category given that the pitches had planning permission. On this basis, the totals for Colchester could be broken down as follows: nine private sites with 16 pitches; one local authority site with 12 pitches and one long-term tolerated private site with one pitch. There was an average of 2.83 caravans per pitch and Colchester did not have any yards for travelling showpeople, and no future plots were considered to be required.

In discussion members of the Committee raised the following issues:-

- The success of the site at Severalls Lane and the need to retain such sites to a manageable size;
- The importance of identifying adequate transit sites in the County in order to address temporary issues;
- The need for Essex County Council to be willing to identify sites in its own landholding for consideration for future provision

RESOLVED that the findings of the Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment be noted together with the following implications arising from it:

- The assessment would form part of the evidence base needed to develop the Council's Objectively Assessed Need for all forms of housing, including gypsy, travellers and travelling showpeople ;
- The Local Plan, currently in the initial stages of development for the period to 2032, would accordingly need to have regard to the need to identify and allocate at least 24 sites for gypsy, travellers and travelling showpeople;
- In the short term sites would be required for up to 12 pitches by 2018.

Councillors Jowers (in respect of his membership of Essex County Council Cabinet with Strategic Plan responsibility) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Committee considered a report seeking the Committee's agreement to the preparation of a draft Charging Schedule, an Instalment Policy and 123 list prior to consultation on modifications to the Council's Community Infrastructure Levy Charging Schedule. Karen Syrett, Place Strategy Manager, attended to assist the Committee and presented the report to the Committee.

It was explained that the evidence base document (BPS Report), which looked at viability across a range of uses and scenarios, would need to be updated. It is intended that the previous consultants (BPS) could update their report to reflect changes in the market which would then inform the Charging Schedule itself.

The Place Strategy Manager had met a team from Savills to discuss the approach to viability and they had considered both the Council's general approach to the Community Infrastructure Levy (CIL) and the previous BPS Report, subject to some updating, to be realistic and appropriate. The previous figures in the Charging Schedule, between £80 – 100 per square metre, were considered reasonable on smaller sites but the Council may need to consider implementing a lower rate on strategic large scale sites, to ensure there is sufficient finance to pay for onsite infrastructure after CIL had been paid and affordable housing delivered. Subject to updating the evidence base, it was therefore intended to undertake consultation on the following basis:

- Lower value areas - £80 per square metre
- Higher value areas - £100 per square metre
- Strategic Sites of 300 or more dwellings - £75 per square metre

Since the previous consultation new regulations had been published which required the Council to publish its '123 List' prior to examination to define which projects and/or types/sections of infrastructure the Council would fund through CIL revenues. Colchester's Draft 123 list, subject to Council priorities and the levels of available CIL funding was as follows:

- Strategic Transport Infrastructure (excluding development specific mitigation works on, or directly related to, a development site);
- Education (excluding land which is expected to be delivered on site through S106 agreement);
- Strategic household waste recycling facilities;
- Community Facilities (excluding where a new development is required to provide facilities on site or directly related to that site);
- Strategic public realm improvements;
- Indoor and Outdoor Sports Facilities (excluding where a new development is required to provide facilities on-site or directly related to that site);
- Strategic Green Infrastructure;
- Allotments;
- Walking and Cycling Infrastructure

During the previous consultation a document had been produced which suggested an approach to paying CIL in instalments. The approach linked payments to the type of use and progress made on site i.e. the number of dwellings completed. However Government guidance had subsequently been issued stipulating policies were required to be related only to the percentage of the payment due and when it was due (i.e. related to time, not development progress). It had therefore been necessary to revise the document to accord with this advice.

In discussion members of the Committee raised the following issues:-

- Whether a reference to the Arts needed to be included in the Draft 123 list, as was the case with Section 106 agreements;
- The potential need to seek further advice on payment in instalments in relation to self-build developments
- The helpful practice recently adopted by Planning Officers to administer the Section 106 agreements as if the CIL was in place, in terms of providing more detailed information regarding the amount of funding and the purpose
- Whether there was any further information regarding the Sustainable Urban Drainage Systems in relation to the CIL

Karen Syrett provided the following information in response to comments made:

- The contents of the 123 list would have to accord with a number of criteria and any addition to the proposed draft would need to be researched to check its compatibility
- It may be possible to include public art type infrastructure within the Open Space criteria
- Latest guidance had confirmed that self-build developments were exempt from the requirements

RESOLVED that public consultation on modifications to the Council's Community Infrastructure Levy Charging Schedule be approved, incorporating the following elements:-


(i) A Draft Charging Schedule refining residential rates dependent on scale and value area, the charge being between £75 – £100 per square metre;

(ii) A Draft 123 List, subject to the inclusion of public art projects where appropriate, as follows:

- Strategic Transport Infrastructure (excluding development specific mitigation works on, or directly related to, a development site);
- Education (excluding land which is expected to be delivered on site through S106 agreement;
- Strategic household waste recycling facilities;
- Community Facilities (excluding where a new development is required to provide facilities on site or directly related to that site);
- Strategic public realm improvements;
- Indoor and Outdoor Sports Facilities (excluding where a new development is required to provide facilities on-site or directly related to that site);

- Strategic Green Infrastructure;
 - Allotments;
 - Walking and Cycling Infrastructure
- (iii) A Draft Instalments Policy as set out in the Appendix to the report.

23 October 2014

Report of	Head of Commercial Services	Author	Laura Chase
Title	Local Plan Update		 282473
Wards affected	All		

The Local Plan Committee is asked to note progress on the development of a new Local Plan

1. Decision(s) Required

- 1.1 To note progress in the development of a new Local Plan for the Borough, which will guide growth to 2032 and beyond.

2. Reasons for Decision(s)

- 2.1 To provide an update on the actions Council officers are undertaking to ensure the Council's planning policies are updated to provide a robust basis for guiding future growth in the Borough.

3. Alternative Options

- 3.1 There is no alternative option; the report is for information only.

4. Supporting Information

- 4.1 The August Local Plan Committee authorised initial work on a new Local Plan for the Borough. Following on from this, the report provides details of Local Plan work which is now underway, including:
 - commissioning of evidence base studies;
 - communication and consultation with a wide range of stakeholders, including infrastructure providers, Parish/Town Councils, Residents Associations/Community groups, and adjacent authorities;
 - a Call for Sites; and
 - Sustainability Appraisal.
- 4.2 This early work will inform an Issues and Options consultation which is scheduled to take place in early 2015. The adopted Local Development Scheme provides the overall milestones for this process and notes the various member approval, consultation and publication stages that lead up to examination and adoption of the plan in 2016/17.
- 4.3 Council officers have now reviewed the existing planning policy evidence base to identify areas where additional work and/or updates are required. The report to the August Local Plan Committee identified work underway to guide development of an Objectively Assessed Need figure for housing, and noted that the Council would also need to produce an updated Employment Land Needs Assessment to inform the Issues and Options consultation, particularly since the last Employment Study was completed in 2007 prior to the recession.

Consultants Nathaniel Lichfield and Partners have now been commissioned to undertake the work. In September, the consultants held a workshop with officers in September with details of their interim findings, and this will inform the next stage of work. The project is due to be completed in November 2014. This work will help the Council to assess the existing supply and demand for employment land as well as trends influencing future demand for employment sites in the Borough.

- 4.4 Work on the Sports Facilities Strategy is on-going and is expected to be completed in December 2014.
- 4.5 Additional studies will be commissioned, if needed, to inform the later stages of plan development.
- 4.6 Council officers have now met with a range of infrastructure providers, detailed below, to begin the process of assessing the impact of different options for growth. At this early stage, in advance of clarity on growth options, the focus has been on identifying any major constraints, agreeing processes for joint work and understanding infrastructure providers' decision-making processes.
- Anglian Water – They established their willingness to work with CBC to develop appropriate processes to ensure sufficient water supply and guarantee water quality. They highlighted the importance of early involvement with developers once options are agreed.
 - Environment Agency - Agreed their willingness to develop a Statement of Common Ground as the plan develops to identify flood management and drainage issues.
 - Essex County Council (education, social care, libraries and culture) - In relation to school place provision, Colchester has existing capacity issues reflecting the current rise in the school age population. Further schools capacity will be required irrespective of growth options chosen. Further discussions will take place going forward, to help ensure the appropriate provision of school places.
 - Health – NHS England and Clinical Commissioning Group – Further work required to ensure co-ordination between different parts of the health service and CBC. Capacity will be related to how health services will be delivered in future. The future structure for the provision of health services is not yet known, but it is expected that more outpatient services will be delivered locally. This will mean that doctors' surgeries will need to incorporate more space for other medical services. Incremental growth would be expected to result in reorganisation of existing provision, rather than development of new facilities, given resource constraints.
 - Transport issues – Meetings have been held with the Highways Agency, Essex County Council and Network Rail. The main issues arising from the discussions were with regard to the timing of the release of key documents which would form part of our evidence base. Both the Highways Agency and Network Rail are planning to publish documents in the middle of next year. The Highways Agency Route Strategies, which will outline operational and investment priorities for the period April 2015 – March 2021, and give an indication of priorities beyond March 2021, will be produced in March 2015. The Network Rail Anglia Route Study, which will inform their Control Period 6 (2019 – 2024) is due to report in June 2015. A further meeting will be held with the train operator, Abellio Greater Anglia, regarding service constraints and station capacity.

- Electricity infrastructure network – UK Power Networks – The existing infrastructure has a good level of available capacity, over and above existing demand. However, some work to increase capacity would be required to meet the additional increase in development over the plan period, depending on the locations of growth. Some locations will be more difficult to deal with than others, but nothing that could not be overcome.
- Gas infrastructure network – National Grid - Analysis indicates that the existing low pressure infrastructure surrounding the Colchester area may require reinforcement to provide sufficient capacity to accommodate additional growth. Analysis on medium pressure infrastructure surrounding the Colchester area indicates that there should be sufficient capacity to meet future demand.

4.7 Meetings are also underway with Borough Parish/Town Councils and urban area community groups to inform them about the plan-making process and how they can be involved. Officers have met, or will shortly be meeting with, the following groups:

Parish Councils

Aldham, Boxted, Copford, Dedham, East Donyland, East Mersea, Eight Ash Breen, Fordham, Great Horkesley, Great Tey, Langham, Layer de la Haye, Marks Tey, Mount Bures, Myland, Stanway, Tiptree, West Bergholt and Winstred Hundred.

Residents Associations and Community Groups

Churchill Gate Residents Association, Hythe Forward, Riverside Residents Association and Roman-Castle Road Residents Association.

Feedback from meetings held thus far indicates that those attending found it useful to be briefed well in advance of the Issues and Options consultation, in order to allow time to develop informed opinions and to respond to a questionnaire seeking their views on Borough growth options and on local issues such as settlement boundaries.

- 4.8 A previous report to the April meeting of this committee highlighted the importance of the 'duty to co-operate' with adjacent authorities, given that it is a key requirement governing the judgement on whether a plan is 'sound' or not. CBC has accordingly been working closely with adjacent authorities, Braintree and Tendring in particular, as well as Essex County Council, to ensure a coordinated approach to future development. At this stage, the duty to co-operate involves meetings to identify issues and agree actions and further work. It also provides an opportunity for the establishment of a joint evidence base; rather than agreeing on any specific proposals.
- 4.9 The council undertook a 'Call for Sites' from 28 July- 6 October. This provided an early opportunity for individuals and organisations to suggest sites within the Borough for development. This information will be used to help develop growth options and, at a later stage, will be fed into the Strategic Housing Land Availability Assessment process which will assess the suitability of sites for development. This work will be an important consideration in the allocation of sites. It is important to note that the call for sites exercise does not in itself determine whether or not a site should be allocated for development; the Call is simply a process which feeds into the production of the evidence base. A general summary of the type and extent of proposals received will be tabled at the meeting.
- 4.10 The local plan development system provides for an iterative process for developing options which includes several rounds of public consultation and a Sustainability Appraisal process. The Sustainability Appraisal process is used to test the environmental, social and economic performance of the Plan options. The Sustainability Appraisal Scoping Report was published for public consultation from 1 July to 5 August 2014. The Scoping Report

establishes the sustainability framework which will be used to test the sustainability of the Plan options. The Council received consultation responses from 16 organisations and one individual, including Natural England and a number of parish councils. The responses are attached as Appendix 1, along with the Council's response. The comments received were used to help finalise the Scoping Report. Work will now commence on appraising the emerging Plan options, using the Sustainability Appraisal framework set out in the Scoping Report. This work will be published alongside the Issues and Options document in early 2015.

5. Proposals

- 5.1 It is proposed that members note the work being undertaken to further the development of a new Local Plan for the Borough.
- 5.2 As work progresses further, update reports will be produced for the Committee. The Issues and Options Document is expected to be published for approval at the meeting scheduled for 16th December.

6. Strategic Plan References

- 6.1 The Strategic Plan Action Plan includes a commitment to regenerating the Borough through buildings, employment, leisure and infrastructure. There are also commitments to attract investment and provide more affordable homes. The Full Review of the Local Plan will contribute towards achieving these objectives.

7. Consultation

- 7.1 Consultation on the Local Plan will be carried out in line with the Council's Statement of Community Involvement and The Town and Country Planning (Local Planning) (England) Regulations 2012. Because of the significant strategic nature of the Local Plan Review process, the Council will ensure a comprehensive and accessible consultation programme that reaches a wide range of stakeholders.

8. Publicity Considerations

- 8.1 Press releases will be issued at every significant milestone in the Local Plan process. The consultation is likely to generate publicity for the Council, particularly around some of the sites/land which cross borders with Tendring and Braintree.

9. Financial Implications

- 9.1 The Local Plan Review will be undertaken within a budget allocated for its production, including updating of evidence documents, consultation and examination.

10. Equality, Diversity and Human Rights implications

- 10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Equality and Diversity > Equality Impact Assessments > Commercial Services > Local Development Framework.
- 10.2 There are no particular Human Rights implications.

11. Community Safety Implications

- 11.1 Development of a new Local Plan will address the community safety implications of creating sustainable communities.

12. Health and Safety Implications

- 12.1 Development of a new Local Plan will address the health and well-being implications of creating sustainable communities.

13. Risk Management Implications

- 13.1 The Focused Review of the Local Plan will help ensure that the Council's planning policies are robust and up-to-date and help to reduce the risk of inappropriate development being permitted.

14. Disclaimer

- 14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omissions.

Sustainability Appraisal Scoping Report Consultation

The Sustainability Appraisal (SA) Scoping Report was made available for consultation between 1 July and 5 August 2014 (5 weeks).

Regulation 12(5) of the Environmental Assessment of Plans and Programmes Regulations (2004) requires local planning authorities to consult Natural England, Environment Agency and English Heritage on the scope of the assessment. However, Colchester Borough Council decided to consult all stakeholders on the Local Plans consultation database. 16 organisations and 1 individual submitted comments on the Scoping Report.

The table, below, summarises each representation made and includes a response and where necessary details of changes made.

Respondent	Summary of comments	CBC Response	Suggested change
David Hammond, Natural England	<p>1. The approach and methodology used in the Sustainability Appraisal is in line with the advice that would be offered by Natural England, relevant and appropriate legislation has also been identified.</p> <p>2. Natural England welcomes the reference to the Dedham Vale Area of Outstanding Natural Beauty (AONB's) Management Plan.</p> <p>3. References to the designated sites and the interaction between the green and blue ribbon networks could be identified more strongly, water receptor pathways should be considered as part of the Appraisal, not just in respect of water usage, waste water and flooding.</p> <p>4. Under this section on pages 8 and 9 there appears to be no reference to the Habitats Regulations 2010, there in appendix 1 there is reference to Habitats Regulations 2004 (page 48), and the and Wildlife and Countryside Act 1981 (as amended)</p>	<p>1. Comment noted</p> <p>2. Comment noted.</p> <p>3. A detailed summary of each of the Natura 2000 sites is included in the Baseline Environment section. In addition to the sub-objectives related to water usage, wastewater & flooding the impact on the green and blue ribbon networks could be considered in the appraisal in relation to the following sub-objectives: public realm, healthy lifestyles, enhancing biodiversity and creation of new open spaces.</p> <p>4. The SA does not review legislation, only plans and policies are reviewed.</p> <p>5. A Habitat Regulations Assessment has yet to be completed. This will be completed and published at the same time as the Issues and Options document (Jan/Feb 2015).</p> <p>6. Support noted.</p> <p>7. The Council does and will continue to give consideration to the fragmentation of open spaces</p>	None

	<p>5. Based on the information available it is uncertain if a Habitats Regulation Assessment screening for Appropriate Assessment has been undertaken, and therefore there is no information on the potential for Likely Significant Effects on these sites.</p> <p>6. There are ten objectives listed under this section, which can be broadly supported, and especially objectives 7 & 8.</p> <p>7. The Council should give consideration to looking at the fragmentation of open spaces and the linking of them back to paths and other sites.</p> <p>8. Generally Natural England is supportive of sustainable transport options such as walking and cycling, and the Council could give consideration to linking walking and cycling routes into the green chains/corridors infrastructure to promote and encourage these options.</p>	<p>and linking them back to other sites. The Council has a Green Infrastructure Strategy, which has been reviewed in the scoping report. As part of the appraisal of sites opportunities will be taken to identify improvements to the green infrastructure network.</p> <p>8. Agreed, see comment above.</p>	
David Burch, Essex Chamber of Commerce	No comments that we wish to make and are happy to accept it as proposed.	Noted	None
Cheryl Damen	<p>1. Essex Public Rights of Way Improvement Plan should be reviewed.</p> <p>2. A key topic excluded from the baseline is safe, off road public rights of way for cyclists and horse riders.</p> <p>3. Starting on P31 (Social Framework) mentions efficient use of land in developments (to me includes ensuring objectives around access for multiple user groups is included in the planning stages and paid for by s106 contributions) and protecting and creating open spaces but doesn't talk about who can use them.</p> <p>4. There is reference to the Essex Transport Strategy which has countywide priorities to reduce</p>	<p>1. Agreed</p> <p>2. Agreed that the baseline should refer to the lack of safe off road public rights of way for cyclists and horse riders.</p> <p>3. This would be too detailed to include in the SA Framework. However, as part of the appraisal different types of open space will be considered.</p> <p>4. Noted</p> <p>5. References to improving and promoting the cycle network are included as they are referred to in some of the plans and policies reviewed.</p> <p>6. The Planning Policy Team has met with the Essex Bridleways Association and is actively working with them on improvements to bridleways</p>	<p>Add the Essex Public Rights of Way Improvement Plan to the review of plans and policies.</p> <p>Add the following sentence to the Baseline Environment section (page 12): "There is a lack of safe, off road public rights of way for cyclists and horse riders in the Borough."</p>

	accidents and deaths and promote safe and secure travelling environment. It really is only a matter of time before someone on a horse (or car) or bike is killed or seriously injured on the busy roads around Boxted, Langham, Highwoods and Great Horkesley due to a car and horse/cycle collision. 5. There is reference to improving and promoting cycle networks but this must be changed to multi-user tracks (i.e. bridleways) as otherwise horse riders cannot legally use the paths that would otherwise provide safe, off-road access. 6. Finally in this section the reference to the Park and Ride reminds me that I have tried though various routes to have the cycleways made multi-user tracks (again bridleway). This would link with the footpath through Severalls Park that is to be upgraded to a bridleway and the bridleway that starts by the A12 and runs by the Flakt Woods factory.	throughout the Borough.	
Wendy Bixby, Sustainability Projects Officer, Colchester Borough Council	1. The correct title of the environment strategy is Environmental Sustainability Strategy (ESS). 2. There are a number of sustainability issues identified within the Environmental Sustainability strategy (ESS) which are not mentioned within the scoping report. It was felt the report should include objectives within the Local Plan that address the issue of providing services for a growing population of both older and younger people.	1. Noted 2. The Environmental Sustainability Strategy has been reviewed and all relevant sustainability issues have been referred to in the Scoping Report.	Correct title of Environmental Sustainability Strategy on page 9.
East Donyland Parish Council	Colchester's SASC is excellent but also worrying. The problem as I see it is that any plans we may have will be knocked by Tending's proposals that I have heard could mean another 6000 units on our border (right up to our borders) that would mean about an extra population of say 20000. Thus	The provision of services for a growing population is included in the SA Framework. This includes both the older and younger population.	None
Councillor Gamble		Comments noted and will be considered as part of future SA work appraising options	None

Heidi Kelly, Rydon Homes Ltd	<p>effectively expanding Colchester but in Tendring.</p> <p>The prospect of more housing on our side of the border will put a completely unacceptable burden from the sustainability point of view on Colchester. I do not believe that what Tendring is proposing is sustainable in terms of infrastructure, provision for education, medical facilities etc. Can you imagine what it would mean for say the 6th Form College and Colchester General. Then if you add any from within Colchester then it is a nightmare scenario.</p> <p>I would ask that in any discussion with Tendring that the housing is kept to a minimum on our borders and a gap is maintained between Colchester and Tendring housing. I would also ask that no more housing is allowed on our side of the border in North and East Colchester to protect services.</p>		
	<p>1. The opening paragraphs do not sufficiently reflect the NPPF.</p> <p>2. The local authority will need to demonstrate that it has tested every opportunity to meet its objectively assessed need for housing before arriving at the preferred outcome.</p> <p>3. It is not always correct to dismiss a potential housing site because it cannot be supported by capacity in the existing infrastructure. This does not necessarily make it an inappropriate or unsustainable site. Equally, it does not always follow that a relatively remote brownfield site which could enable regeneration is automatically more sustainable than a better located greenfield site on the edge of the main urban area. Relevant weighting must be given to assessment criteria and this process of weighting and ranking of sites</p>	<p>1. Additional sentence added.</p> <p>2. Comment noted. The Council is working to identify its OAN. As part of the SA various options will be appraised.</p> <p>3. Comment noted.</p> <p>4. The evidence base is being updated. The SA Scoping Report marks the beginning of plan preparation and clearly evidence is continuing to emerge.</p> <p>5. It is agreed that housing supply is a key issue. This is identified in the Scoping Report and the first SA objective is: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford.</p> <p>6. Agreed.</p> <p>7. Whilst brownfield development may be preferable this does not mean that greenfield sites</p>	<p>1. Add the following sentence to the opening paragraphs: "The SA is a mechanism for considering the impacts of a draft plan as well as the alternatives to that approach in terms of key sustainability issues, with a view to avoiding and mitigating adverse impacts, maximising the positives and contributing to sustainable development."</p> <p>6. Amend the first SA objective as follows: "To provide a sufficient level of housing to meet the</p>

	<p>and policies through the SA process must be transparent.</p> <p>4. If not already proposed by the Council we would suggest this evidence base needs to be updated if it is to be used to inform the SA.</p> <p>5. One of the key considerations within the SA objectives should be to provide sufficient housing to enable people to live in a home suitable for their needs and which they can afford.</p> <p>6. The wording used in objective 1 should be reflective of the requirement to meet the objectively assessed need for housing in full.</p> <p>7. The criteria of objective 2 needs to be revised to recognise that brownfield development may be preferable but greenfield release is likely to be needed in order to meet OAN and that development should be directed to areas with good access to services and facilities to satisfy the NPPF presumption in favour of sustainable development. This will ensure that both brown and greenfield sites can be selected for allocation in the emerging Local Plan.</p>	<p>will not be allocated for development. The Council recognises its duty to identify its objectively assessed need for housing and that this is very likely to result in the release of greenfield sites. One of the assessment criteria of objective 2 recognises the importance of good accessibility by a choice of means of transport.</p>	<p>objectively assessed needs of the Borough to enable people to live in a decent, safe home which meets their needs at a price they can afford".</p>
Angela Gemmill, Marine Management Organisation	No comments to make.	Noted	None
Sue Bull, Anglian Water	I attended the scoping workshop on 28 April 2014 and am pleased to see all the points raised have been included in the report and I therefore have no additions or amendments to suggest.	Noted	None
Anthony Dedham Council	1. The Report makes no reference to the financial situation of CBC which is resulting in all services being cut, reduced or subject to steep price increases. Therefore many of the intended policies will not be implemented thoroughly or successfully because of monetary constraints and are	1. It is not necessary for the Scoping Report to comment on Colchester Borough Council's financial situation. The SA Scoping Report sets the scope of the SA of the Local Plan. The policies within the Local Plan relate to the development and use of land.	None

	<p>unrealistic.</p> <p>2. Rural communities are especially vulnerable to the withdrawal or reduction of essential services. Dedham residents are extremely concerned by:</p> <ul style="list-style-type: none"> - Transportation. The bus service is at a bare minimum and regularly under threat of withdrawal. - Communications. Parts of the village have no mobile phone coverage or a service which is unreliable or poor. - Roads. The surfaces are poorly maintained and road safety is compromised by the lack of regular cutting of hedges and verges. - the threat to businesses in the High Street from increased business rates and parking charges. - Development. It is imperative that the protections afforded by the AONB and the conservation areas are enforced, otherwise the character and beauty which attracts thousands of visitors annually to the area will be degraded. However, it may be appropriate to re-examine the size of the village envelopes in view of the growth in the population. - Housing. Rising prices and the conversion of small houses to large properties have reduced the opportunities for the young and the elderly to remain in Dedham. The reduction in affordable housing content from 35% to 20% aggravates the problem. 3. Dedham Parish Council must increase revenues to pay for services no longer provided by CBC through council tax. Voluntary, unpaid labour can only do so much. We wish to see this acknowledged in your report together with some policy suggestions to mitigate the problem <p>Sustainability is otherwise just an empty word.</p>	<p>2. Comments noted. It is acknowledged that rural areas experience many different problems and issues to urban areas. The Local Plan will seek to ensure that this is acknowledged. The spatial policy team has asked to meet all Parish/ Town Council's to discuss issues of importance, including re-examining settlement boundaries.</p> <p>3. It is not within the scope of the SA to comment on the financial situation of Parish Council.</p>	
Tom Gilbert-	1. We consider that the SA should include	1. The review of relevant plans and programmes	4. 3 pages taken from the

Wooldridge, English Heritage	<p>reference to the Council of Europe's European Landscape Convention, to which the United Kingdom is a signatory.</p> <p>2. We welcome reference to the PPS5 Practice Guide which, contrary to the statement on page 43 of the report, remains an extant document.</p> <p>3. In terms of local plans and programmes, it would be helpful to include reference to the Borough's conservation area appraisals and management plans.</p> <p>4. Under the Environmental Characteristics heading, we welcome the first and second paragraphs on the historic environment, although the report could provide a greater overview of the Borough's historic environment in terms of different locations and time periods.</p> <p>5. The number of listed buildings and scheduled monuments should be double checked as the figures in the report differ from the figures in the Heritage Counts.</p> <p>6. In terms of heritage at risk figures, the second paragraph should distinguish between the national and county registers.</p> <p>7. In terms of the likely evolution without the Local Plan (Question 4), we would argue that there would be increased harm to the Borough's historic environment through the lack of a clear and up to date local planning framework.</p> <p>8. We note and welcome the identification of the historic environment as a key sustainability issue. Explicit reference to heritage at risk would be helpful as a specific issue. We would welcome further discussion on historic environment issues and how they relate to the SA and the Local Plan.</p> <p>9. We are happy with SA Objective 7 as it relates to the historic environment, although it would be</p>	<p>does not include legislation.</p> <p>2. Noted</p> <p>3. The Borough's conservation area appraisals and management plans are in the process of being updated and updated plans will be added to the review.</p> <p>4. Detail from the Historic Characterisation Project has been added to the baseline to provide a greater overview of the Borough's historic environment.</p> <p>5. This difference in figures can be explained because the Heritage Counts count listed building entries, rather than numbers of individual listing buildings. There are many examples of groups of listed buildings around the Borough, which explains for the difference in figures.</p> <p>6. Details of the national Heritage at Risk Register has been added to the text and the baseline data table has been updated.</p> <p>7. Agreed</p> <p>8. Noted, it is agreed that further discussion would be beneficial.</p> <p>9. Agreed</p>	<p>Historic Characterisation Project has been added to the baseline section.</p> <p>5. The Heritage Counts have been added to the baseline data and an explanation of the difference in the figures is included.</p> <p>6. Update baseline data table to include national figures for buildings at risk.</p> <p>7. Add the following to the likely evolution without the plan section: "Colchester has a rich historic environment and without the Local Plan including a positive strategy for the conservation of the historic environment there is a risk that there would be increased harm to the Borough's historic environment through the lack of a clear and up to date local planning framework."</p> <p>9. Amend all references from historic assets to heritage assets.</p>
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Essex Bridleways Association	<p>consistent with national policy to refer to heritage assets, rather than historic assets.</p> <p>1. The following documents should be added to the review: The Essex Public Rights of Way Improvement Plan, The Rights of Way Circular 1/09, Development and Public Rights of Way advice note for Developers and Development Management Officers; and the Highways Agency Strategic Plan for Sustainable Transport.</p> <p>2. One major topic excluded from the baseline is the need to provide a safe linking off road public rights of way network. Another topic is the need to build a healthy community.</p> <p>3. If the Local Plan does not properly address the question of rights of way, and bridleways in particular as identified by the PROWIP & NPPF, then CBC will not satisfy the requirements of the people of the Colchester district and the Local Plan will not be sound. There is a question of discrimination against horse riders. Numerous additions to the Scoping Report to refer to bridleways are suggested.</p>	<p>As an overall comment it is important to note that the SA Scoping Report does not include any proposals. It is not a draft Local Plan. It sets out the scope of the Sustainability Appraisal of the Local Plan. The extent to which changes to the document can be made to refer to bridleways is therefore limited. However, the detailed comments submitted by the Bridleways Association will be considered when drafting the Local Plan.</p> <p>1. Agreed, with the exception of the Development and Public Rights of Way advice note, which could not be found.</p> <p>2. The baseline section sets out the Borough's baseline. These topics would be more appropriately considered in the Sustainability Issues section.</p> <p>3. The provision of multi user rights of ways will be considered as part of the Local Plan, Master planning and the development management stage. Many of the comments are to add in reference to bridleways in the review of relevant policies and plans table. However, this table summarises the content and aims, objectives and targets of existing policies and plans. It does not include the Council's own aims and objectives for the Local Plan.</p>	<p>1. Suggested documents added to the review.</p>
Rose Freeman, The Theatres Trust	<p>1. Your theatre should be located within the proposed cultural quarter as this is the 'anchor' for your cultural offer. We cannot find a map of the location of St Botolph's Quarter so hope that your Mercury Theatre, Odeon and Arts Centre are within its boundaries.</p> <p>2. We are pleased the Scoping Report includes</p>	<p>1. Noted</p> <p>2. Noted, the Local Plan will consider cultural infrastructure.</p> <p>3. The SA framework includes the following two sub-objectives of relevance to community facilities: will it support tourism, heritage and the arts? And will it provide equitable access to education,</p>	<p>None</p>

	<p>cultural infrastructure to reflect the National Planning Policy Framework item 156. However, it is only mentioned once on page 71 and we suggest it should be given more prominence as an NPPF strategic priority.</p> <p>3. The document includes the supply of an 'adequate provision' for community facilities, but does not mention 'protect and enhance', as distinct from cultural heritage structures and assets. The Objectives should therefore include an item to protect and enhance all community and cultural facilities for the reasons given above and to reflect the National Planning Policy Framework item 70.</p> <p>4. New development should only be an option when existing structures have lost their viability, or similar facilities are required elsewhere. For sustainability, all policies should support improvements to existing infrastructure and then provide criteria for new, if required.</p> <p>5. We are concerned that there may be some confusion with regard to the term 'cultural heritage'. Cultural heritage includes the preservation of sites, features and areas of historical, archaeological, geological and cultural value and their settings – this includes listed buildings, public parks and gardens, landscapes, ancient monuments and conservation areas. It should not include theatres, cinemas, museums, libraries, art galleries, public art and street festivals which are within another grouping of cultural facilities for cultural activities. The distinction should be made clear. The SEA theme on page 71 should not be Cultural Heritage, but Cultural Infrastructure because this section is dealing with ongoing cultural activities, infrastructure to support such activities, and the proposed cultural quarter.</p>	<p>recreation and community facilities? The protection in addition to the enhancement of and provision of new community facilities will be considered under these sub-objectives.</p> <p>4. Noted</p> <p>5. This comment is understood however, cultural heritage is an SEA theme. The SA Framework lists all relevant SEA themes.</p>	
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Carolyn McSweeney, Tiptree Council	<p>1. The data provided should also be accompanied with percentage indicators, ie. numbers of population against existing numbers, for example, 830 dwellings per annum over existing 71634 dwellings, is 1.15% increase. Household data should be provided as percentages. Colchester is compared against adjoining districts, but none of the increases in the adjoining districts are quoted in percentages.</p> <p>2. The chart in the baseline data is incomplete and missing important headings. Totals that include additions and existing floor space would be clearer.</p> <p>3. Data should also include percentage of floor area against either footfall or the number of car parking spaces. There are no indicators for affordable commercial premises. There are no indicators of numbers of owner occupiers, numbers of investment property or landlords, space available for rent or space/land for purchase. Business ownership increases inward investment and a longer term stability for employees.</p> <p>4. Baseline data should include comparisons of average income, against average housing costs. These costs should include full ownership, part ownership, private sector rental and social/council housing. Similar comparisons should be made with other districts.</p> <p>5. Colchester shows higher than average house prices, but lower than average income. Why? What influences this? How can this be reversed?</p> <p>6. What about the lower income? What is affordable?</p> <p>7. The town centre development - does this have affordable sufficient parking for existing and future</p>	<p>1 – 4 The baseline data includes available data and it is considered that it adequately outlines the baseline environment of Colchester Borough. Baseline data was discussed at the Scoping Workshop in April 2014 and stakeholders suggested a range of additional sources and indicators, which were all added. Data from other local authorities, county and the region has been included where available.</p> <p>5. The issue of housing affordability will be considered as part of the Local Plan.</p> <p>6. Affordable housing is defined in the NPPF as follows: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>7. Car parking in the Town Centre is an issue that will be explored as part of the Local Plan.</p> <p>8. Noted.</p> <p>9. Noted.</p>	None
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<p>Matthew Spatial Manager, County Council</p> <p>Jericho, Planning Essex</p>	<p>needs? Fast efficient access to parking areas requires infrastructure.</p> <p>8. Cycling - good safe cycle routes with secure storage in shopping and employment locations are required. There are no such areas other than privately owned sites. This would encourage cycling.</p> <p>9. A good location must be supported by good communication to the rest of the region.</p>	<p>1. A cross check should be made of plans listed on pages 8, 9 & 10 and Appendix 1.</p> <p>2. The following plans should be added to the review:</p> <ul style="list-style-type: none"> - SEA Directive - Birds Directive - Waste Framework Directive - Air Quality Directive - Habitats Directive - Planning Policy for Traveller Sites - PPS10 Sustainable Waste Management - England's Biodiversity Strategy - clarity sought in relation to the LEP growth deal - Joint Municipal Waste Management Strategy for Essex - Essex Gypsy and Traveller Accommodation Assessment - Various amendments suggested to the summaries of County documents - Local Flood Risk Management Strategy <p>3. The following issues are not covered in the review: local wildlife sites, local nature reserves, special roadside verges, accessible natural greenspace criteria and biodiversity offsetting.</p> <p>4. The baseline data is generally comprehensive; however it could additionally focus on other areas (examples given).</p>	<p>1. Noted</p> <p>2. The review of relevant plans and programmes does not include legislation. Planning Policy for Traveller Sites is included. Other documents referred to added to review and suggested amendments made.</p> <p>3. No plans covering these issues are suggested for review. It is considered that the review is thorough and covers all SEA themes. The review is only one part of the scoping exercise and these issues are covered in other sections.</p> <p>4. The baseline data is comprehensive and has exhausted the Borough's data sources. The evidence base is continuing to emerge (including data from the 2011 Census) and as more evidence becomes available additional data will be added. No data sources are suggested by ECC and whilst it is agreed that it would be helpful to include data in relation to the suggested topics the spatial policy team does not have access to data on these topics at Borough level at present.</p> <p>5. Agreed</p> <p>6. The sustainability issues sections outlines the key sustainability issues facing Colchester Borough. These issues are derived from the review of policies, plans and programmes and baseline data. There is no need to expand on this.</p>	<p>2. Suggested documents added to the review and suggested amendments to County documents made.</p> <p>5. Various additions made to address comments about likely evolution without the Local Plan.</p> <p>17. 'will it deliver a mix of uses' added to the second objective.</p> <p>21. Number of SUDS schemes approved by ECC added as an indicator to the assessment criterion 'will it improve water quality'.</p>
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	<p>5. Numerous comments are made about the likely effects without evolution of the Local Plan covering the following topics: flood risk, recreation and wildlife, population, ecosystems and landscape, climate change, AQMA and housing.</p> <p>6. More information should be included in the sustainability issues section about sustainable travel.</p> <p>7. Education is recognised as an issue. This should make clear that safe direct routes are needed and that ECC does not have the capital to fund new schools.</p> <p>8. The approach set out in the England Biodiversity Strategy should be used as part of the backdrop to the SA.</p> <p>9. The Natural Environment and Rural Communities Act 2006 requires all public bodies to have regard to biodiversity conservation when carrying out their functions.</p> <p>10. Habitat Regulations Assessment should be undertaken at the strategic level.</p> <p>11. It would be useful to see how the framework would be used when appraising new Local Plan policies.</p> <p>12. It is recommended that a site proforma/assessment framework for the appraisal of sites is created and consulted upon.</p> <p>13. It is felt the objectives and assessment criteria are not sufficiently robust to adequately measure the quality of the Borough's biodiversity.</p> <p>14. It is suggested that the Borough Council considers calculating the quantity and quality of sites designated for wildlife that are adversely impacted by development. Proposals that result in a net gain in Priority Habitat should be supported. The Borough Council should also explore</p>	<p>7. Noted</p> <p>8. Noted</p> <p>9. Noted</p> <p>10. A Habitat Regulations Assessment screening opinion will be published at the same time as the Issues and Options document.</p> <p>11. Noted</p> <p>12. It is not considered that a separate framework for sites is required. For consistency it is important to use the same framework. The Council successfully used the same SA framework for the Core Strategy, Site Allocations and Development Policies.</p> <p>13. Noted, it is considered that one objective on the natural environment is sufficient. Natural England support the objectives relating to biodiversity.</p> <p>14. The SA will draw out the differences between quality of wildlife sites. Proposals that result in a net gain in priority habitat will be favourably appraised in relation to the natural environment objective and balanced with all other objectives. There is assessment criteria that relates to open space and sustainable buildings.</p> <p>15. A specific assessment criteria is included in relation to school places. ECCs advice will be sought in relation to this. The indicator that refers to sustainable travel time is an existing indicator and will help the Council monitor whether new residential development is within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.</p> <p>16. Noted</p> <p>17. First point agreed, water infrastructure is covered in another objective.</p>	
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	<p>opportunities for greening developments and could set an objective to encourage this process.</p> <p>15. A key issue for ECC is to ensure there is a sufficient provision of primary, secondary, and Early Years and Childcare places, and that such places are located within walking distance of new housing development and, in particular via safe direct routes. It is not suitable to state new development is located within 30 minutes of community facilities, as this could imply 30 minutes by bus.</p> <p>16. Objective 1.</p> <ul style="list-style-type: none"> - The indicators should ensure they reflect the issues raised from the SHMA. <p>17. Objective 2.</p> <ul style="list-style-type: none"> - This could refer to the 'mix of land uses' provided as part of a development, which would be relevant if the new Local Plan is seeking to provide large strategic/sustainable development locations to accommodate new housing, jobs, community facilities etc. - Reference to infrastructure provision such as water, sewerage, electricity and gas could be included as part of this objective. <p>18. Objective 3</p> <ul style="list-style-type: none"> - Could an indicator be the number and/or type of jobs created across the borough or in specific growth/regeneration areas? <p>19. Objective 4</p> <ul style="list-style-type: none"> - This could include dates and/or milestones as an indicator, similar to those used in Travel Plan targets. Objective 4 could also be linked to Objective 6 around improving and reducing inequalities in health and in particular encouraging a healthy lifestyle through active travel (cycling and walking). An indicator could refer to the provision 	<p>18. It is not possible to appraise the number and type of jobs to be created under different policies and options for growth at this stage. The SA framework does refer to a range of jobs being created.</p> <p>19. It is not possible to identify dates and/or milestones at this stage. An assessment criteria relating to improving sustainable transport linkages is included, which will pick up the provision of new cycle paths. The indicator relating to 30 minutes is already monitored by the Council and it is not possible to amend this indicator. Reducing pollution is included under another objective.</p> <p>20. Archaeological heritage is included within the English Heritage and NPPF definition of heritage assets.</p> <p>21. First point agreed. The second point about the Environment Agency is an established monitoring indicator.</p>	
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	<p>of new cycle paths (total length provided).</p> <ul style="list-style-type: none"> - ECC requests that reference to new residential development being located within 30 minutes of a school is removed. The indicator should refer to <i>walking distance to a school via a safe route</i>. It is not suitable to state distance by public transport as ECC would be responsible for the revenue costs but proximity to a school does not mean it has the capacity, or the scope to expand, especially if distance is 30 minutes by public transport. - Reference to AQMAs and reducing pollutants might be an appropriate assessment criteria and indicator for this objective. <p>20. Objective 7</p> <ul style="list-style-type: none"> - This could refer to archaeology in the assessment criteria in light of the Borough's rich archaeological heritage. <p>21. Objective 10</p> <ul style="list-style-type: none"> - This includes an 'assessment criteria' stating 'Will it improve water quality?' The number of SuDS schemes approved by ECC could be used as an indicator. - Would the Borough Council ever grant planning permission contrary to the advice of the Environment Agency? If not, there may be a more appropriate indicator. 		
Myland Community Council	<p>The response from Myland Community Council included a number of questions, in addition to comments. The questions have not been repeated in this summary. However, a member of the spatial policy team met with MCC in August 2014 and it is hoped that she was able to answer these questions.</p> <ol style="list-style-type: none"> 1. Referencing would be easier if the report contained paragraph numbers. 2. MCC acutely recognises one of the biggest 	<ol style="list-style-type: none"> 1. Noted, this will be considered when drafting future SA Reports. 2. Noted 3. Noted 4. Noted, the future of the Town Centre, including its boundary will be considered as part of the Local Plan. 5. Noted, we will continue to work closely with Essex County Council as Education Authority. 6. Agree that nature conservation sites should 	

	<p>challenges being traffic growth, in particular its impact on North Colchester. This must be a key area for resolution prior to any commitment to further house building in Colchester.</p> <p>3. Neighbourhood centres should be developed to minimise traffic movement needs through known bottlenecks, e.g. North Station.</p> <p>4. Thought should be given to re-defining and re-focusing on what the Town Centre should aim to be, e.g. if tourism is so important should the focus be on the Town's historic features, their presentation and accessibility?</p> <p>5. MCC recognises issues surrounding pre-school care, primary and secondary school places, further and adult education under-provision. Unless the new Local Plan can adequately and effectively address these issues the house building programme must be drastically reduced in future years.</p> <p>6. Given the pressure on the Borough's environment due to recent and current house building programmes, the SSSI sites and Local Nature Reserves must be given maximum protection.</p> <p>7. Agreed, "...important to ensure that Colchester does not lose its identity..."</p> <p>8. Agreed, it will be vital that a holistic approach is taken to the factors that must be harmonized to match population growth with economic growth and the ageing population. This holistic view must be established prior to committing to more house building.</p> <p>9. If there is already "unsustainable pressure on all services" then representation to ECC and Government must precede any further commitment to house building and in particular for Colchester</p>	<p>continue to be afforded protection. There is a hierarchy of sites, with sites notified at the international level enjoying the highest level of protection.</p> <p>7. Noted</p> <p>8. Noted</p> <p>9. Noted</p> <p>10. The absence of an objective covering the ageing population does not mean that this issue will not be considered as part of the Local Plan. The first objective on housing refers to meeting the housing needs of the Borough, which includes the ageing population.</p> <p>11. There is a separate objective covering transportation issues.</p> <p>12. Noted</p> <p>13. Noted</p> <p>14. Noted, although these do not relate to the Sustainability Appraisal or Local Plan.</p> <p>15. Noted, although these do not relate to the Sustainability Appraisal or Local Plan.</p> <p>16. Agreed</p> <p>17. The indicators are taken from the Annual Monitoring Report and are a means for the Council to monitor the effects of the Plan. Unfortunately there is currently no indicator concerning local wildlife sites.</p>	
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	<p>see 4 and 5 above to re-balance the burden among neighbouring authorities.</p> <p>10. Where is the objective to address the aging population problem? This is not going to go away and is acknowledged by CBC as just going to get worse – over 65's increasing by 50% by 2032! This should be a separate more significant objective.</p> <p>11. Apart from Objective 4 "To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion" there is no specific objective to "improve transportation and attractive travel links" this is imperative for the existing and future residents as well as tourism and should also be a separate more significant objective.</p> <p>12. "<i>Maintaining and enhancing the natural and built environment</i>" is equally important to the key economic provider, tourism.</p> <p>13. "<i>Strategic green gaps</i>" are vital to quality of life and sense of place factors within settlement areas and MCC will take all possible steps to retain as much green space at the current Rugby Club site should the Club be relocated.</p> <p>14. CBC should take steps to publicise the responsibilities placed on authorities and landowners to maintain water courses in accordance with the latest Flood Risk Strategy.</p> <p>15. The decrease is probably due to people recycling more. CBC should reconsider its policy to provide just one roll of clear recycling bags to households and increase it to two.</p> <p>16. At Objective 6 add "well-being" after "health".</p> <p>17. At Objective 8 add Local Nature Reserves under 'indicators'.</p>		
Andy Stevens, ASP on behalf of Gateway	<p>1. There is no mention of the A120 Wider Economic Impacts Study produced by Atkins for</p>	<p>1. Agreed</p> <p>2. Report not accessible, however if it becomes</p>	<p>1. Add review of this document.</p>

120 Ltd	<p>EEDA in October 2008.</p> <p>2. The Haven Gateway commissioned report on further economic benefits from Peter Brett Associates should be added to the review.</p> <p>3. A12/A120 Route Based Strategy was produced by the Highways Agency and should therefore be included in either the 'national' or 'regional' sections of the lists.</p> <p>4. Reference should be made to the East of England Route Strategy Evidence Report produced by the Highways Agency and dated April 2014.</p> <p>5. It is noted that the date given in the list for the SELEP Growth Deal is 2004 when it should, of course, be 2014.</p> <p>6. Under the heading 'Neighbouring authorities' is a list of some documents of relevance but the list appears somewhat incomplete. Reference is made to the Tendring SHMA and of the Colchester SHMA in the 'Local' section. There is however no reference to the Braintree SHMA.</p> <p>7. Similarly there is no mention of Maldon's SHMA.</p> <p>8. There is no comment on the emerging Maldon and Tendring planning frameworks.</p> <p>9. The SA refers to the Tendring 'Economic Development Strategy' of 2013 but does not acknowledge the similar work by Braintree. That authority has produced two reports of note that we consider should be included in the SA Assessment; - "Going for Growth, Investing in your future" which was published in June 2009 and the "Braintree District Economic Development Prospectus 2013/2026".</p> <p>10. Discrepancy on page 24, which refers to the Haven Gateway Infrastructure Study.</p> <p>11. Whilst we would support the points raised in</p>	<p>available it will be added to the review.</p> <p>3. Noted</p> <p>4. Agreed</p> <p>5. Noted</p> <p>6. Tendring's SHMA was referred to as this was suggested at the scoping workshop. Agree it would be consistent to add Braintree's SHMA.</p> <p>7. As above</p> <p>8. The review includes recent and adopted development plans of the neighbouring planning authorities.</p> <p>9. Agreed that the Economic Prospectus should be added to the review. The other document is 5 years old and will not be added.</p> <p>10. Remove discrepancy.</p> <p>11. Agree to add further text about planned, coordinated development.</p> <p>12. It is not within the scope of the SA Scoping Report to start generating options for development.</p> <p>13. There is a criterion stating 'Will it improve the delivery of a range of employment opportunities to support the growing population?'. This will cover the issue raised of balancing the local economy with large scale development.</p> <p>14. The assessment criteria cover reducing the need to travel and levels of sustainable travel.</p> <p>15. The SA Framework is based on the review of policies and plans, baseline data and the sustainability issues facing the Borough. It does not generate options and nor does it tailor objectives towards certain options.</p>	<p>3. Refer to document under national documents list.</p> <p>4. Add review of this document.</p> <p>5. Typo amended.</p> <p>6. Summary of Braintree's SHMA added to review.</p> <p>7. Summary of Maldon's SHMA added to review.</p> <p>9. Braintree's Economic Prospectus added to the review.</p> <p>10. Minor amendment to address discrepancy.</p> <p>11. Further text added as suggested.</p>
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		<p>the likely evolution without the plan section we would add that the potential significant adverse impacts of failing to bring forward a fresh Local Plan are much greater than as suggested.</p> <p>12. It should also be suggested in the report that there may be alternative means of reducing the impact of future development in a transport sense that could be achieved through appropriate strategies in the Local Plan.</p> <p>13. An additional question should be asked as to whether support for the local economy is provided in a balanced way with new large scale development so as to create new centres, in addition to the support for existing centres.</p> <p>14. There should also be a reference to whether proposals make a positive contribution to sustainability by enhancing the manner in which new development can achieve a more suitable situation by fully embracing sustainability opportunities at the outset and the extent to which those opportunities will also indirectly benefit the existing situation, for instance by reducing congestion and journey to work times as well as enabling walking or cycling to work.</p> <p>15. It is our view that testing alternative forms of development against the need to create more sustainable communities should encompass questions as to the efficiency of a new settlement approach in comparison to the principle alternative of effectively seeking solutions that do least damage to the existing situation.</p>		
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23 October 2014

Report of	Head of Commercial Services	Author	Vincent Pearce ☎ 282452 Laura Chase ☎ 282473
Title	Northern Gateway consultation		
Wards affected	Mile End and adjoining Highwoods and Fordham and Stour		

The Local Plan Committee is asked to note the outcome of a consultation on proposals for the Northern Gateway area

1. Decision(s) Required

- 1.1 To note the comments made on a consultation undertaken on the Council's proposals for development in the Northern Gateway.

2. Reasons for Decision(s)

- 2.1 To provide an update on the actions Council officers are undertaking to ensure that development of Council-owned land is informed by sound planning principles and a transparent and effective consultation process.

3. Alternative Options

- 3.1 There is no alternative option; the report is for information only.

4. Supporting Information

- 4.1 The June Local Plan Committee authorised consultation on proposals for development of Council-owned land in the Northern Gateway area. The proposals were based on a draft Framework document developed by consultants Allies and Morrison which outlined general land use criteria and urban design principles to guide development in the 84 ha of land in the area adjoining Junction 28 and the football stadium.
- 4.2 Table 1 provides summary information on attendance at the consultation, which took place from 17 July – 12 September, with workshops at a range of venues across the Borough during July and August that attracted a total of 761 visitors. The consultation was staffed by officers representing both landholder and planning interests within CBC. Appendix 1 provides a summary of the issues that were addressed at the exhibition. All of the consultation material, which had been attached to the June committee report, is also available electronically on the Council's website on the Regeneration pages.

Table 1

Venue	Date and time	Number of visitors
Boxted Village Hall	17 July 4-8 pm	34
Colchester Library	19 July 10 am-2pm	61
ASDA Turner Rise	23 July 4-8 pm	138
ASDA Turner Rise	26 July 10am – 2pm	226
Colchester Library	31 July 2-6 pm	62
Myland Parish Hall	2 August 10am – 2pm	60
Myland Parish Hall	7 August 4 - 8pm	27
Highwoods Community Centre	13 August 3-6:30 pm	42
Highwoods Community Centre	16 August 10am – 2pm	111
		TOTAL 761

- 4.3 The consultation was successful in raising awareness of the Council proposals and the issues involved. Responses to the consultation were gathered by noting specific queries or points made at the workshops and by means of a questionnaire which allowed respondents to express their support or opposition to the consultation material and to add general comments. The questionnaire was available in hard copy form at the workshops and in electronic form on-line on the Council's website. A total of 73 responses were returned. A summary of questionnaire responses is provided in the attached Appendix 2.
- 4.4 A number of points of detail were raised by those attending the workshops which can now be addressed by the Council in its developer capacity, given that the proposals are in an early stage of development. Key issues included:

Highways & Traffic

- The extent to which the proposals could add new traffic to local roads in Mile End and to the north in Boxted (Straight Road and Langham Road and connections)
- The extent to which the proposals would impact traffic in the wider area, particularly the Northern Approaches Road and North Station Bridge
- How can local people be confident that up to date full and detailed traffic modelling is undertaken to accurately assess likely traffic impact. (and whether this can be adequately mitigated)
- Will the Council re-examine solutions for the Weston Homes Community Stadium entrance from Boxted Road which is currently closed to through traffic but provides bus drop off from Boxted Road. There were comments for and against opening to general traffic from people north and south of the A12
- Delivery of comprehensive and co-ordinated links from the development to public transport, including NAR3 to Park & Ride and the NAR2/Mill Road junction and NAR2 busway.
- The extent and potential impact of new car parking being proposed for facilities north of the A12.

Open Space and Countryside

- The level and type of development north of the A12, which currently serves as a boundary between the urban area of Colchester and the open countryside.
- The extent to which floodlighting and sports activity could create a nuisance to residents in Boxted.

- The extent to which the loss of open space at the Mill Road Sports Ground represents a loss of amenity for residents in the vicinity.
- The extent to which existing landscape and flora will be destroyed.
- Ensuring safe and convenient linkages are made to existing and/or enhanced footpaths, cycle routes and bridleways beyond the site in the countryside beyond.
- Ensuring a range of free sports and leisure activities including use of the lake.

Delivery

- How and when the Council will be able to deliver the associated expensive infrastructure as shown, given viability constraints.
- How the Council will resolve the potential conflict in expectations and desires from different sectors of the community.
- How various communities will be involved in and have influence over the evolution of the plans.
- Clear and transparent resolution of any potential conflict of interest between the Council as landowner and the Council as local planning authority.

Uses and activity

- Ensuring that the uses selected will not cause harm to the town centre and/or harm to the amenity of residents already living in the vicinity of the CNG.
- Ensuring that the NAR3 does not become a barrier to movement of people across the Gateway
- The role and function of the hub needs to be clear. Consultees questioned whether the hub would achieve expected levels of activity and would benefit the local community. In design terms, the introduction of tall buildings was questioned.
- Ensuring appropriate levels and management of evening entertainment uses.
- The extent and justification for new housing within the site, particularly if it is at the expense of existing local open space.

- 4.5 Questionnaire responses provided by members of the public throughout the consultation period are described at appendix 2. Seventy-one completed questionnaires were received.
- 4.6 It is interesting to note that the opinions of those responding as to whether they would or would not be likely to support the plans were broadly evenly divided with another approximate handful being neutral.
- 4.7 Additional late comments have also been received from Myland Community Council and these are attached in full at Appendix 3. These will be explored by officers and Community Councillors at their regular monthly liaison meetings - these now having been firmly established as a collaborative forum. The shorter response of Boxted Parish Council is reproduced at Appendix 4.
- 4.8 The Council will now revise its proposals to incorporate consultation feedback. It is intended to present a Framework document for the Local Plan Committee to adopt as a material planning consideration. The Framework document would then be used to guide consideration of any planning applications for the area. Additionally, the Framework can inform the Local Plan Review process as that moves forward.

5. Proposals

- 5.1 It is proposed that members note the outcomes of the consultation process and the next steps in the development of proposals for the Northern Gateway area.

6. Strategic Plan References

- 6.1 The Strategic Plan Action Plan includes a commitment to regenerating the Borough through buildings, employment, leisure and infrastructure. There are also commitments to attract investment and provide more affordable homes. Development of the Northern Gateway will contribute towards achieving these objectives.

7. Consultation

- 7.1 Consultation on the Northern Gateway proposals complied with the Council's Statement of Community Involvement.

8. Publicity Considerations

- 8.1 There is likely to be continued interest in developments in the Northern Gateway area resulting in publicity for the Council.
- 8.2 The full contents of the Draft Framework as well as the processes for considering is available to the public via the Regeneration pages of the Council's website.

9. Financial Implications

- 9.1 Sustainable development of the Northern Gateway area involves initial expenditure on the development of viable proposals but is intended to produce long-term revenue generation benefits for the Council.

10. Equality, Diversity and Human Rights implications

- 10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Equality and Diversity > Equality Impact Assessments > Commercial Services > Local Development Framework.
- 10.2 There are no particular Human Rights implications.

11. Community Safety Implications

- 11.1 Development of the Northern Gateway area will address the community safety implications of creating sustainable communities.

12. Health and Safety Implications

- 12.1 Development of the Northern Gateway will address the health and well-being implications of creating sustainable communities.

13. Risk Management Implications

- 13.1 Comprehensive planning of the Northern Gateway will help to produce sustainable development and reduce the risk of inappropriate development being permitted.

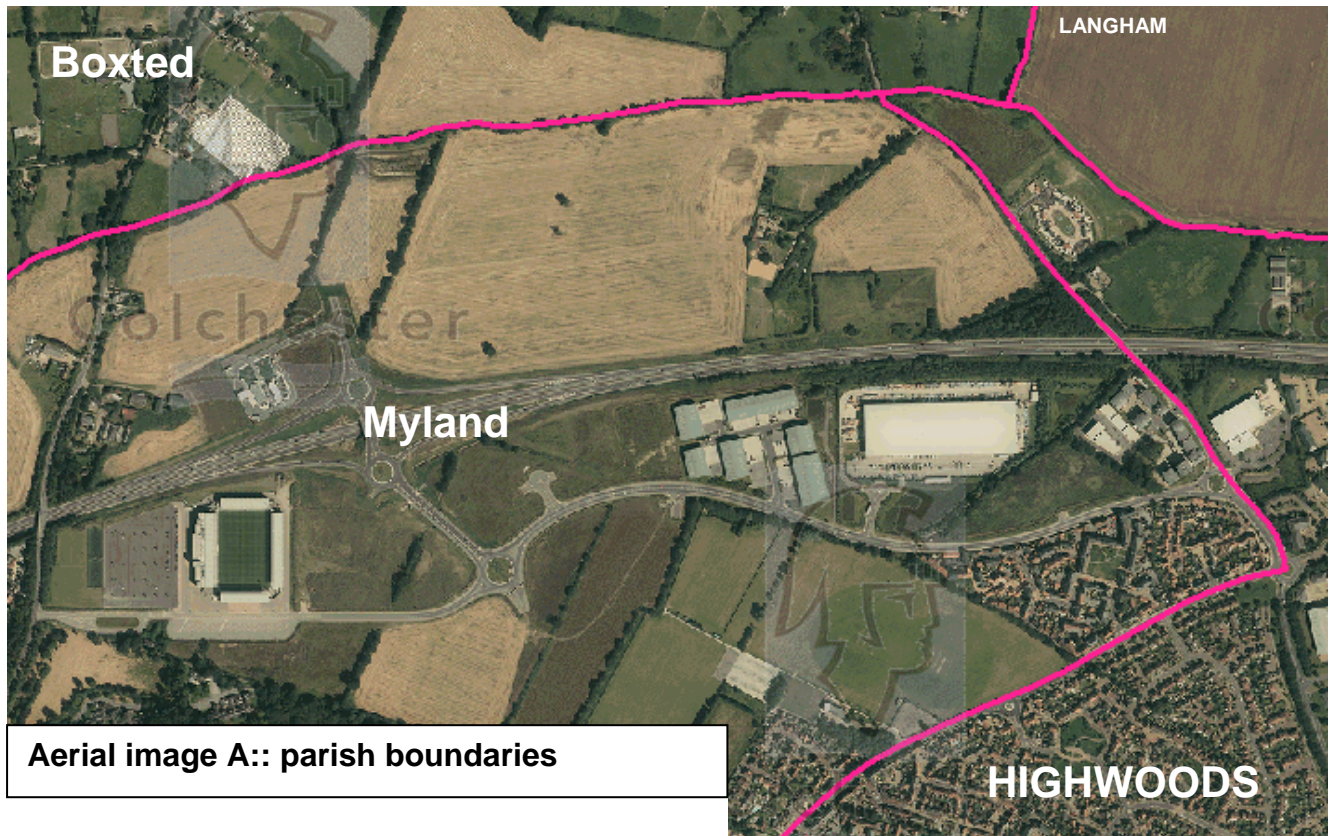
14. Disclaimer

- 14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omissions.

**APPENDIX ONE:
COLCHESTER NORTHERN GATEWAY
FAQ's from public exhibitions**

The frequently asked questions reproduced below arose from the public exhibitions and they were updated and made available throughout the consultation process on the Council's Planning web site. The version here is reproduced in black and white (so definition may be reduced) in order to reduce publication cost of the agenda but the full colour version remains available on the said web site. The web link below is relevant:-

Borough Councillors serving 'Gateway' communities



Aerial image A:: parish boundaries

MILE END WARD

Councillor Anne Turrell email: cllr.anne.turrell@colchester.gov.uk

Councillor Martin Goss email: cllr.martin.goss@colchester.gov.uk

Councillor Dominic Graham email: cllr.dominic.graham@colchester.gov.uk

HIGHWOODS WARD

Councillor Philip Oxford email: cllr.philip.oxford@colchester.gov.uk

Councillor Gerard Oxford email: cllr.gerard.oxford@colchester.gov.uk

Councillor Beverley Oxford email: cllr.beverley.oxford@colchester.gov.uk

FORDHAM & STOUR

Councillor Nigel Chapman email: cllr.nigel.chapman@colchester.gov.uk

Councillor Christopher Arnold email: cllr.christopher.arnold@colchester.gov.uk

PARISH COUNCILS

- Myland Community Council email: clerk@mylandcommunitycouncil.org.uk
- Boxted Parish Council email: boxted-council@btconnect.com

ESSEX COUNTY COUNCILLORS

- Councillor Anne Turrell (Mile End & Highwoods Division)
- Councillor Anne Brown (Constable Division)

MP's

- Sir Bob Russell MP (Colchester) (incl Mile End & Highwoods)
- The Honourable Bernard Jenkin MP (North Essex) (incl Fordham & Stour & Dedham & Langham)

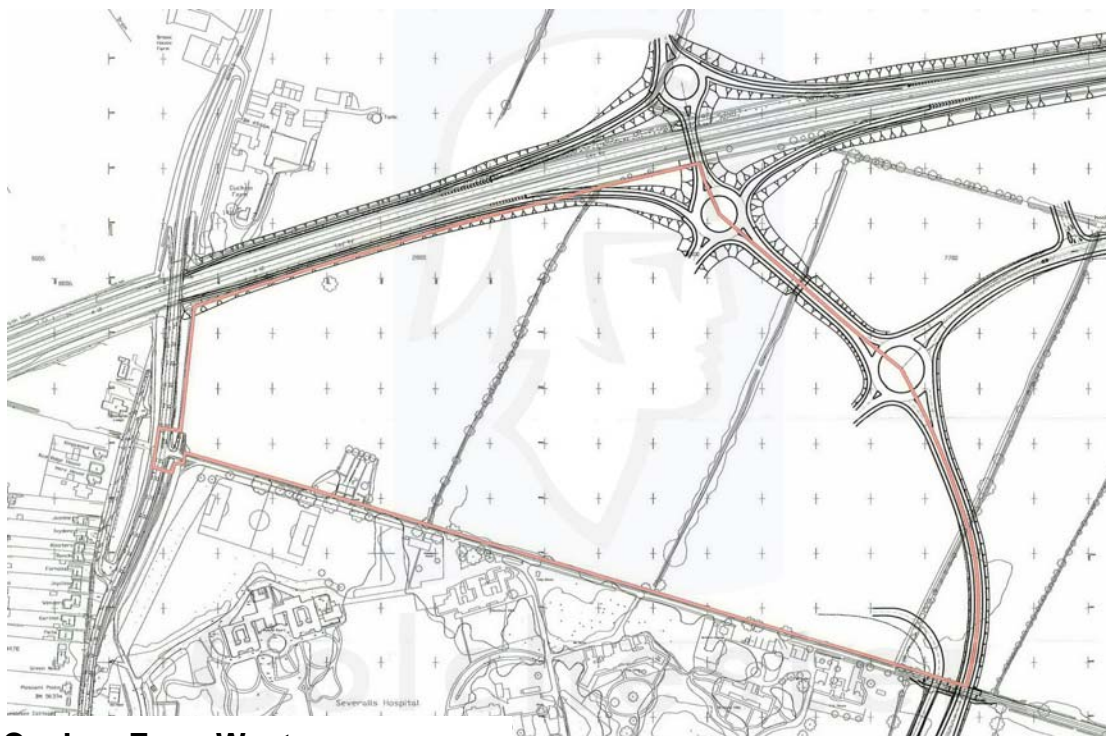
planning history

much of the area south of the A12 in the Council's ownership already benefits from outline planning permission (March 2006 - commenced) for comprehensive redevelopment. (hotel, community stadium, pub/restaurant, A3, employment, & health & fitness).

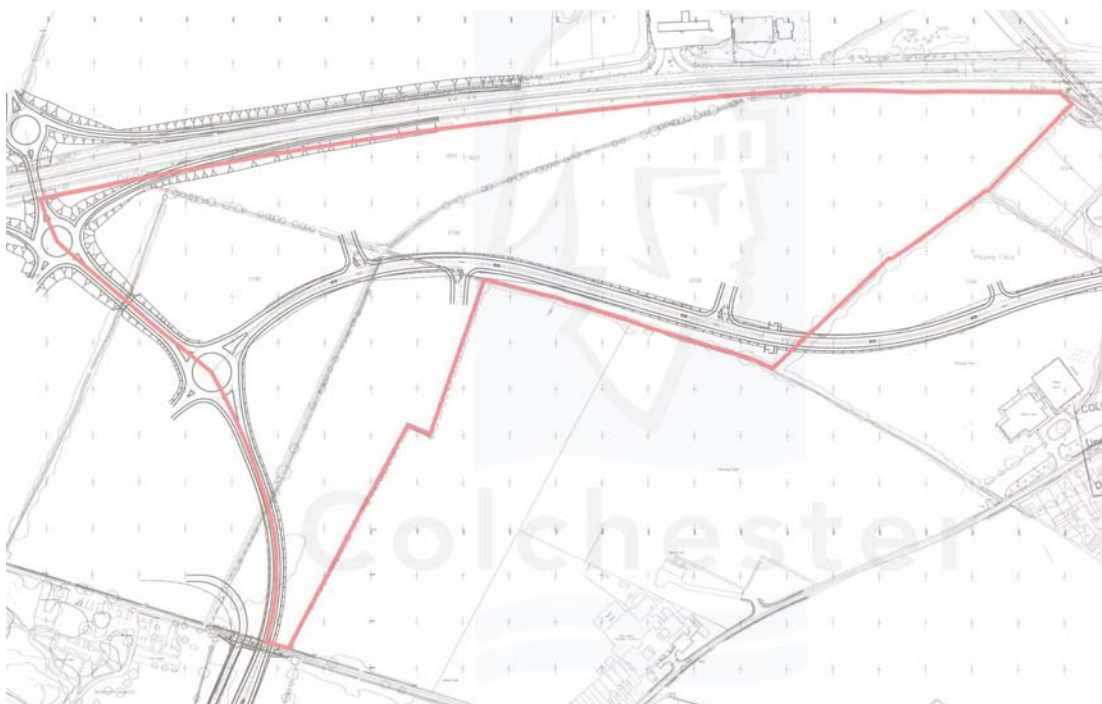
New to the package is suggested limited residential use of the current Mill Road Sports Ground (Colchester Rugby Club) and sport & recreation development north of the A12. These two elements are currently outwith the Adopted Local Plan.

The Framework proposal currently does not include retail.

The extent of the 2006 permission.



Cuckoo Farm West
O/COL/01/1622 FIG: 1



Cuckoo Farm West
O/COL/01/1623 FIG:2

Land ownership

The Council owns the land involved other than the land shown white in the Framework in and around White House Farm.

What development has occurred to date?

- Junction 28
- NAR3 under construction
- P&R due to start Late summer/ Autumn 2014
- Easter Park development (Axial Way)
- Flakt Woods (Axial Way)
- Car showrooms (Toyota & Volkswagen)
- Community Stadium
- David Lloyd Tennis Centre likely 2015
- A new McDonalds restaurant adjacent to the BP filling station will commence construction Summer 2014



2002 FIG:3

Spotting the differences



2012 FIG:4

When will development occur?

South of A12 it is occurring now because much of that already has planning permission. Elements that do not have planning permission (North of A12) may start in next 5 years if planning permission is granted and/or the land allocated for sports purposes.

What is proposed north of A12?

Relocation and expansion of Colchester Rugby club with new pitches and club house and inclusion of other sports facilities (football, mountain biking cycle road track) as well as re-provision of such activities as archery and dog training. Ideas are sought from the public as to what sports could be accommodated. Currently a building is shown for new sports clubhouse and an ancillary use building for P&R.

Access to the facilities for vehicles will principally be from junction 28. A small car park is shown off Severalls land to serve the open air (concrete velodrome).

There is not connectivity to Boxted Road for vehicles.

It is not intended to link Severalls Lane and Boxted Road through the site.

It is not intended to take a new road from the junction 28 dumbell access northwards to access land beyond the Council's ownership.

It is proposed to build a new ped/cycle/equestrian bridge over A12 to connect the land north of the A12 with Urban Colchester.

Residential

Why residential use? As enabling development to fund significant expansion of sports facilities.

Much of the site will be retained as open space and will form part of a large new urban park. It is intended to keep a green frontage to Mill Road.

Number of units has not been established but residential use will only occupy part of the sports ground site. A significant elopement of the site will be a new urban park with lake.

Will there be affordable housing? The Councils current policy requirement for there to be a 20% provision is expected to be applied in the event of the site coming forward.

It is not intended to develop the site immediately to the rear of the Oxley Parker development (outside of CBC ownership)

Access points for residential have yet to be determined.

What status will the Framework have?

The current consultation will help to shape the content of the informal Framework which may itself undergo further iterations as a result of feedback received. It may inform the Local Plan Review process as that moves forward. It may also inform planning applications. It is not expected that the Framework will be adopted as a formal Supplementary Planning Document (SPD) or a formal Guidance Note.

Highways

The proposals have yet to be subject to traffic modelling although the 2006 planning permission was and therefore any additional modelling will need to take into account new components in the development and other developments that have been consented since then.

How does the proposal fit into the wider Junction 28 and NAR highway structure?

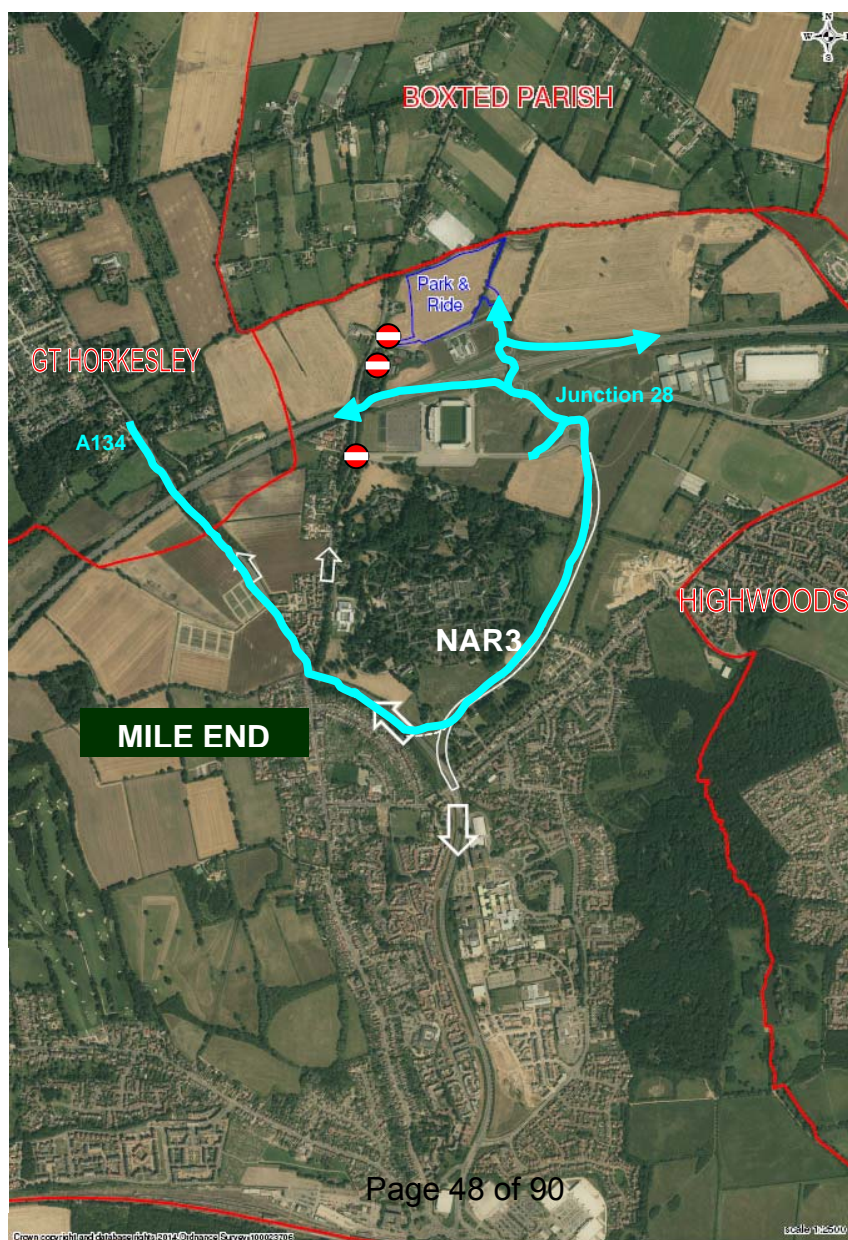


FIG:5

Parish
Boundaries &
NAR3
connections

What will the new Mill Road/NAR3 junction look like? (please see FIG: 6a, 6B & 6C below)

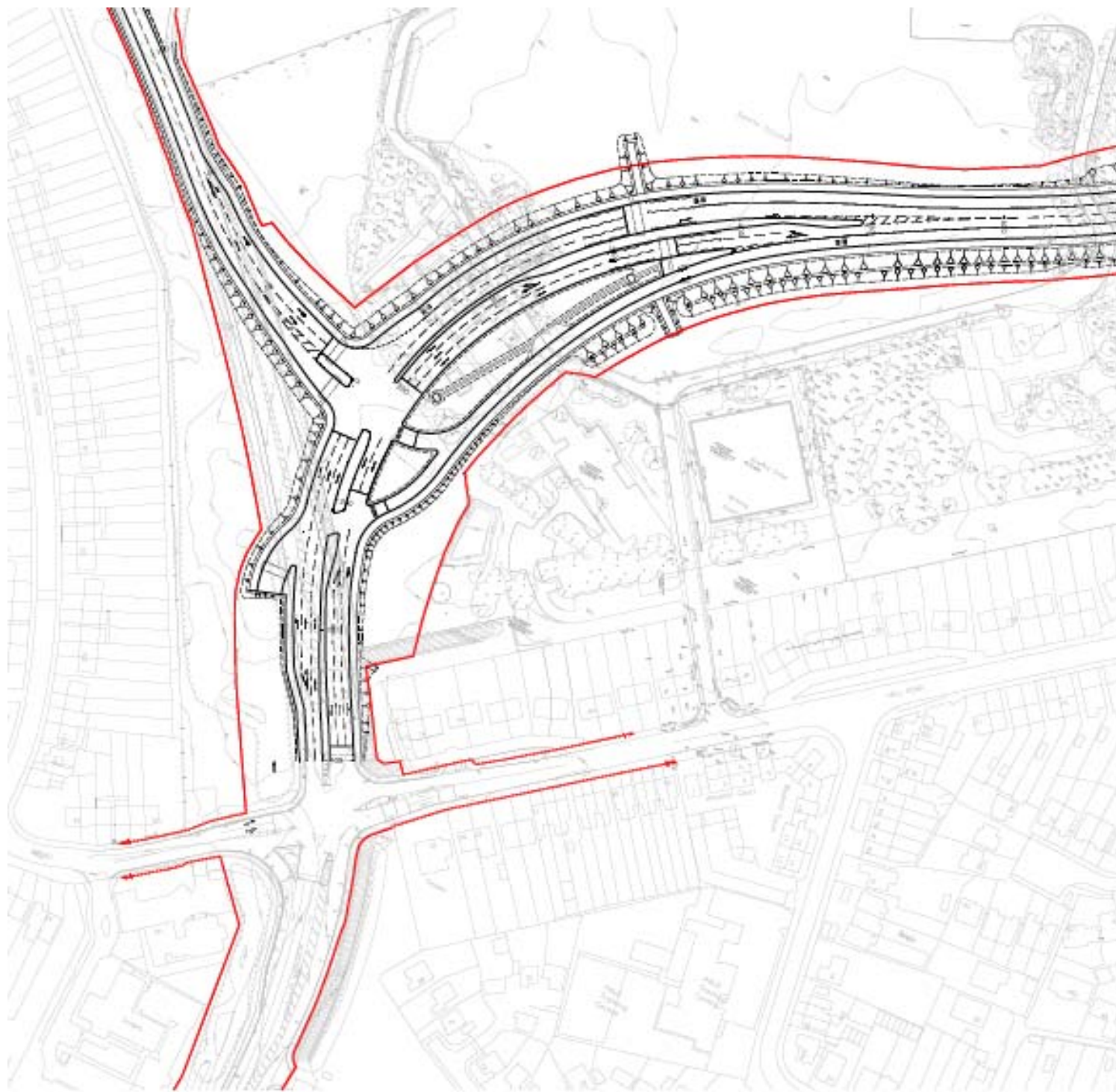
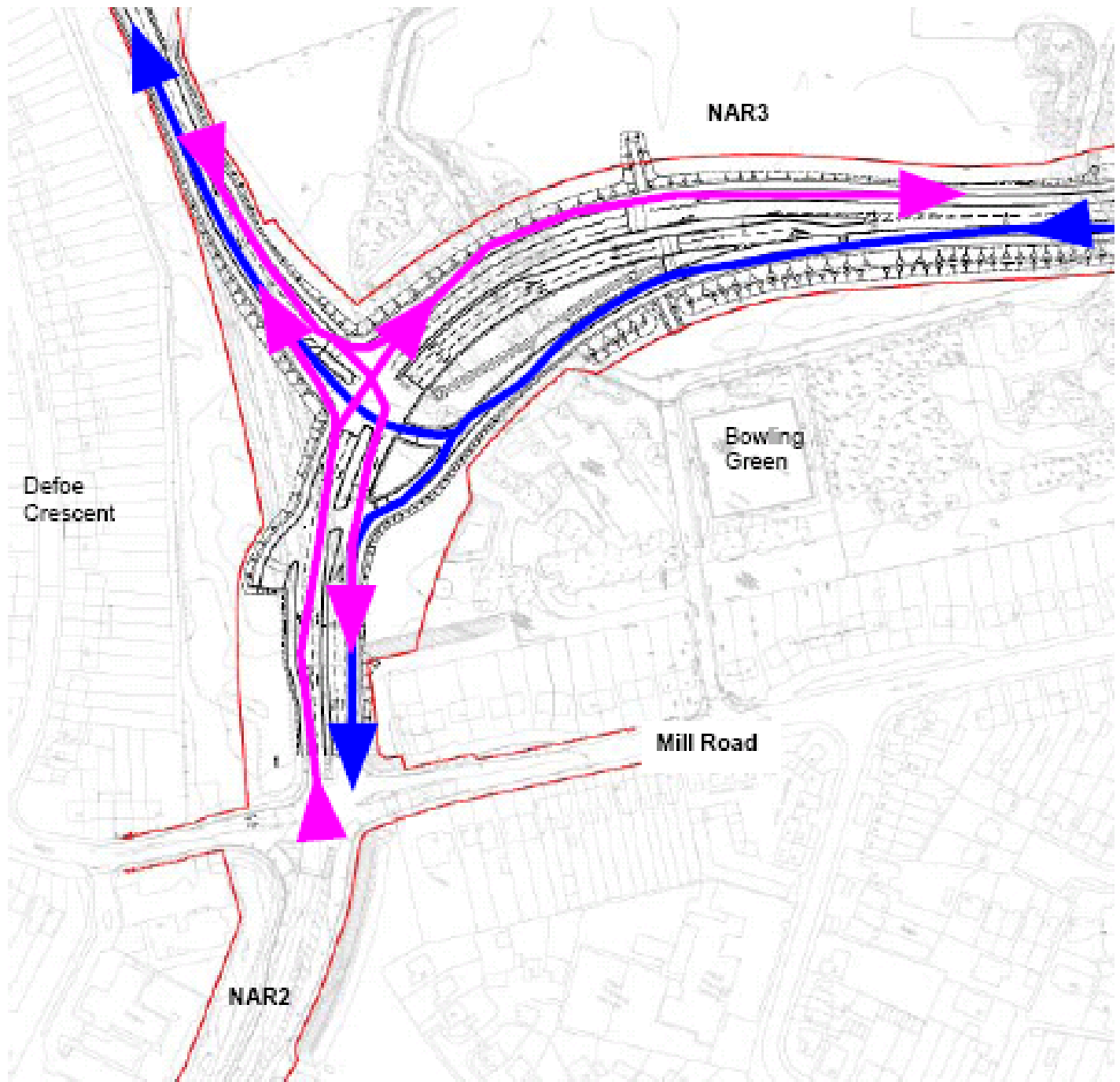


FIG: 6A NAR 3 Junction with Mill Road & NAR2

To Ford Lane/Nayland Rd/Boxted
Rd/A134 Gt Horkesley roundabout



To Town Centre
& North Station

FIG: 6B Bus movements across new
NAR3 junction ahead of NAR2 segregated
busway construction

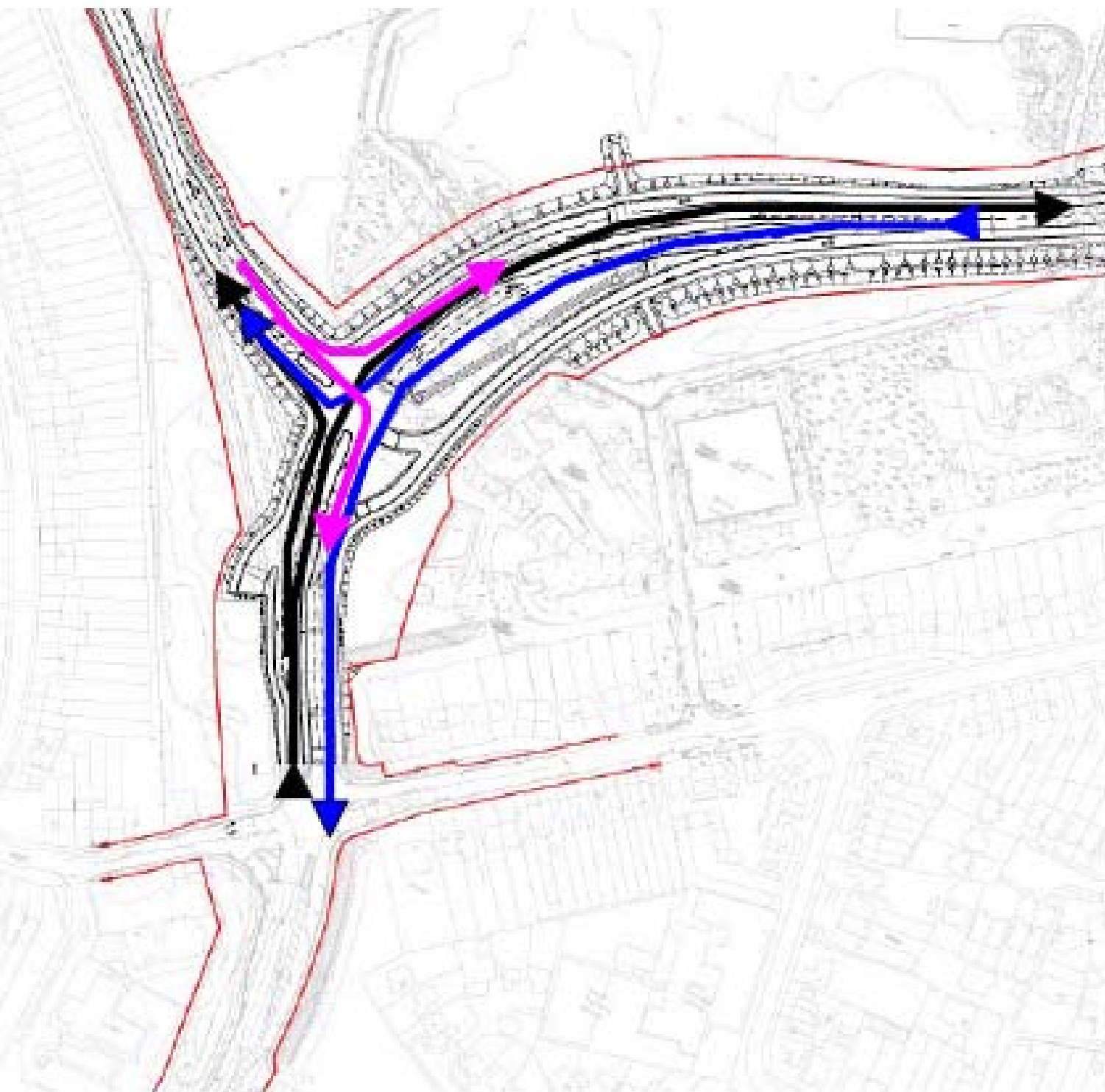


FIG: 6C Other vehicle movements
across new NAR3 junction ahead of
NAR2 segregated busway construction

Parking

The development north of the A12 will be provided with adequate parking for those not accessing the site by foot or bike. It is hoped that the P&R facilities could be shared when not in P&R use. The Council has retained sufficient land to provide dedicated parking if needs be.

Would the Rugby Club be moved off its existing site before new facilities have been provided if the Framework goes forward as shown?

No. There is no intention to leave the rugby club stranded without facilities and the transition would be carefully managed to avoid any disruption to play. The Council will work with the Club to find an agreed way forward. The new bridge over the A12 is an important component in making the new facilities easily accessible.

More than rugby occurs at the Mill Road Sports ground. What will happen to other sports and clubs?

It is intended to secure their relocation to the new facilities. We know that cricket and archery already occur and that dog training takes place on the Mill Road site.

Where will sewage from this development end up?

Sewage from the Northern Gateway & Severalls Hospital redevelopment will be carried to Colchester Swage Works in Haven Road where it will be treated. Currently as part of the NAR3 works a new drain is being laid to accommodate these expected flows.


Where are the current parish and ward boundaries in relation to the Gateway proposals?

Please see aerial image A on page 1

What publicity is being given to the Framework consultation?

The Council has regular monthly liaison meetings with Myland Community Council and has been sharing aspects of the Framework with them for some time as components emerge. The Place Service has had very recent (July 2014) preliminary discussion with both Boxted and Langham Parish Councils to

highlight the wider consultation and explain the key components of the Framework. The Councils Local Plan Committee discussed the Framework consultation process in public at their meeting in July. All the publicity material is on the Council's web site. An article is expected to occur in the next edition of the Mylander magazine. Publicity will appear on village notice boards. The current round of exhibitions is as follows:-



PUBLIC EXHIBITIONS

Colchester Northern Gateway

VENUES, DATES & TIMES

Venue	Date	Time
Boxted Village Hall	17 July 2014	4pm – 8pm
Colchester Library	19 July 2014	10am – 2pm
	31 July 2014	2pm – 6pm
Asda Superstore, Turner Rise, Colchester	23 July 2014	4pm – 8pm
	26 July 2014	10am – 2pm
Myland Parish Hall, St Michael's Church, Mile End Road, Colchester	2 August 2014	10am – 2pm
	7 August 2014	4pm – 8pm
Highwood's Community Centre	13 August 2014	3pm – 6.30pm
	16 August 2014	10am – 2pm




FIG 7: Exhibition Poster

How many people have visited the exhibitions?

Boxted 17 July	(4pm-8pm)	34
Colchester Library 19 July	(10am-2pm)	61
Asda 23 July (trolley bay)	(4pm-8pm)	138
Asda 26 July (trolley bay)	(10am-2pm)	226
Colchester Library 31 July	(2pm-6pm)	62
St Michael's Parish Hall 2 Aug	(10am-2pm)	60
St Michael's Parish Hall 7 Aug	(4pm-8pm)	27
Highwoods C.C. 13 Aug	(3pm-6.30pm)	42
Highwoods C.C 16 Aug	(10am-2pm)	111

total
761

How can the Council be promoting development on its own land and deal with the planning aspects of any proposed development? Isn't that judge and jury?

Any land allocated for future development in the Local Plan Review (process will be undertaken 2014 -2017) will be subject to scrutiny at an Examination in Public in view of an independent Planning Inspector. Any major planning application made by the Council on its own land must be referred to the Secretary of State at the Department of Communities and Local Government (DCLG). The Secretary of State can decide to determine the application himself after a Public Inquiry in front of a Planning Inspector. In these ways there are legal checks and balances on the Council that will ensure decision making is open and transparent and submit to external scrutiny and oversight to guarantee probity.

Has the project been fully costed?

NO - not at this stage. There are elements within the scheme that are still subject to discussion and components may change. As the Framework evolves and the final version emerges costings will gradually become more robust.

How can the Council and therefore the people of Colchester afford what looks to be such an ambitious programme of development?

The Council is currently engaged in very encouraging discussions with both Sport England and British Cycling with a view to securing part funding for the new sports facilities being proposed. Currently no firm commitment has been given. The Council needs to demonstrate that its plans will significantly increase public participation in sport in key areas.

Sport England defines its role as:-

“Sport England is focused on helping people and communities across the country create a sporting habit for life.

We will invest over £1 billion of National Lottery and Exchequer funding between 2012 and 2017 in organisations and projects.

We also have a role protecting sports provision and must be formally consulted on any English planning applications that affect playing fields”

www.sportengland.org

British Cycling defines its role as:-

“British Cycling is the national governing body for cycling as recognised by the UCI – the international federation for the sport.

As such, British Cycling works across all levels and six disciplines of the sport (BMX, mountain bike, cyclo-cross, road, track and cycle speedway), from providing the support and encouragement people need to get riding their bikes for the first time, to being home to the hugely successful Great Britain Cycling Team”.

The Council will also look to other sources of external funding for infrastructure costs.

In terms of the development the Council will seek to retain a long-term financial interest in the development thereby generating ongoing income rather than selling land for a one-off receipt. This income will be used to sustain services and to reinvest in revenue generating schemes.

Some components will be wholly or partly privately funded.

Will all the facilities require membership of a club/s or involve an entrance fee?

No. Whilst many elements will operate on a commercial basis the Council will ensure that a significant number of the components within the Framework are available for public use at no charge. Where commercial facilities are delivered the Council will where possible try and secure beneficial terms for community use at off-peak times with the co-operation of the operator.

Will equestrian facilities be extended into the countryside?

The Council does intend to extend bridleway access from Tower Lane into its land north of the A12. It is willing to explore further connections beyond its land ownership if other land owners are willing to co-operate with a view to providing an inter-connected network of bridleways for leisure use, ideally away from busy country roads.

Cycling beyond the Framework land

The Council has already received representations from cyclists who have asked the Council to ensure that its proposed new cycle network be connected to National Cycle Route 1 which passes within spitting distance at the northern eastern corner of the Framework site. The Council will have regard to these comments and try and achieve such a connection. The Council has also been made aware of road safety concerns at the bend in the Langham Road/Severalls Lane at the eastern end of the Framework site.

Amenity issues: pitches north of A12

If ultimately approved it is expected that some of the pitches north of the A12 would have an artificial surface to enable greater levels of use compared to grass pitches. It is also expected that some pitches would be floodlit to allow extended play into the evenings during the winter months.

Clearly this poses the question will the lights and the extended use cause problems of noise and light pollution. These are matters that will need to be carefully considered and environmental specialists will be asked to assess the impact and any proposed mitigation measures. It is expected that the land north of the A12 will be heavily landscaped on its boundaries particularly those to the north and west.

Other recreational uses?

Informal free gym equipment along the new pedestrian routes to enable fitness opportunities for joggers and walkers

Free skateboarding facilities where young people would be encouraged to develop their skills

Open air theatre and events in the new park

Will this be more development before the infrastructure is provided!

Comprehensive development in North Colchester has been and continues to be a long-term planning objective. Highway infrastructure which tends to be extremely expensive is paid for in a variety of ways. Since the 1980's private development rather than the public purse has increasingly delivered such infrastructure on the back of wider development through appropriate legal agreements with the Council. That said a range of public bodies have also made a significant investment in highway infrastructure in the North of Colchester in recent years.

Asda and Turner Rise delivered NAR Phase1. (widening of the road underneath North Station Bridge and a new rail bridge with new roundabouts).

The residential development that is now Dickenson Road and others and the redevelopment of the former Myland Hospital delivered NAR phase 2/2A. Junction 28 was made possible by significant government funding and local contributions.

Axial Way was funded by the Flakt Woods and Easter Park developments on Council land.

NAR3 is being forward funded by Essex County Council with a £4m contribution from the Homes & Communities Agency (who own much of the Severalls Hospital site).

The Northern Growth Area Urban Extension development (Mersea Homes & Countryside Properties) will deliver further highway infrastructure improvements.

Severalls Phase 2 development will provide for a segregated busway beyond those being provided as part of the NAR3 works.

Essex County Council is delivering a Park & Ride facility in 2015 on land currently owned by Colchester Borough Council.

Essex County Council is currently considering improvements to Colne Bank Avenue.

In terms of the Northern Gateway south of the A12 (excluding the newly suggested limited residential development in Mill Road) that already has planning permission from 2006 and significant infrastructure improvements have been delivered ahead of most of the development. Traffic generation from that development has already been mitigated by such improvements. Severalls Hospital phase 2 has yet to commence and yet massive investment in infrastructure is preceding it.

That said the highway impact of the sports facilities north of the A12 and the suggested limited residential development off Mill Road have yet to be modelled and mitigation proposed in the event that it is predicted to significantly increase traffic flows in areas which are under pressure. That work will have to accompany any future planning application or land use allocation submission. Consultation with the Highway Agency & Essex County Council will be a must.

What about congestion under North Station Bridge?

As explained above the road under the bridge has already been widened to accommodate predicted flows from development along the NAR and Severalls Hospital Cuckoo Farm. The missing key component to unlocking some of the traffic in the area has been the completion of the Northern Approach Road system and its connection to junction 28.

The works currently underway behind Mill Road will deliver that connection early in 2015. This will relieve traffic under the bridge as for the first time people living and working on the north side of the bridge will have easy and direct access to the A12. No longer will they need to head south under the bridge and along the Avenue of Remembrance to the Spring Lane on slip to the A12. No longer will others have to work their way across the north of Colchester or along Cowdray Avenue to get to Ipswich Road.

That said everyone including the Council and Essex County Council is aware of the concern in the north of Colchester about queue lengths at certain peak times of the day. That is currently the subject of major analysis and significant spend is being made available to deliver additional relief.

Will the small field behind the Oxley Parker development be developed by the Council?

The Council does not own that parcel and it is not included in the Northern Gateway Framework proposals. It continues to be shown as private open space.

Will the open space immediately adjacent to the Myle, on what is currently the rugby club, be developed (built development) if the Framework proceeds?

Whilst the Council would like to develop part of the rugby club land in order to fund a massive investment in new sports facilities north of the A12 it is not intending built development to reach the Myle. There will be a significant area of parkland/open space immediately adjoining the south-west edge of the estate.

Will the Highwoods frontage of the rugby club site in Mill Road be continuous built development?

The Council does not intend to close the frontage with development. A significant length of the frontage will have a backdrop comprising a new urban park and even where new residential development is proposed it is planned to have landscaped buffer.

How can a largely off road pedestrian/cycle friendly network be provided that links the open countryside to the town centre?

Land north of A12 within Framework linked to land south of A12 by new ped/cycle/equestrian bridge.



Connections to Tower Lane



Across NAR3 via Pegasus crossing



Through green link included in Rosefield's Development (crest Homes – Severalls Phase 1)



Across Mill Road into High Woods Country park



Under railway using existing link to Cowdray Centre



Into Lower Castle Park and Castle Park into town centre.

Will the development harm the town centre?

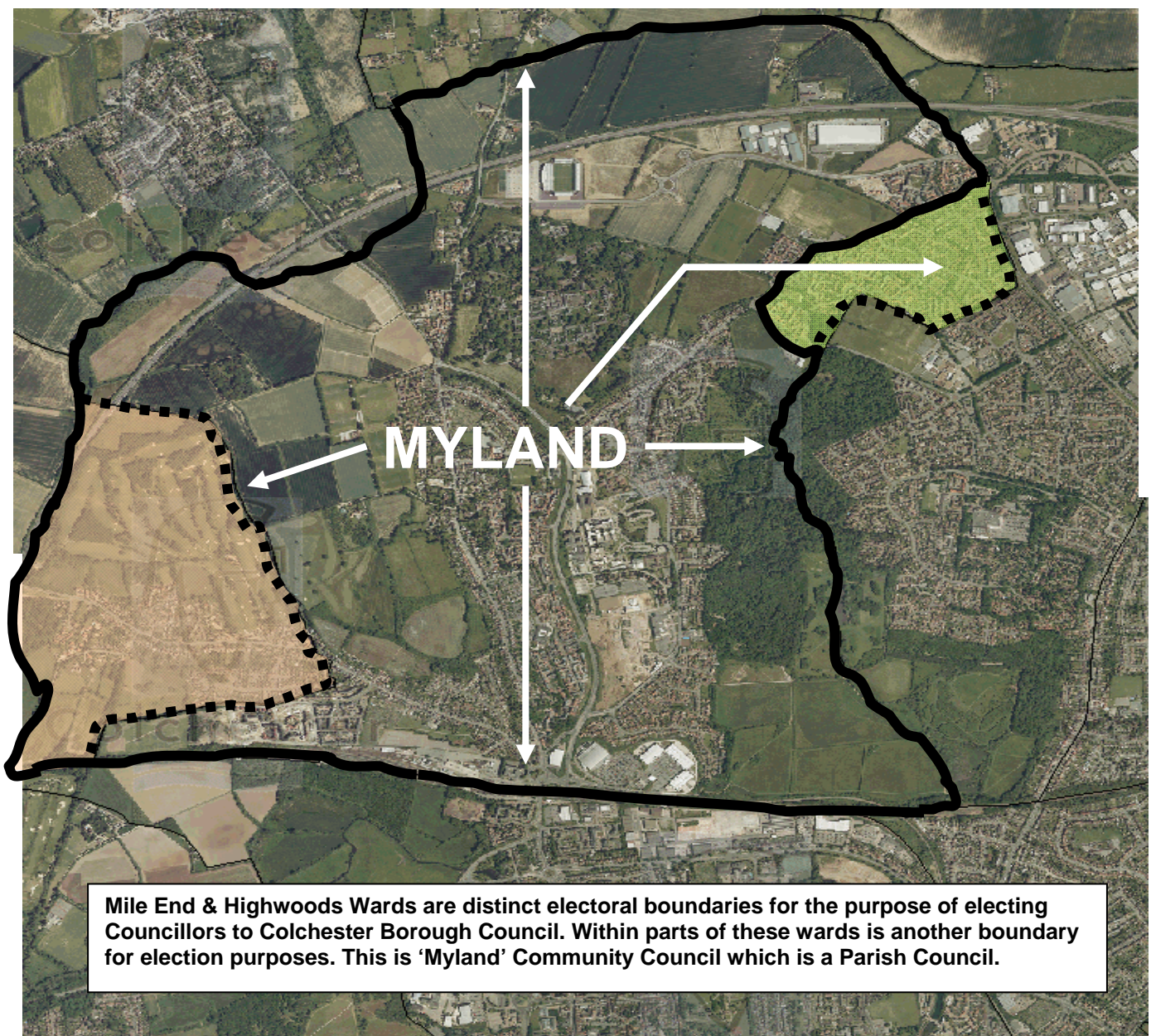
That is certainly a consideration that needs and will be given much careful thought and attention. Much of the proposed development already has planning permission and that development was subject to a Call-In by the Secretary of State at the time when permission was granted in 2006. That development was not considered a threat to the viability and vitality of the town centre. However as the Framework evolves and possible uses become better understood (potential occupiers) full impact can be assessed.

Won't the Framework result in facilities just for young people being provided!

No! That is not the intention. The Council by retaining a long-term interest in the development will seek to secure a broad range of facilities and attractions

for a wide range of age groups as that will be a key to the success of the development as a place that everyone feels comfortable in. The leisure and sports thread that runs throughout the Framework is what will draw people to the area. The Council is keen to make it a family friendly place at various times of the day and evening. Families can share time together in pleasant and stimulating surroundings but also split up and enjoy different attractions to suit them. The Council as planning authority and landowner is aiming to achieve a high standard of urban design and place making and to attract high class uses, occupiers and operators.

What is the difference between Mile End & Myland?



Boundary of Mile End Ward



not in 'Myland' Community Council boundary but in Mile End



in Highwoods Ward but within 'Myland' Community Council boundary

What is a Pegasus crossing? (over NAR3 at Tower Lane)

A **Pegasus** crossing is a variation of touch activated signalised crossing designed for use by riders on horseback.

Pelican crossing designed for pedestrians

Toucan crossing designed for pedestrians and cyclists (two can cross)

Puffin crossing (pedestrian user friendly intelligent crossing) designed for ped's and can detect waiting pedestrians. Improved layout to assist visually impaired users



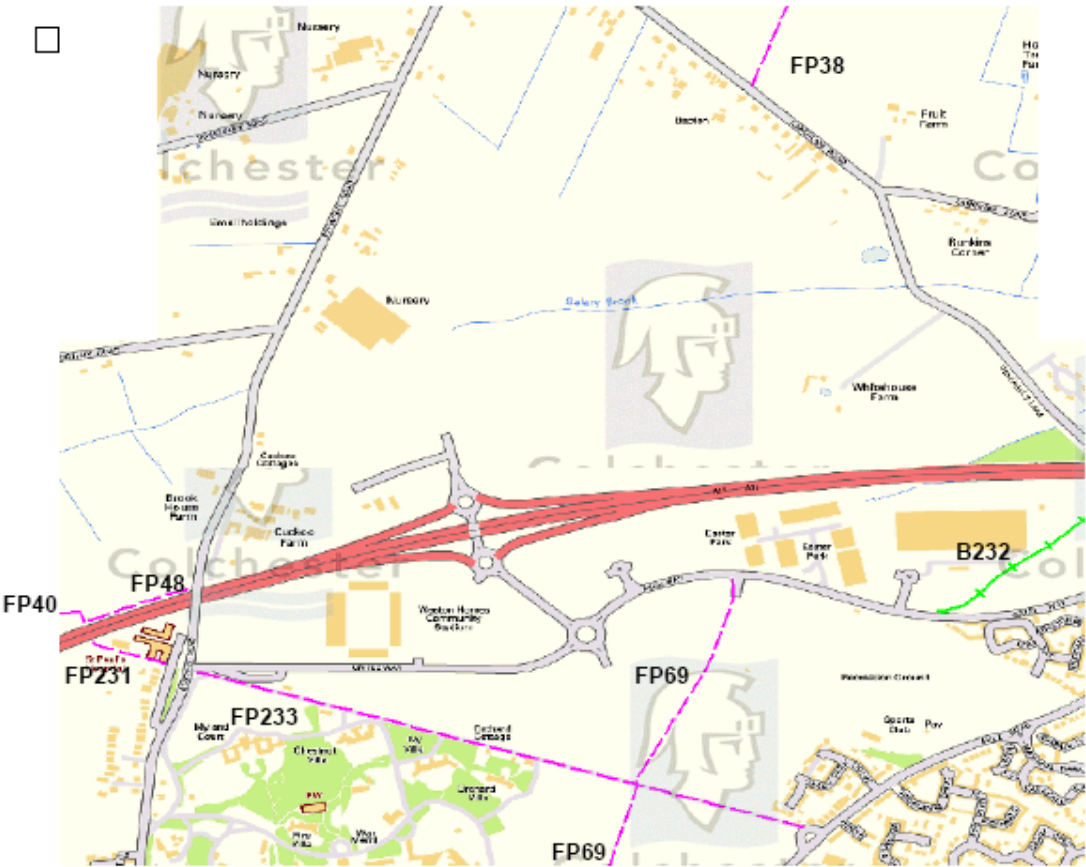
Examples of Pegasus crossings



FIG 9: Examples of Pegasus crossings



What designated pubic footpaths and bridleways exist 'in and around' the site?



What parking will be included and what is the point of trying to attract more people to Colchester when car parking is so expensive that it puts people off?

Development in the Northern Gateway would be expected to comply with the Council's Adopted parking standards. A car park/s would be provided within the commercial areas although the Council will need to explore (i) how the park & ride facility north of the A12 currently under construction will impact parking patterns in the longer term & (ii) whether multi-storey parking facilities can be provided to serve a range of areas and users rather than create a whole series of spatial inefficient surface car parks.

The Council operates a range of special offers on town centre car parking and a number of people attending the exhibitions were unaware of these. The Council's web site provides full details. eg All day Sunday for 50p in Britannia Street Car Park. £2.50 for 4 hours after 9.30 in Britannia Street Car Park

This will result in the loss of more countryside

Development north of the A12 does represent the loss of agricultural land and does mean green field development. In this particular case the Council is looking to promote predominantly open air sport and leisure uses which should help to maintain the sense of openness and greenness. That said it will undoubtedly change the character of the land and that is a factor that will need to be considered in great detail whether assessing likely impacts and possible mitigation measures. With careful attention to connectivity and infrastructure it ought to be possible to improve sustainable access to the countryside for more residents of the town.

Will there be any retail development?

The planning permissions of 2006 did not include consent for retail development. The Framework plans do not explicitly refer to land uses. It is expected that the development will be led by leisure and business and related development although the Council is likely to explore whether there is scope to provide limited retail opportunities. In doing so it will have to take account of Adopted retail planning policy which is designed to protect the viability and vitality of the Town Centre as the borough's principle (and most sustainable) shopping location. As part of the Council's Full Review of the Adopted Local Plan which has now started (Aug 2014) it will commission retail and employment studies to help assess the level of future need for new retail floorspace and where this should best be located. Views both in support and against retail development within the Gateway were expressed during the exhibitions.

Why can't the proposed Boulevard be opened to Boxted Road to allow cars in and out? This would avoid the need for longer journeys to access junction 28.

Currently the only access to the Gateway from Boxted Road in the west is for buses via a bus gate and bus drop off zone. No through access for other vehicles is permitted. At the time of planning for the Community Stadium the Council responded to concerns expressed by a number of residents in the established residential areas in and around Boxted Road about possible traffic congestion and traffic noise on match days by footfall related traffic by designing access to the stadium only from the east.

The Framework plans are shown with the Boxted Road access remaining closed to through traffic. A notable number of those who attended the exhibitions many of whom said they lived in Boxted Road suggested that opening the Boxted Road access up to general traffic would now benefit residents living thereabouts as it would offer easier access to junction 28 and facilities being planned within the Gateway. This however may not be a representative view.

It is however an issue that will be explored further.

Why can't a new road be created north of the station bridge running eastwards parallel to the railway to come out onto Cowdray Avenue under the railway (thereby avoiding traffic from/to the east heading to/from the north) having pass under the bridge?

Residents who have lived in Colchester from the early 1990's will recall that when the Asda superstore was built at Turner Rise the road under North Station railway bridge was widened and a new bridge was swung into position over one Christmas. This delivered increased highway capacity for development then being planned and still being built today. NAR 2, 2A & 3 and the busway are all part of that process. As part of the Gateway Development and the Northern Growth Area Urban Extension development further road improvements will be made. Some 10-15 years ago the Council explored with ECC the potential for creating a new road connection under the railway to the east of North Station. (using Petrolea Close cutting through part of High Woods Country Park and cutting under the railway to exit into Mason Road and from there Cowdray Avenue. At that time it was not considered feasible because of land ownership issues, the loss of country park, technical difficulties excavating under an operational inter city railway line and the likely prohibitive cost.

It is noted however that much of the Cowdray centre has been demolished and cleared since then and a strategically central large site now sits empty.

Surely more residential traffic on Mill Road will negate the benefits arising from the opening of the completed NAR3 which is intended to by-pass Mill Road

The impact of new development and the opening of the NAR3 link will be monitored. Within the original permissions for all these developments some £100,000 was set aside within associated legal agreements to provide for traffic measurements within Mill Road if the expected reduction in traffic did not materialise.

The drawings on display at the exhibitions show most plots in a yellow colour. The proposed small area of residential development off Mill Road (part of current rugby club) is shown in the same yellow. Does this mean the majority of plots across the Gateway are intended for residential use?

No. The pale yellow colour merely indicates development plots. This does not imply that every parcel coloured yellow will eventually be filled with a building's. Each parcel will have its own landscaping and setting.

Will the results from consultation questionnaires (paper and electronic) also be published?

Yes. These are currently being analysed and the final results will be published when the consultation period formally closes.

What next?

The Council as land owner will now consider all the consultation responses received and will look to see where its proposed Framework should be modified to reflect your feedback. It is expected that those changes will be published.

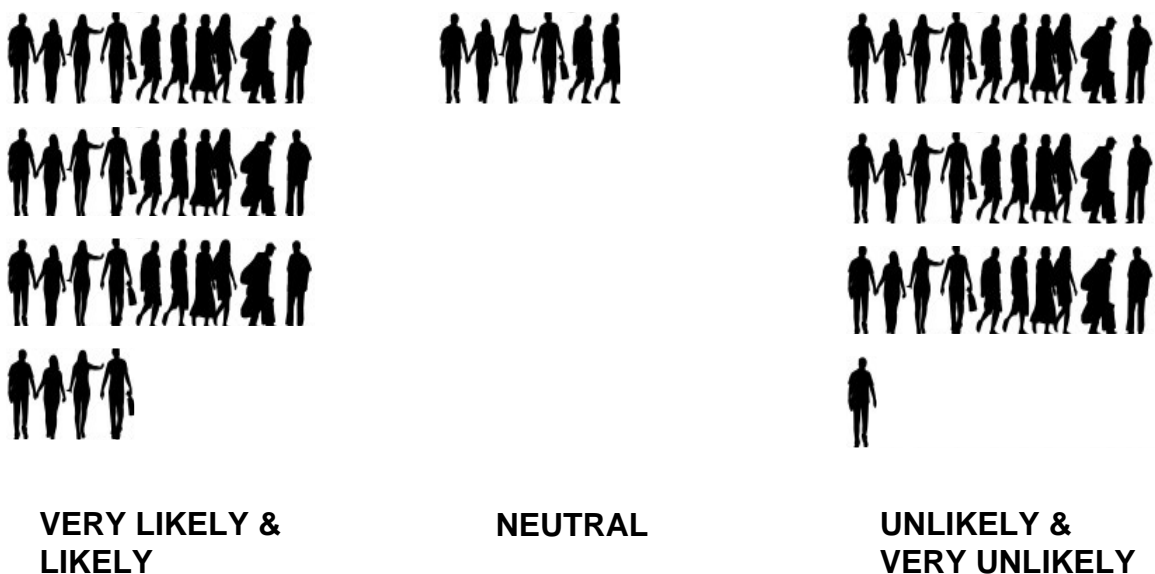
This summary reflects general comments from the now completed first phase of public exhibitions

APPENDIX TWO: COLCHESTER NORTHERN GATEWAY Questionnaire Results

This section of the appendix describes the responses received to each question within the questionnaire (electronic & paper). Where supplementary written comments were added in text boxes these are reproduced.

A new Urban Structure:

How likely would you be to support these proposals? (71 results)



Specific comments:

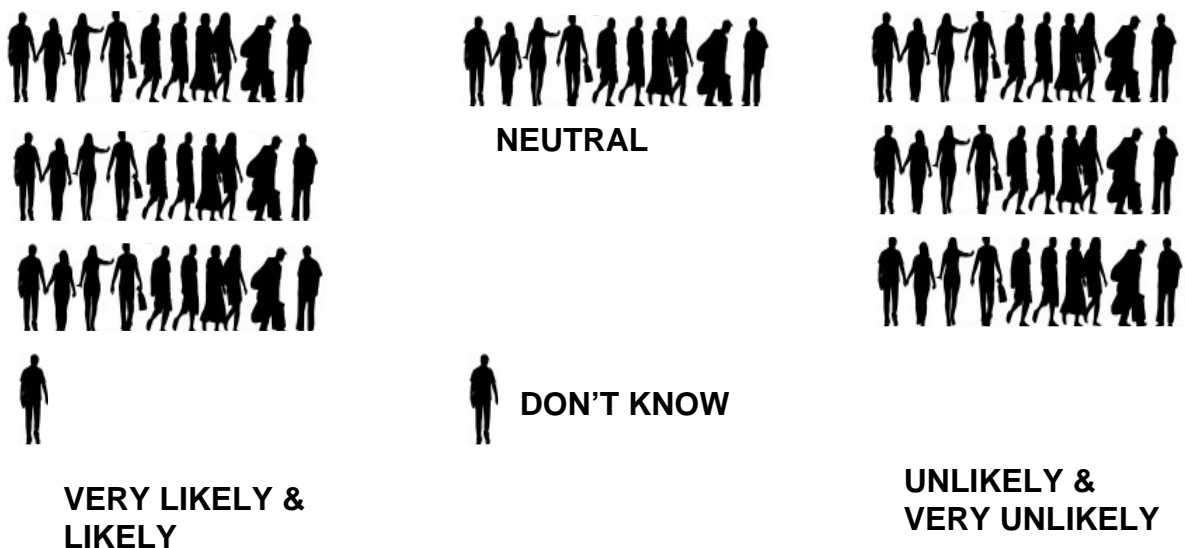
- The green space must be put into trust so that it cannot be built on. any 'activity into the evening' must not disturb the resident's quality of life.
- As long as the green space is maintained as per the drawings and not just more houses are built
- adding a indoor ski and snowboarding attraction? a go-karting track?
- You're proposing a velodrome and mtb track with a lake, which is brilliant. PLEASE make the lake safe to swim in for triathletes as with these facilities colchester could become a centre of excellence for the quick growing of family sport
- An area where buildings dominate. What buildings and for what purpose? All rather vague.
- I am concerned that the plans for new Retail / Leisure facilities will cause increased levels of noise, traffic congestion and disruption late into the evenings for local residents

- There should be no forced development of this land when I disagree that the rugby club is beyond capacity (they will take in any new members - just ask). The rugby club grounds are entirely fit for purpose.
- None of this mentions the prime driver for this development - revenue for the council
- Why the need to 'regenerate' established playing fields which are free and accessible to thousands of residents and provide alternatives which are privately run and inaccessible.
- the road layout into the town, in particular Mill Road and North Station area, cannot support further urbanisation in the North, the traffic is already often at gridlock
- GET BACK TO CORE BASICS AND STOP WASTING MONEY
- Loss of open space off Mill Road for housing (south of boulevard) is unnecessary. This is the only part of the proposal that degrades existing residences
- I CAN UNDERSTAND PEOPLE LIVING CLOSER TO THE PROPOSED DEVELOPMENT MAY HAVE CONCERNS ABOUT INCREASED TRAFFIC, NOISE, IMPACT ON VIEWS 2 HAS ANYONE THOUGHT ABOUT RELIEVING CONGESTION AT NORTH STATION TO COPE WITH INCREASED TRAFFIC? 3 HOW MUCH WILL IT COST
- UNCLEAR HOW LIGHT POLLUTION WILL BE MANAGED AS IS A PROBLEM ALREADY FROM STADIUM & BP GARAGE. DITTO TRAFFIC IMPACT. PICTURES INCLUDED ARE UNCLEAR
- A BOULEVARD: A LARGE TYPE OF ROAD, MULTI LANE DIVIDED WITH A MEDIAN DOWN THE CENTRE. NO THANKS. A ROAD WITH TREES (SPINDLY CHEAP AND NO CHARACTER TREES UNLIKE THE 700 YR OLD TREES FELLED IN CREATING THE APPROACH ROAD. A COUPLE OF PARK BENCHES
- In terms of land-use, I got the impression at the Exhibition (on 13/08/14) that these were just ideas or aims rather than firm proposals - so will it all change if money is not available from public sector sources or from private investment?
- I think the council should have been developing proposals to sort the area in town around the old bus station in Queens St. The eye sore the start of the Mersea Rd and Brook St. before any new development outside town.
- If it has to go somewhere, this is as good a zone as any.
- I am particularly concerned about the 'Activity into the evening'. I live very near to this area and have a young family. We already suffer from the Axial Way being used as a racetrack by motorbikes
- Employment for new areas should be prioritised for local people, especially those living in the immediate area. *New Buildings should be kept at a low level if anything is built on the existing rugby club ground adjoining Mill Lane. Preferably
- If you can't check spelling - what hope! See above. This is vague twaddle.

- Provide employment opportunities Ease of access both public + private transport A mix of buildings and activities
- Why have you used such expensive paper for this Document? It is a waste.
- WHAT IS MEANT BY 'LARGER SCALE BUILDINGS, ACTIVITY INTO THE EVENING. A TREE LINED BOULEVARD SOUNDS VERY COSMOPOLITAN - YET THE SURROUNDINGS SEEM TO NOT BE EXPLAINED TRANSPARENTLY
- Courtyards of interesting and different restaurants arranged to encourage 'street theatre' There must be areas for skateboards etc. Late evening activity will need street lights to be left on or people will NOT walk there

A Sense of Place

How likely would you be to support these proposals? (70 results)



Specific comments

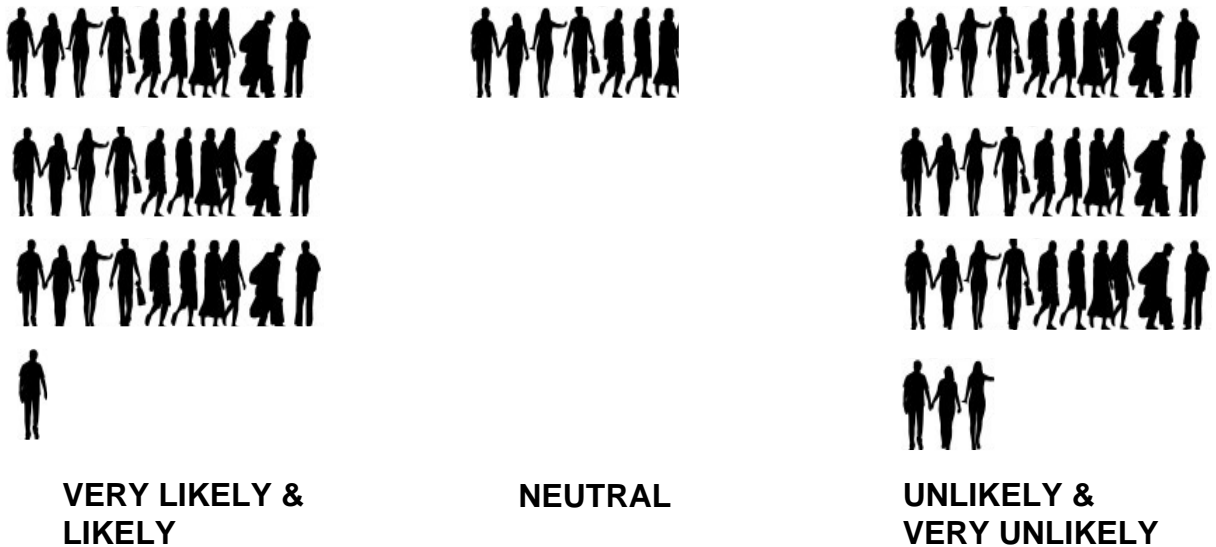
- It is unclear from the plans whether the 'Avenue' part will allow motor traffic. This should not be the case. If it is the case please put this to 'very unlikely'
- Place making role. (Can we stop using planners trade language.) Define. Again, larger scale buildings. For what purpose? Has the idea been canvassed to local bus operators? Will the bus services be commercially viable?

- I am a supporter of these proposals, however I think the ongoing maintenance of the area and the security of the people who use the attractions will need to be carefully managed and well funded
 - There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
 - As a resident directly affected by this whose home is possibly closest, I don't want noisy evening activities keeping me awake
 - How can a 'boulevard' possibly be a panacea to the loss of the Mill Road sports field.
 - this project will increase the traffic around North Colchester - people DO NOT/WILL USE public transport however it is dressed, it is expensive, unreliable and quite often not practical or takes too long
 - Unclear how the activity hub interfaces with the new northern approach road.
 - SOUNDS NICE...
 - A MACDONALDS, TWO CAR DEALERSHIPS (+HOW MANY MORE), I DON'T THINK I'D BE DRAWN. LARGE SCALE BUILDINGS, SO I ASSUME MORE FLATS, AND NOTHING FOR LOCAL PEOPLE TO DO.
 - Keeping cyclists + walkers separate where possible
 - To encourage use of the area it should be a mixture of opening times, Leisure & Lifestyle. ie shops cafes restaurants, bar/family pub with large gardens - very lacking in N. Colch. Cheap or free activities. Lake activities - hire or bring own equipment
 - Waffle. No definition. How can people gauge how to categorise level of support?
 - Landscape the buildings - yes!
 - You must also make it car friendly. Car parks must have parking bays wide enough for modern cars. Parking charges must not be a rip-off. You should seriously consider separate cycle paths - cyclists are not pedestrians
 - AGAIN, THERE IS NO EXPLANATION OF WHAT AN ACTIVITY HUB IS. MACDONALDS? PIZZA HUT? BOWLING ALLEY?? "A SENSE OF PLACE" IS A MARKETING PLOY.
 - To encourage a 'sense of place' an impressive focal point of some sort will be necessary. People need a reason to go to a 'nice' place
-

continued.....

Character of Streets & Spaces

How likely would you be to support these proposals? (71 results)



Specific comments

- very excited about the idea of a velodrome
- If you rely on cyclists you won't get many people there. They are a minority despite their loud lobby. Why are you fussing about them?
- In my view if the area is to be utilised to its maximum then careful consideration for car parking and access to the area is needed people will not walk miles just to be able to use the pedestrian areas
- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
- No guarantees can be given that it will actually look like this - we have been hoodwinked before – VAF
- We already have parkland - the Mill Road playing fields. See previous comment re 'boulevard'.
- it makes me think of London Docklands - vast areas of urbanisation and mostly (in that case apart from maybe working hours) unused - a bit of a ghost town really
- No
- NO EQUESTRIAN ACCESS
- JUST TRYING TO CAMOFLAGED THE NORTHERN APPROACH ROAD
- Most informative! Well done!!
- We already have a town centre We do not need another
- Cinema?

- THE DRAWINGS DON'T MAKE IT CLEAR OTHER THAN THE WORDING PORTRAYS PLANTS + TREES
- The tangle under the Colchester North Railway Bridge will need to be sorted out. The Park & Ride and Express bus will be useless and pointless unless it can pass to the town centre easily.

Green network

How likely would you be to support these proposals (71 results)



**VERY LIKELY &
LIKELY**

NEUTRAL

**UNLIKELY &
VERY UNLIKELY**

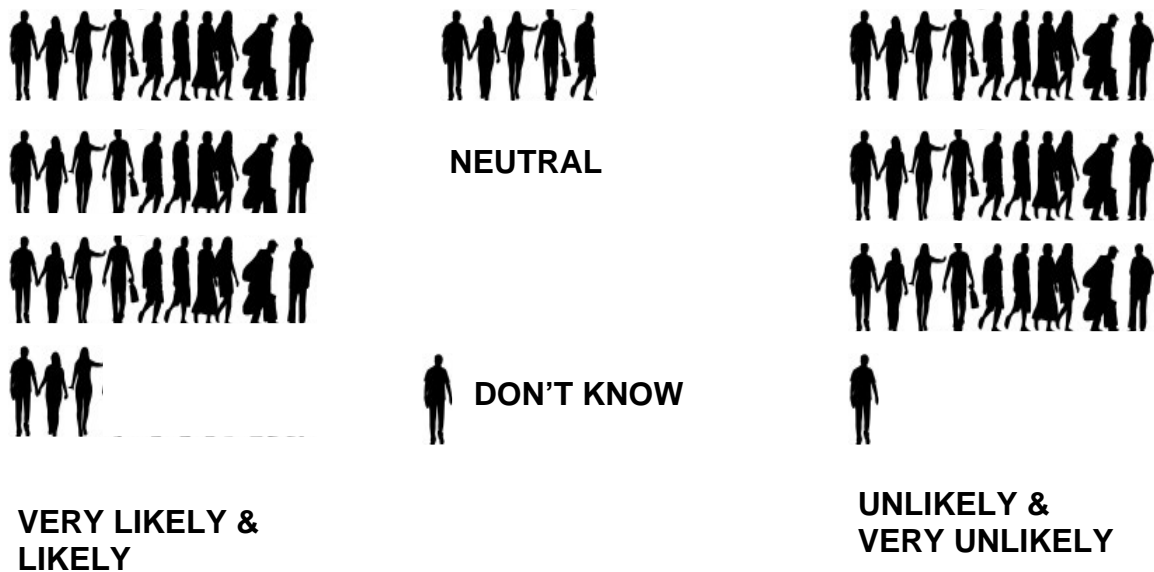
Specific comments

- The rectangle of land to the back of Oxley Parker Drive should also be utilised or compulsory purchased.
- Make the lake available for swimming
- It's great to see such a big development with so much emphasis on green space and activity
- please make the lake suitable for all watersport users and spectator friendly.
- I would be more likely to look more favourably on the proposal if the development plans emphasised the need to retain the current open / green space such as the Mill Road Playing Fields which are currently earmarked for housing development

- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
 - we already have the green space - why are you trying to ruin it?
 - Again, we already have the 'parkland' which the whole community enjoys.
 - there are loads of houses around here we need public green space - access by foot/bike from existing housing (in absence of new roads across railway line) or by car from the A12 BUT not at the expense of losing the rugby club as it stands now
 - The proposal appears to be removing an existing swathe of mature trees to the north of Oxley Parker drive, (adjacent existing rugby club). This is contrary to authority statements on the importance of existing green landscape features
 - NO EQUESTRIAN ACCESS
 - It would be great to have included children's play areas for small and older children as there are none on the housing areas around Mill Road.
 - THERE IS NO LAKE. SO, TO SORT OUT YOUR PLANNING MISTAKE ON BUILDING ON LAND WITH SUCH A HIGH WATER TABLE WE ARE HAVING TO HAVE A LAKE. WHO IS GOING TO MAINTAIN IT? HOW ARE YOU GOING TO HAVE NATURE WALKS THROUGH DENSE HOUSING?
 - This aspect of the overall scheme is very important to balance with the many new housing areas (& those to come at Severalls Hospital/west of Mile End Road)
 - Also needs to connect to countryside beyond (as the pre-A12 Footpath 69 did). We suggest an exit onto Severalls Lane and improvements to that lane for onward access to footpaths/countryside further north.
 - I would be more likely to support this if there were a greater emphasis on retaining open space. The current Rugby Club/Playing field is intended for housing thus wiping out a significant area that could be devoted to leisure.
 - As much light & open & green space as possible.
 - I think the Lake is an excellent idea! feel very strongly about the volume of houses being built where the clubhouse currently stands - this will leave to Little space which is currently used by many
 - We need employment - not trees to gaze upon
 - How about a Lido? Swimming in the summer (+ice-skating in the winter.) in a natural environment + café
 - BRINGING THE COUNTRYSIDE INTO THE HEART OF THE AREA - VERY WELCOME AT A TIME WHEN SO MUCH OF COLCHESTER IS ALREADY PAVED OVER + BUILT OVER PLUS THE INTENTION IS TO ENCROACH ON THE BEAUTIFUL NATURAL COUNTRYSIDE NORTH OF A12
 - A lake managed for wild life would be good. Perhaps an open air theatre/cinema Have you considered involving a wild life trust/RSPB or similar and getting the volunteers involved.
-

Working with the landscape

How likely are you to support these proposals (70 results)



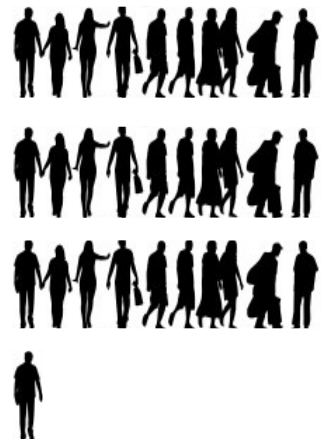
Specific comments

- need access to the Essex/Suffolk border with its quiet country lanes. Currently have to use Severalls lane which is a rat run for cars and very dangerous for cyclists
- Give more attention to new householder's everyday needs instead of pandering to cyclists. No-one will go though the station bridge to town. It will be chaos.
- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
- None of this mentions the move of the rugby club - why? The club is only in use for Rugby for 5% of the week (time it, I have) and there is no waiting list for membership. There is no need for them to move.
- We already have a green landscape!
- any development actually contradicts the objectives in this point
- The existing mature trees north of Oxley Parker drive do not appear on the proposal as an important existing feature. Removal of these is detrimental to existing residents and contrary to the policy.
- WILL THERE BE WOODLAND AREAS?
- NO EQUESTRIAN ACCESS CAR PARK OFF LANGHAM RD/SEVERALLS LANE MUST NOT BE BUILT. WILL INTRODUCE EVEN MORE TRAFFIC THROUGH BOXTED. PICTURES UNCLEAR
- NO CROSSING AT MILL ROAD, SO UNSAFE FOR CYCLISTS/PEDESTRIANS. HOW ARE PEOPLE GOING TO CROSS THE NAR? HOW DOES GRUBBING OUT THE RUGBY CLUB HEDGEROWS AND THAT OF SEVERALLS HELP BIODIVERSITY. THIS IS A SMOKE SCREEN

- The above 'bullet points' are all important key aims in the overall scheme
- Protect the oak trees/existing trees wherever possible. Protect the sunset views if you can. Position open spaces to benefit from being west facing.
- of course work with the landscape
- Buy British when you source trees etc... Make this a contractual condition
- It is vital that existing hedgerows are cherished and preserved. Please let us have some interesting architecture

Key Connections

How likely are you to support these proposals (68 results)



**VERY LIKELY &
LIKELY**

NEUTRAL

**UNLIKELY &
VERY UNLIKELY**

Specific comments

- Would like to propose a walking/cycling connection from the Northern Gateway area to the country lanes of Langham/Boxted and beyond. There is currently a planning application for a solar farm on the Boxted Airfield which would provide access
- It looks like there is a focus on community which is great
- excellent idea

- You must include a new small secondary shopping precinct like 'the Willows' Convenience shop, hairdressers, chippy and take-aways. With car park. Not everyone in that northern housing area will want to go to Turner Rise and the demand will be there
- North Colchester already has a poor road infrastructure relative to the number of users. Further housing development will only make this worse particularly Mill Road and around North Station. The regeneration plans do not address these issues
- enough is enough - no more development.
- Again, no mention of money for the council (why aren't you using the funds from the sale of commercial development land? Toyota, VW, Easter park) to move the rugby club and leaving us alone?
- The 'regeneration' plans disconnect the neighbourhood. A road is shown running past existing properties cutting them off from existing open space.
- all very well but listen to the people - they don't ask for more paths and cycle-ways, they ask for better road infrastructure/not to sit in traffic jams. People vote with their feet - look at the VAF!
- Acceptable providing the east section of the boulevard is not used as a vehicular access
- AT THE JUNCTION OF SEVERALLS LANE AND AXIAL WAY A ROAD SIGN POINTS TO THE A134. BUT THERE IS A BARRIER AT THE STADIUM PREVENTING THIS. WHY? 2 WILL THE NORTHERN PART OF SEVERALLS LANE BE UPGRADED TO MAKE IT SAFER FOR PEDESTRIANS AND CYCLISTS?
- NO EQUESTRIAN ACCESS SEE ABOVE RE CAR PARK NORTH A12. LINKS TO PARK & RIDE UNCLEAR
- YOU ARE CREATING RAT RUNS FROM THE NAR INTO THE DEVELOPMENTS THIS IS AN EXCUSE TO BUILD OVER THE EXISTING RUGBY CLUB LAND. TO TAKE DOWN THE RUGBY CLUB PAVILION, A PURPOSE BUILT COMMUNITY CENTRE WITH MINIMUM ADJUSTMENT NEEDED IS VANDALISM.
- I heard at the Exhibition that the cycle routes under the railway bridge at C. North Station would be removed to provide a busway lane - so this would be a significant 'minus' in terms of conserving/extending C's cycle path network.
- Applaud new bridge + use of desire lines. Try to keep pedestrians and cyclists safely apart. Improve Severalls Lane for pedestrians + cyclists.
- I strongly feel that the North of Colchester has a very poor road network that cannot accommodate further traffic. This is of particular concern around North Station/Mill Road.
- How will you ensure pedestrians within the site can cross the NAR without stopping the traffic? This is a major consideration - pedestrians stopping traffic at North Station currently increase the nightmare traffic situation there
- Well thought out

- Who the hell wrote this!? Who did the council pay (my money) to put this together!? Sounds like the "PR firm" The "PERFECT CURVE" (See BBC comedies Twenty Twelve + W1A.)
 - Connect the transport public and private provide parking!
 - You should provide junior school, GP surgery, police station, community hall. Maybe a senior school too to accommodate ... population in this area
 - WHY COULD YOU NOT STOP AT THE A12? IT SEEMS THE PROPOSAL IS KEEN TO "CONNECT" TO THE COUNTRYSIDE BY BUILDING ON IT + BY ENCOURAGING PEOPLE TOWARDS IT. AS I UNDERSTAND NORTH OF A12 WAS TO BE LEFT ALONE BUT THAT IS NOW UNTRUE I DO NOT BELIEVE THEM
 - There will still need to be facilities for cars as not everyone is fit or young enough to walk or cycle
-

Supplementary information from questionnaires

Post code of those completing questionnaire (if code appears more than twice) (70 people provided details):

- CO4 5GG (10)
- CO4 5XQ (8)
- CO4 5ZL (3)

Post code map follows.....

CO1 2HY	1
CO2 7BJ	1
CO2 7FY	1
CO2 8TQ	1
CO2 9TA	1
CO3 3AF	1
CO3 3JH	1
CO3 4SJ	1
CO4 2TT	1
CO4 3AH	1
CO4 5AP	1
CO4 5BL	1
CO4 5EA	1
CO4 5GB	2
CO4 5GE	2
CO4 5GG	10
CO4 5GQ	1
CO4 5HJ	1
CO4 5HN	2
CO4 5HS	1
CO4 5JF	1
CO4 5LD	1
CO4 5LP	1
CO4 5QN	1
CO4 5SR	1
CO4 5WF	1
CO4 5XG	1
CO4 5XQ	8
CO4 5XS	1
CO4 5XZ	1
CO4 5YP	2
CO4 5ZG	2
CO4 5ZL	3
CO4 5ZN	2
CO4 5ZT	1
CO4 5ZW	1
CO4 9EY	1
CO4 9FZ	1
CO4 9RS	2
CO4 9SF	1
CO4 9SS	1
CO5 8SL	1
CO6 4EB	1
CO6 4EU	1
CO6 4HN	1



POAT CODE AREA	NUMBER OF PEOPLE
CO1	1
CO2	4
CO3	3
CO4	58
CO5	1
CO6	3

Respondent gender:

Female 30 people
Male 38 people

Respondent age:

<20 (2)
20 – 39 (24)
40 – 59 (30)
60 - 79 (12)

Ethnicity:

Asian or Asian British (1 person)
Black or Black British (1 person)
Mixed (1 person)
Other (2 people)
White (57 people)

Long-term illness / disability:

No (62 people)
YES (3 people)

continued...

APPENDIX THREE:
COLCHESTER NORTHERN GATEWAY
Formal comments from Myland Community Council – 26 September 2014

**Summary of Major Points Identified by Myland Community Council in their
 Formal Response to the Public Consultation
 on the Proposed Northern Gateway Development- Colchester - September 2014**

Area 1 LAND NORTH OF A12

MCC:1.1 seek commitment at this stage by CBC/ ECC/ Management Team (MT) to a sensible formal agreement for joint and flexible use of both the Park & Ride and Sports Centre car parks to be used together for maximum public benefit

MCC1.2: seek reassurance that all local sports clubs and MCC's Neighbourhood Plan Implementation Representative will be consulted and involved in the design, sports and management of the centre

MCC1.3 residents would like to see if an informal athletics training track could be incorporated into the sports centre scheme. Please could designers look carefully at this option?

MCC1.4 will have to be cautious about any future suggestion that our Community Section 106 monies are siphoned off to support the new sports centre.

MCC1.5 expect these cycling facilities facility would be in high use most afternoons, evenings and weekends all year round and quite possibly unsupervised - unauthorised use could occur.

MCC1.6, MCC would like to ask if designers have considered exchanging the Cycling Centre with the Sports Centre?

MCC1.7 However we do request that any references in future Northern Gateway Development Plans refer to the "Joint procurement of both A12 Cycle Bridges" reflecting the one at Chesterwell in the Neighbourhood Plan

AREA 2, STADIUM, WEST BOULEVARD PLAZA HOUSING & BUSINESS, NAR3

MCC2.1 support a radical rethink of traffic flow in this area, possibly involving a one way system in through the A12 roundabout onto a new single carriageway road next to A12 into the Multi-storey car park and egress through United Way, Boxted Road & NAR2 extension.

MCC2.2 are of the clear opinion that the **treatment of Tower Lane in these proposals will fail under the adopted Green Infrastructure Plan/ Wildlife Corridor provisions** which have been fought for, for years by this community

MCC2.3 have immediate concern that the David Lloyd development proposal appears to be using this sensitive zone on Tower Lane as a services area

AREA 2 STADIUM etc (contd)

MCC2.4 observe that no consideration of the NGW proposals appears to consider the effects that all the human and traffic activities occurring on both sides of Tower Lane will have on each other.

MCC2.5 The NGW drawings are concerning in that they do not reflect the construction of Severalls Phase 2 consisting of 1500 units housing, a school and a major community centre on the mutual boundary with Tower Lane.

MCC2.6 **VISION** Economically this area should be thought of as a Revenue source for the whole of Colchester and such a high quality, vibrant, attracting 18hr/day activity centre could work for Regional, North Colchester and Myland residents.

MCC2.7 The primary development team should thus be a mixture of commercial developers, planners, development economists, national and local business people, local Community representatives with qualifications, all in accord with the Vision, and who are not conflicted or daunted by the challenges. The process they go through should be based on a balance of established development processes for a long term return and BREEAM Communities 2012 which together would form a basis for the best possible outcome for Colchester

MCC2.8 The Boulevard for a length of approx **240m on the western side should be enclosed**/weather protected and for pedestrians only, with a glass roof and full height glazed intervals into occasional break out points to green relaxation areas between high rise buildings which form the walls

We suggest the concept of the Milton Keynes Mall, with the ground floor being a light, enclosed interactive area with retail, social, clean sports, clubs, bars, a cinema etc and cafe society, and convenience retail, for 18/365 activities

MCC2.9 High quality apartments for sale and offices above the retail and commercial areas of the Western Boulevard, in separate blocks, will allow natural light and ventilation into the space (re BMC Public Realm SE07)

MCC2.10 Location options for the plaza area;

1. Enclosed at the start of the Mall, only to the western side of the NAR3
2. Open air at ground level, as proposed with an underpass for NAR 3 traffic
3. Enclosed and ramped up from ground level boulevards to a height of 5-6m over the NAR3. A gateway portal structure to create a strong sense of arrival and place, based on the idea of the Roman Gateways would be excellent.

MCC suggest a local design competition could be held for a Gateway structure

AREA 3 RUGBY FIELDS

MCC3.1 The plans for the Rugby fields as shown on the Posters are fully rejected by the Myland Community.

MCC3.2 The view of the community is clear. The area of the Mill Road Rugby ground for its entire width and to a depth of a line from the NW corner of the Myle to the NE corner of Oxley Parker should become a public park

MCC3.3 The Zone behind Oxley Parker could support the balancing lake and open space for the new housing of the NGW itself and the remaining land in this area could be housing. We would encourage the predominant use of central, high quality flats for sale around the Plaza area to meet most of the funding generation from housing requirement.

MCC3.4 A new access road(s) into a new housing area can be created possibly from the new Severalls Phase 1, now under construction, or from Axial Way

AREA 4 AXIAL WAY EMPLOYMENT ZONE

MCC4.1 Through the Neighbourhood Plan MCC will insist the majority of the Axial Way area is used for high density employment and in particular we wish to initiate development of new facilities to create a specialist medical technology business hub/innovation centre.

AREA 5 TRANSPORT

MCC5.1 Highlighted issues for transport resolution identified in the paragraphs above are;

1. Park & Ride - Capacity to 2031
2. Severalls Lane - Potential over use to access to Cycle area
3. Stadium - More trafficable access to and from Boxted Road is needed. A one way system to the north of the stadium from the A12 to the carparks should be included
4. PLAZA - To be a pedestrian only zone, raised Boulevard over NAR3 or an underpass?
5. Axial Way and Severalls junctions - need very careful design and priority phasing
6. New Access Road - from Axial way or Severalls Phase 1 to new housing area

	AREA 1 NORTH OF A12
	<p>From the plans we deduce the following features are contained within the area north of the A12</p> <ul style="list-style-type: none"> • Park & Ride (1000-1200 spaces) • A12 services • Car Park 540 spaces and Sports Building (5000m² single, 10000m² double storey) (2.4Ha) • 7 Rugby Fields and 3 tennis courts (18 Ha) • Recreational cycling track (14 Ha) • New cycle bridge over A12 <p style="text-align: right;">TOTAL AREA</p> <p>approx 34.25 Ha</p>
1.1	<p>PARK & RIDE</p> <p>The size of the Park & Ride has not changed in proposed capacity of 1000 vehicles since its inception in 2001 (which included only for Severalls 1+2). The population of North Colchester, Northern and Eastern suburbs and train commuter traffic generally has increased by 100% since 2001 and will increase by double again by 2031.</p> <p>We already have real concerns that the Park & Ride will not be adequate to meet CBC expectations by 2021, and certainly not by 2031.</p> <p>MCC:1.1 seek commitment at this stage by CBC/ ECC/ Management Team(MT), to a sensible formal agreement for joint and flexible use of both the Park & Ride and Sports Centre car parks to be used together for maximum public benefit.</p> <p>SPORTS CENTRE(20.4 HA)</p> <p>The proposed Sports Centre is between 5-10,000m². This proposal is fully supported by MCC for Borough wide sports activities aimed at all residents of the Borough or North Essex generally.</p> <p>There is no information yet as to which sports, associated functions/services and income the centre might generate in order for it to be financially self standing.</p> <p>MCC1.2: seek reassurance that all local sports clubs and MCC's Neighbourhood Plan Implementation Representative will be consulted and involved in the design, sports and management of the centre.</p> <p>MCC wish to be clear that whilst this Centre will be a great asset in Mile End 53% of our residents have told us, through the Neighbourhood Plan, that they seek more occasional, informal and cheap opportunities for sport and exercise, preferably including some social facility.</p> <p>MCC1.3 residents would like to see if an informal athletics training track could be incorporated into the sports centre scheme. Please could designers look carefully at this option?</p> <p>The big new Sports Centre, based on current information, is thus unlikely to meet local demand for the greater number of residents and MCC will be required to support their needs.</p> <p>MCC1.4 will therefore have to be cautious about any future suggestion that our Community Section 106 monies are siphoned off to support the new sports centre.</p> <p>CYCLING/ VELODROME AREA/MOUNTAIN BIKING 13.82 HA</p> <p>It was not made clear on the posters that white land in the middle of the Velodrome area does not belong to CBC, nor is there an option to purchase in</p>

	<p>place at this time. Obviously, a difficult and expensive issue to be resolved.</p> <p>We understand the Velodrome proposal is just at idea stage. There is no indication if it could be indoor or outdoor. A modern cycle only velodrome would have to be a warm and covered structure which could be used intensively all year round. But if the capital and revenue economics of this don't work then a lit all weather outdoor track (possibly combined with an athletics track (see above) might work, possibly as a first phase. This track would also compliment the proposed mountain bike course</p> <p>MCC1.5 expect this facility would be in high use most afternoons, evenings and weekends all year round and quite possibly unsupervised, unauthorised use could occur.</p> <p>Three consequences which may need to be considered and managed here are</p> <ol style="list-style-type: none"> 1 Training supervisors and grounds men will be needed at all times 2 Separate basic clubhouse type facilities will be essential 3 There could be increased traffic bringing bikes through Severalls Lane which suggests a management plan will be needed <p>MCC1.6 Taking these thoughts into account, MCC would like to ask if designers have considered exchanging the Cycling Centre with the Sports Centre?</p> <p>Cycle Road Bridge.</p> <p>MCC1.7 MCC fully supports the proposed A12 cycle road bridge. However we do insist that any references in future Northern Gateway Development Plans refer to the "Joint procurement of both A12 Cycle Bridges" reflecting the one at Chesterwell in the Neighbourhood Plan</p> <p>MCC sees great potential and high use of the cycling facilities.</p>
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	AREA 2 AROUND STADIUM
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Community Stadium • 2 Large Car Parks • Community Sports Area • Vacant Land • A12 access roundabout, NAR3, Axial Way Roundabout <p>TOTAL AREA approx 18.6Ha</p>
	<p>AREA 2 PART ONE COMMENT ON EXISTING AMENITY</p> <p>STADIUM ACCESS & PARKING MCC have sought to clarify; Q1 Why the total Stadium car park area may be reduced by 2/3rds. A1: If the coach park is to be developed for a private Fitness Centre, half the main car park may be developed. A multi storey car park is proposed on the Eastern side of stadium Q2 Why is development proposed on the reserved community sports land? A2: Developers are not aware of land designated in the Stadium Planning Approval for this dedicated purpose Q 3 Why there is no indication of changes to vehicular access and egress to the stadium from either the NAR3 or Boxted Road/United Way? MCC2.1 support a radical rethink of traffic flow in this area, possibly involving a one way system in through the A12 roundabout onto a new single carriageway road next to A12 into the Multi-storey car park, and egress through United Way, Boxted Road & NAR2 extension.</p> <p>TOWER LANE. MCC2.2 are of the clear opinion that the treatment of Tower Lane in these proposals will fail under the adopted Green Infrastructure Plan/Wildlife Corridor provisions which have been fought for, for years by this community. The lane's margins beyond the line of the Northern Gateway boundary are vital for deer and other animals to travel from the rural hinterland area to the Country Park, linking to the small animal underpass on the NAR3. MCC will strongly insist on this. MCC2.3 have immediate concern at the David Lloyd development proposal which appears to be using this sensitive zone on Tower Lane as a services area MCC2.4 observe that no consideration of the NGW proposals appears to consider the effects that all human and traffic activities occurring on both sides of Tower Lane, will have on each other. Our main concerns being;</p> <ul style="list-style-type: none"> • Proximity of Boulevard and Severalls 1 and 2 road junctions onto NAR3 • This is also a major commuter cycle route • High pedestrian volumes on Tower Lane and across the NAR3 to the Severalls retail and community centres and the school (60 u5s and 420 primary) <p>The document '<i>Cuckoo Farm Northern Gateway Vision</i>', dated February 2012 highlighted at page 35 how Tower Lane would be a key green connectivity corridor with</p>

	<p>a width worthy of that description. This was compatible with the Haven Gateway vision for north Colchester as demonstrated at Figure 2.1: “Haven Gateway GI Strategy” in the ‘<i>Colchester Borough Green Infrastructure Strategy</i>’. MCC is concerned that the 30 June 2014 consultation paper reveals a potential lessening of that corridor.</p> <p>The importance of green spaces with effective green connectivity is recognised as vital to the conservation, preservation and enhancement of flora and fauna. The ‘<i>good practice guidance for green infrastructure and biodiversity</i>’ published jointly by Town & Country Planning and The Wildlife Trusts includes this as planning “Principle 8 – GI’s should achieve physical and functional connectivity between sites at strategic and local levels...landscape-scale connections will be necessary to reduce fragmentation, improve connectivity, and secure functioning ecosystems”.</p> <p>MCC urges CBC to ensure Tower Lane is developed as an effective broad swathe of green corridor space and in this respect would welcome an update on the provision of a culvert under the NAR that bisects Tower Lane</p> <p>DAVID LLOYD SITE(EX STADIUM COACH PARK)</p> <p>MCC are disappointed no plans/footprints at all have been shown to us nor any pre-application consultation taken place. We understand there will be no public access to this facility ,except through school or local club membership</p> <p>THE NGW & SEVERALLS PHASE 1 & 2 RELATIONSHIP</p> <p>It is not a green field as indicated on the plans, but the 420 place primary school, 60 place nursery and the main road access into and out of Severalls Phases1 & 2 is just some 150metres south of the Gateway. A reason for undertaking a new detailed traffic assessment.</p>

	AREA 2 PART TWO: COMMENT ON FUTURE AMENITY
	<p>VISION AND LEADERSHIP</p> <p>MCC understand the pretty but vague architect impression sketches for the NGW area, but what is the real Vision? Whatever it is, it has to be based on commercial construction and design economics, and there is no evidence from any source yet that such thinking is underpinning this outline masterplan.</p> <p>To achieve what the development team seem to be putting forward will require facilities and businesses, done with a balanced combination of High Capital and 25 year High Revenue returns. The proposed NGW is ambitious and rightly so. Colchester needs a top quality showcase and we have previously referred to the example of such quality on the A3 bypass at Guilford as an inspirational exemplar.</p> <p>MCC2.6 Economically this area should be thought of as a Revenue source for the whole of Colchester and such a high quality, vibrant, attracting 18 hr/day activity centre, could work, for Regional, North Colchester and Myland residents. An over regulated, secretive, self-interested, fractured, conformist, bodged or cheapskate approach to this development would fail everybody's aspirations from the start.</p> <p>MCC2.7The primary development team should thus be a mixture of commercial developers, planners, development economists, national and local business people, local Community representatives with qualifications, all in accord with the Vision, and who are not conflicted or daunted by the challenges. The process they go through should be based on a balance of established development processes for a long term return, and BREEAM Communities 2012, which together would form a basis for the best possible outcome for Colchester.</p> <p>The precedent for this in the UK is the redevelopment of the East End of London procuring both vastly improved living standards for the local communities and the Olympic village.</p>

BOULEVARD, PLAZA AND NAR3 WESTERN SIDE

MCC2.8 The Boulevard for a length of approx **240m on the western side should be enclosed**/weather protected and for pedestrians only, with a glass roof and full height glazed intervals into occasional break out points to green relaxation areas, between High rise buildings which form the walls

We suggest the concept of the Milton Keynes Mall, with the ground floor being a light, enclosed interactive area with retail, social, clean sports, clubs, bars, a cinema etc and cafe society, and convenience retail for 18/365 activities

MCC2.9 High quality apartments for sale, with offices above the retail and commercial areas, in separate blocks, will allow light natural light and ventilation into the space (re BMC Public Realm SE07)

To increase the economic viability and hence public amenity of the entire NGW project the local requirement for 20% affordable housing in this area might be relaxed.

We do not believe the Boulevard can work socially or economically if it is ever a trafficked area.

PLAZA

The open air central plaza is a vibrant, safe and social focus for pedestrians, is a great idea and exactly what is required to demonstrate both the quality and interest of the whole development to the world at large and as a focus of coming together for all the adjacent communities.

There are however some significant geographical hurdles to achieving the Plaza as a direct consequence of the new NAR3 trunk road which runs right through the proposed location and creates an incompatible environment between sets of activities for this area. Solutions could be:

MCC2.10 Location options for the plaza area;

1. Enclosed at the start of the Mall, only to the western side of the NAR3
2. Open air at ground level, as proposed with an underpass for NAR 3 traffic
3. Enclosed and ramped up from ground level boulevards to a height of 5-6m over the NAR3. A gateway portal structure to create a strong sense of arrival and place, based on the idea of the Roman Gateways would be excellent.

MCC suggest a local design competition could be held for a Gateway structure

The choice for this facility will surely be based on economics and reflect the near impossible logistics of option 2 in trying to even temporarily divert NAR3 for this expensive but socially ideal solution.

NAR3

It is vital for the success of the Park & Ride and down-stream traffic management that as few traffic control points as possible are put in place. The NAR3, without these NGW proposals, already has EIGHT major traffic control points from the Park & Ride until it reaches the Mill Road Junction.

This is too many for a fast, direct route into town. Shared space solutions to manage the interests of pedestrians and high volume through traffic and the emission issues which would be caused, are regrettably not compatible under these circumstances. So MCC recommend reducing the number of hold ups to maintain safety in a desirable pedestrian area and be reasonably economic

The NAR3 should continue in its current design, but underneath a new Gateway

	Structure linking the 2 boulevards
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	AREA 3 RUGBY CLUB LAND Open Land between Mill Rd and the Eastern Boulevard Area 13.8HA
	<p>EASTERN BOULEVARD THE Eastern boulevard is a good idea, and improves the connectivity between our eastern neighbourhoods. We are not clear whether or not any function other than pleasant access is accorded to this linkage (which is perhaps something like the paved combined cycle/public footpaths in the Chesterwell scheme) to the Plaza and Bus terminus?</p> <p>RUGBY CLUB LAND MCC3.1The plans for this area as shown are fully rejected by the Myland Community. An application for Village Green status by the Community is already being applied for and it is saddening after the previous consultations that the Designers have not tried to understand how the open lung/breathing space aspect of the Rugby fields is vital for our population. This vista is the only one of two such amenities across the whole parish which contributes to any sense of openness and place whatsoever. This land was secured by CBC as THE OPEN SPACE for the Oxley Parker, Myle and Romans developments of some existing 3000 people, and goes a little way to reducing the sense of loss of the Royal London Sporting Facilities. MCC3.2The view of the community is clear. The area of the Mill Rd Rugby ground for its entire width and to a depth of a line from the NW corner of the Myle to the NE corner of Oxley Parker is to become a public park. Our (MCC) proposal is for the council to agree with us to retain this area of the Mill Road Playing Fields. This should be done before any discussions are entered into on building works etc. The agreed green area would be transferred to Myland Community Council Council's control and they would be responsible for its upkeep. It has been agreed by MCC that this area should be subject to 'Village Green Status' and byelaws put in place to preserve its use for posterity. This proposal has already met with residents' approval and benefited from support in our local press. MCC3.3 The zone behind Oxley Parker could support the balancing lake and open space for the new housing of the NGW itself and the remaining land in this area could be housing. We would encourage the predominant use of central high quality flats for sale around the Plaza area to meet most of the funding generation requirement. To increase the economic viability and hence public amenity of the entire NGW project, the local requirement for 20% affordable housing in this area might be relaxed MCC3.4A new access road(s) into a small new housing area can be created possibly from the new Severalls Phase 1 now under construction or from Axial Way</p>

	AREA 4 AXIAL WAY AREA 10.25 Ha
	MCC do not understand the thinking behind the intentions of the Axial Way

	<p>Employment Zone as shown. Our difficulty is again due to differing views from CBC. We see the need for high quality, high density growth companies which will produce permanent revenue streams for all the communities in perpetuity, which we think is more valuable, versus the CBC approach which to date has supported sale of employment land for a high capital value but with little or no revenue stream thereafter. MCC4.1 through the Neighbourhood Plan will insist the majority of the Axial Way area is used for high density employment, and in particular we wish to initiate development of new facilities to create a specialist medical technology business hub/innovation centre.</p>
	<p>Topic 5 NEED FOR DETAILED INDEPENDENT TRANSPORT CHANGES & ASSESSMENT</p>
	<p>Recommendation by MCC, TRANSPORT ASSESSMENT</p> <p>MCC will co operate and believe in the outcome of an independent transport assessment for the NGW proposals undertaken by Royal Haskoning of Chertsey, who were the original designers of the Park & Ride/NAR3 system, and have at their disposal independently validated up to date data.</p> <p>We will challenge robustly any new transport assessment undertaken by Vectos Ltd or any other transport design engineering firm</p> <p>MCC5.1 Highlighted issues for transport resolution identified in the paragraphs above are;</p> <ol style="list-style-type: none"> 1. Park & Ride - Capacity to 2031 2. Severalls Lane - Potential over use to access to Cycle area 3. Stadium - More trafficable access to and from Boxted Road is needed. A one way system to the north of the stadium from the A12 to the carparks should be included 4. PLAZA - To be a pedestrian only zone, raised Boulevard over NAR3 or an underpass? 5. Axial Way and Severalls junctions - need very careful design and priority phasing 6. New Access Road - from Axial way or Severalls Phase 1 to new housing area

continued.....

APPENDIX FOUR:
COLCHESTER NORTHERN GATEWAY
Formal comments from Boxted Parish Council - 23 September 2014

"The Parish Council discussed various updates received relating to this matter over the past few weeks at their recent meeting and have asked me to write to you as follows:

This Council have noted final comments from Colchester Borough Council and are disappointed with the progress of the process as far as Boxted are concerned. The pre-consultation and local presentations have not been well advertised and being held in the summer holiday period have subsequently not been well attended. Therefore, this Council do not believe that Colchester Borough Council should derive the level of comfort they seek from these presentations and pre-consultations as they do not represent widespread local views. This council are disappointed that there is no mention of the problems relating to the access road to the proposed velodrome pointed out to Vincent Pearce on his visit to the parish council meeting in September."