

# Local Plan Committee Meeting

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

**Tuesday, 16 December 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**  
**Tuesday, 16 December 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 of the meeting on 23 October 2014** 7 - 12
- 7     **Essex County Hospital Site Brief** 13 - 40  
       See report by the Head of Commercial Services
- 8     **Draft Local Plan Issues and Options** 41 - 266  
       See report by the Head of Commercial Services
- 9     **Annual Monitoring Report** 267 - 400  
       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**

## **Thursday, 23 October 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:** No substitutes were recorded at the meeting

### **17 Have Your Say!**

Annesley Hardy addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). Since she had last addressed the Committee concerning the future of the Essex County Hospital site, she had undertaken a further consultation with residents living in the roads around the hospital. The results had shown there was a need for a medical facility on the site and she asked the Committee to register this request for this part of Southern Colchester. In particular, she requested that the Development Brief be drawn up including protection for the Hospital and the Nursing Home so that the following limitations on the development would be made clear to the developers at this early stage:

- The retention of the Listed Hospital and Nursing Home buildings;
- The inclusion of a medical facility;
- Good parking for residents, local workers and clients;
- The need for a green space in Southern Colchester;
- No housing of poor quality and no rental properties.

Karen Syrett responded to Mrs Hardy by confirming that it was hoped to bring a Development Brief for the site to the Committee for consideration at its next meeting.

### **18 Minutes**

The minutes of the meeting held on 18 August 2014 were confirmed as a correct record.

### **19 Gypsy and Traveller Assessment // Update**

Karen Syrett presented a verbal update to the Committee giving details of the revisions made to the Essex Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment 2014 since the Committee's last meeting. Three sites in Colchester

had previously been recorded incorrectly which meant there had been a reduction of need for Colchester of nine sites from 24 to 15. This equated to three sites between 2013 and 2018, three sites between 2018 and 2023, four sites between 2023 and 2028 and five sites between 2028 and 2033.

Councillor Naish asked for details of the current levels of gypsy and traveller population in the county and Karen Syrett confirmed that she would make this available via the website.

Councillor Oxford asked about the situation in relation to transit sites, in response to which Councillor Jowers explained that the provision of transit sites made the relocation of unauthorised encampments a more straight forward process, however, no one Authority had a duty to provide such sites. He was of the view that there was little enthusiasm to identify suitable sites and that ultimately it was likely to become a duty of co-operation issue.

*RESOLVED* that the update on the Gypsy and Traveller Assessment be noted.

## **20 Northern Gateway Consultation**

The Committee considered a report by the Head of Commercial Services giving details of the comments made on the consultation about the Council's proposals for development of Council-owned land in the Northern Gateway area which had been authorised by the Committee in June 2014.

Laura Chase, Planning Policy Manager, together with Vincent Pearce, Major Development Manager, explained that the consultation had included workshops at a range of venues during July and August and had attracted a total of 761 visitors. The report included a summary of the issues that were addressed at the exhibition which had been 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 material and to add general comments. A total of 73 responses had been returned and a summary of responses was provided in the report.

Key issues included:

- Highways and Traffic – proximity to A12 and local roads in Mile End and Boxted, the impact on the Northern Approaches Road and North Station Bridge, confidence in traffic modelling, solutions for the Weston Homes Community Stadium entrance from Boxted Road and links from the development to public transport
- Open Space and Countryside - the type of development north of the A12, which currently serves as a boundary between the urban area of Colchester and the open countryside, floodlighting nuisance, loss of open space at the Mill Road Sports Ground represents a loss of amenity for residents in the vicinity, destruction of landscape and flora, linkages to footpaths, cycle routes and bridleways and sports and leisure activities including use of the lake



- Delivery - viability constraints, conflict in expectations and desires from different sectors of the community, involvement of communities will be involved in and have influence over the evolution of the plans and the potential conflict of interest between the Council as landowner and the Council as local planning authority
- Uses and activity – no harm to the town centre or the amenity of residents, barriers to movement across the Gateway, the role and function of the hub, whether the hub would achieve expectations. In design terms, the introduction of tall buildings was questioned.

It was noted that the opinions whether they would or would not be likely to support the plans were broadly even with a handful being neutral.

The consultation feedback would be used to revise the proposals with the intention of presenting a Framework document for the 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.

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

- Divided opinions regarding the merits of the relocation of the rugby club, given the use of the space by other groups such as dog walkers and an archery club and the introduction of high density housing with associated traffic problems
- The difficulty for residents in understanding and interpreting the vision for the Northern Gateway due to the number of unknown issues still remaining
- The lack of a community centre in the Mile End area and the potential for the rugby clubhouse to be used for the benefit of the wider community
- The importance of listening to local people and to understand the sensitivities about changes in the area
- The conduct and extent of the consultation was welcomed whilst acknowledging the relatively low number of comments received from the public
- The ongoing problem of traffic congestion particularly around the railway station area
- Whether consideration could be given to the inclusion of self-build elements in the development
- The potential for any development in this part of the town to increase the problems of flooding due to the underlying clay soil
- Some preference for the development of the rugby club site and access to it to be predominantly along the Axial Road side
- The potential for the horse riding community in North Colchester to secure an access route to Highwoods Country Park
- The desperate need for highway works to improve access at the roundabouts at North Station, at Wickes and at North Station Road
- Acknowledgement that Colchester continued to be one of the fastest growing towns in Essex and, as such, had an ongoing need for significantly more housing provision
- The new housing provision at the Garrison was a good example of a well planned development which had generated very few adverse comments from the community

In response to the discussion, the Planning Policy Manager and the Major Development

Manager explained that promotional material would be provided to explain the proposals in more detail but this would need to be done at a later date, once all the responses had been received. This Council and Essex County Council were working together to stimulate a shift in options for travel arrangements and the development proposals had included the provision of a lake in recognition of the need to build a sustainable urban development which would address potential surface water problems. The officer team had been encouraged by the number and range of local organisations, such as Colchester Equestrian Society, who had indicated their wish to work with the Council. The intention was to listen to the many views expressed and ideas suggested and to seek to accommodate these in a proposed Framework document for the Committee's future consideration.

Karen Syrett, Place Strategy Manager, also took the opportunity to mention the Government's self-build funding initiative which had identified eleven Local Authority areas which had compiled a register and list of self-build sites.

*RESOLVED* that the outcome of the consultation process and the next steps in the development of proposals for the Northern Gateway area be noted.

## **21 Local Plan Update**

**Councillor Naish (in respect of his membership of the Angling Trust East of England Freshwater Forum) 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 progress in the development of a new Local Plan for the Borough.

Laura Chase, Planning Policy Manager explained that, since the Committee had authorised initial work on a new Local Plan for the Borough, work had been underway to commission evidence base studies, communicate and consult with infrastructure providers, Parish and Town Councils, residents associations and community groups and adjacent authorities, initiate a Call for Sites and commence a Sustainability Appraisal. This work would inform an Issues and Options consultation which was scheduled to take place in early 2015. The adopted Local Development Scheme provided the overall milestones for this process and noted the various stages that led up to the examination and adoption of the Plan in 2016/17.

Particular details were outlined in the report in relation to:

- Development of an Objectively Assessed Need figure for housing
- Production of an updated Employment Land Needs Assessment to inform the Issues and Options consultation
- Consultants Nathaniel Lichfield and Partners would produce the study to help assess the existing supply and demand for employment land as well as trends influencing future demand for employment sites in the Borough

- Meetings to assess the impact of different options for growth with infrastructure providers including Anglian Water, the Environment Agency, Essex County Council (education, social care, libraries and culture and highways), NHS England and the Clinical Commissioning Group, the Highways Agency, Network Rail, UK Power Networks, the National Grid, Parish and Town Councils and urban area community groups
- The 'duty to co-operate' with adjacent authorities, Braintree and Tendring in particular, as well as Essex County Council, to ensure a coordinated approach to future development
- The undertaking of a 'Call for Sites' to provide an opportunity for individuals and organisations to suggest sites for development, a general summary of the type and extent of proposals received was also circulated
- The publication of a Sustainability Appraisal Scoping Report had generated responses from 16 organisations and one individual, the details of which were attached to the report.

Councillor Smith attended in his capacity as Councillor for St John's Ward and, with the consent of the Chairman addressed the Committee. He referred to St John's and Highwoods and Welshwood Park Residents Associations in St John's ward and requested that they each be invited to comment on the Local Plan process. He commented on the importance of neighbouring authorities co-operating with each other in relation to planning matters and the Local Plan process and he indicated that he had attended a meeting of Tendring District Council's Local Plan Committee and he highlighted the potentially slower progress which was being made by that Authority.

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

- The surface water problems associated with new developments and the implications in terms of erosion to land and rivers
- The need for joint funded infrastructure solutions for the benefit of residents in developments with shared local authority responsibilities
- Acknowledgement that whilst larger sized developments had potential for greater impact on existing communities, they also provided the best opportunities for the delivery of planned infrastructure solutions
- The potential impact on the Eastern side of Colchester of proposals by Tendring District Council to encourage the development of the area of West Tendring between the A133 and the A120.

Karen Syrett, Place Strategy Manager, responded to comments made. She acknowledged the need to identify high quality employment land in order to match rising house prices and increases in the cost of living. She explained that information gathered for best practice in the 'duty to co-operate' indicated that it did not necessarily mean that Local authorities had to seek agreement on proposals and that it was acceptable to express differing points of view. She referred, as an example, to the land between the built up area of Colchester and the Borough border with Braintree District Council and the potential future need for the Council to consider whether this type of area would be acceptable for development or for infrastructure. She confirmed that she and her team were working with colleagues in Tendring and Braintree to ensure that they each

followed a consistent approach, particularly in terms of timing of consultations with residents and stakeholders.

*RESOLVED* that the work being undertaken to further the development of a new Local Plan for the Borough, together with the intention to submit the Issues and Options document for consideration at the Committee's meeting on 16 December 2014, be noted.



## Local Plan Committee

Item  
**7**

16 December 2014

Report of	Head of Commercial Services	Author	Simon Cairns
			☎ 508650
Title	Essex County Hospital Site Brief		
Wards affected	Lexden Ward		

**The Local Plan Committee is asked to agree the adoption of the draft Brief as guidance to inform future developments on the site.**

### 1. Decision(s) Required

1.1 To agree the draft development brief appended to this report for adoption as Council guidance.

### 2. Reasons for Decision(s)

2.1 To ensure that appropriate development of the historic hospital site is encouraged to help deliver the reuse of this important site within the Lexden Conservation Area containing both statutorily and locally listed buildings.

### 3. Alternative Options

3.1 The alternative option would be to reject the draft Brief and to leave the site without detailed guidance to inform developer's detailed proposals and to help mitigate potential adverse environmental impacts.

### 4. Supporting Information

4.1 The site covered by this brief comprises the existing NHS hospital campus on the south side of Lexden Road. The Local Plan Committee at the meeting of 18 August 2014 responded to the concerns of a 'Have Your Say' speaker concerning this site and requested that the Place Strategy Manager prepare a site development brief. This report and draft brief responds to that request.

4.2 The informal views received from two local residents have been considered in the drafting of this brief. These principally concerned:

- The retention and reuse of the listed buildings on site;
- The relationship with the surrounding area;
- A perceived shortfall of car parking in the vicinity;
- The creation of a walk-in medical facility or green space for public use;

- The retention/creation of adequate parking possibly in multi-storey format to serve the development and the neighbourhood;
- The laying out of the site as a series of public gardens.

4.3 The Essex County Hospital site will be vacated by the NHS throughout 2015. The site is located in a highly sustainable location within easy walking distance of the Town Centre in a location that is well served by bus services and on a key cycle route. The floor area of existing buildings on the site and potential areas for redevelopment present a challenge to provide design solutions that comply with adopted policies concerning parking and amenity space. Given that the site is located in a highly accessible location, it is considered that a relaxation of these policies is justified. It is recommended that local concerns regarding the provision of parking are addressed through off-site provision. The design implications of a scheme that achieves compliance with adopted parking standards are presented in the brief. The site is located within an area identified in the adopted local plan as being predominantly residential. Whilst mixed uses would be supported, it is acknowledged that a predominantly residential solution is likely to emerge and that this could be compatible with the character of the wider area.

4.4 The key considerations are achieving a scheme that successfully reuses the complex of listed, curtilage listed, locally listed and 'significant' hospital buildings whilst delivering an appropriate level of new build to achieve a high quality environment. The NPPF provides considerable support for the re-use of brown field sites and the conservation of heritage assets in a manner that is proportionate to their significance. The planned relocation of remaining services from the County Hospital site in 2015 will result in the creation of a potentially vulnerable vacant site. It is therefore important that a solution is achieved that achieves these strategic aims and is attractive to potential developers.

## **5. Policy Considerations**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise.

5.1 In this case the development plan comprises the Colchester Local Plan, which consists of the Core Strategy 2008 revised July 2014 (CS), the Site Allocations Development Plan Document 2010 and the Development Policies Development Plan Document 2010 Revised July 2014 (DP). The policies considered to be of particular relevance to the consideration of development proposals on the site are listed below;

### Core Strategy (CS) policies

- SD1 (Sustainable Development Locations),
- H4 Affordable Homes
- UR2 (Built Design and Character)
- ENV1 (Environment)
- PR2 (People Friendly Streets)
- TA2 Walking and Cycling,

### Development Policies

The Development Policies DPD adopted in December 2010 provides detail to guide the determination of planning applications and the following policies are relevant for this site:

- Policy DP1 (Design and Amenity) - all development to be designed to a high standard, with regard to social, economic and environmental sustainability;
- Policy DP3 (Planning Obligations and the Community Infrastructure Levy) - planning obligations will be sought where appropriate, in accordance with details set out in supporting policy documents;
- Policy DP4 (Community Facilities) supports the retention of existing facilities and provides criteria to assess proposals for their loss;
- Policy DP12 (Dwelling Standards) – Residential development will be guided by high standards for design, construction and layout;
- Policy DP14 (Historic Environment Assets) confirms that harm to heritage assets will not be permitted and that their conservation will be secured;
- Policy DP16 (Private Amenity Space and Open Space Provision for New Residential Development) – sets standard for the provision of private amenity space and public open space;
- Policy DP17 (Accessibility and Access) – development should enhance accessibility to sustainable modes of transport;
- Policy DP19 (Parking Standards) - sets minimum parking standards for residential development of 1 space for every 1-bed dwelling and 2 spaces for every 2-bed or more dwellings with 0.25 visitor spaces per unit (lower standards may be accessible in highly accessible locations).

## **6. Main Issues**

6.1 The main issues relevant to the consideration of the draft development brief are whether the suggested design solution is appropriate in this sensitive location.

## **7. Conclusions**

7.1 The NPPF sets out policies that give support to design intervention through the planning process, confirming that “the Government attached great importance to the design of the built environment” and that “Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people.” (Paragraph 56). The provision of a development brief is a key part of a strategy to deliver good design and development to enhance the lives of future residents. The proposed development brief for the Essex County Hospital site will give greater certainty for developers and the Council in reviewing the appropriateness of future development proposals.

## **8. Strategic Plan References**

8.1 The Strategic Plan Action Plan includes a commitment to being cleaner and greener; listening and responding and promoting sustainability and reducing congestion.

## **9. Consultation**

9.1 Not applicable as it is only proposed to approve the note as guidance.

## **10. Publicity Considerations**

10.1 The Brief if adopted would be made available on the Council's website. It might prompt publicity for the Council given the local interest and recent press coverage.

## **11. Financial Implications**

11.1 Appeals against refusal can expose the Council to significant expense and costs where the planning authority is seen to have acted unreasonably. The provision of a site brief will increase developer certainty and will become a material consideration in the determination of development proposals.

## **12. Equality, Diversity and Human Rights/Health and Safety and Community Safety Implications**

12.1 None identified.

## **13. Risk Management Implications**

13.1 The provision of a development brief will serve to inform planning decisions and based on policies within the Local Plan will help 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 A: Essex County Hospital Site Brief





**Essex County Hospital campus, Lexden Road**

**Draft Development Brief November 2014**

**Contents**

- 1.0 Introduction and Site Context
- 2.0 Policy Context
- 3.0 Site and Area Analysis
- 4.0 Design Principles and Development Response
- 5.0 The Development Process
- 6.0 Conclusions

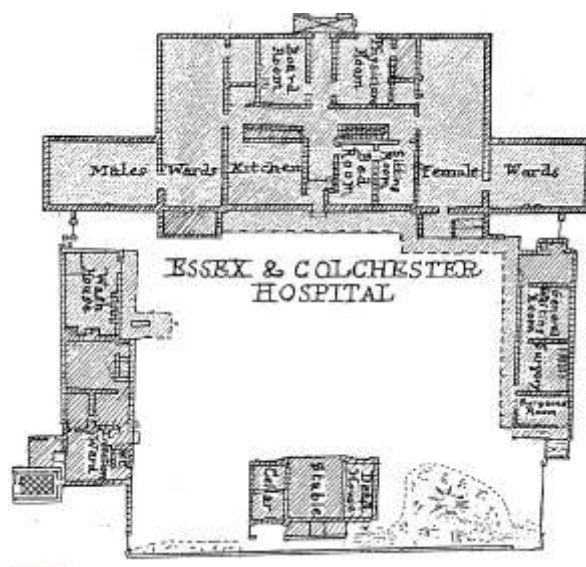
## 1.0 Introduction and Site Context

- 1.1 The Essex County Hospital occupies a site of 1.72 hectares (4.2 acres) in a rectangular block framed by highways. The site is prominently set on the south side of Lexden Road with direct street frontage to Oxford Road on the west side, Gray Road to the south and Hospital Road to the east. The site is within the Colchester No.2 (Lexden) Conservation Area and is currently in use as a general hospital (use class D1) in the ownership of the NHS. The Council has received notice of the Health Trust's intention to dispose of the site in 2015 for redevelopment, as the remaining functions are transferred to other sites; including the District General Hospital rendering the existing complex of buildings functionally redundant. The purpose of this brief is therefore to provide a framework against which development proposals may be evaluated. The brief provides a general overview regarding the adopted planning policy context and guidance regarding the retention of buildings, relevant material considerations and suggestions regarding the possible arrangement of new development within the site and scale/massing.
- 1.2 The site is densely developed currently with buildings of variable architectural quality. The principal frontage block is a Neo-Classical building with a portico dating from the late Georgian period (1820) and designated as a grade II listed building. Under section 1(5) of the Planning (Listed Buildings & Conservation Areas) Act 1990 the remainder of the complex benefits from protection as curtilage listed status with the former Nurses Home fronting Oxford Road, having been included in the 'local list'. The inclusion of the main block within the statutory list of buildings of special architectural or historic interest imposes a duty to pay '*special regard*' to the desirability of preserving the building together with its setting and any features of special interest which it may possess (s.66(1) PL (Lb & Ca) Act 1990). Furthermore, the inclusion of the site within the designated conservation area imposes a duty on the decision maker to pay '*special attention to the desirability of preserving or enhancing the character or appearance of the area*'. This duty equates to keeping the area from harm.
- 1.3 The hospital complex comprises buildings of variable quality and heritage significance. With the exception of the Nurses Home, the southern third of the site generally contains buildings of lesser architectural quality dating from the post war period. It could be argued that these buildings nevertheless have evidential value as they illustrate the evolution of public health care following the formation of the NHS in 1948.

- 1.4 The complex is contained within a perimeter wall of varying height and age on the west, south and east street frontages. This walling is generally set on the back edge of the footway except on the Hospital Road (east) frontage where it defines the edge of the carriageway. The Hospital site is experienced as a self contained campus with little interaction with the surrounding residential streets except on the main frontage to Lexden Road. The street frontage to Lexden Road presents the main block centrally within the site and flanked by subordinate wings in the manner of a Georgian or Palladian villa. In front of the building is an important landscaped forecourt area. Whilst ad hoc development in the later twentieth century has eroded a degree of this formality by disrupting the balance and intentional symmetry, redevelopment of the site provides the opportunity to reinstate this formal setting and uninterrupted views from the street.
- 1.5 The conservation area does not have an adopted character statement or management plan to inform this brief. Nevertheless, the majority of the existing structures read as a functional campus complex and make a positive contribution to the character and appearance of the wider conservation area designation. A general presumption exists in favour of the conservation of designated heritage assets in terms of relevant statute, local and national planning policy. The importance of the hospital to the town's social history is reflected in the weight that should be given to the conservation of the complex.
- 1.6 The Hospital site is nevertheless significantly different in character to the leafy suburbia of the neighbouring conservation area being dominated by built form and having few significant trees. It should be considered as a distinctive character area within the conservation area designation.

## Brief summary of the development of the Hospital site

Plan of the Essex and Colchester Hospital, 1876 (scale 1:333)  
From: 'Hospitals', A History of the County of Essex: Volume 9: The  
Borough of Colchester (1994), pp. 284-290



- 1.7 The hospital site is aligned to the south of the Roman road to London (present day Lexden Road). Roman law required the burial of the dead outside of the town walls and both sides of Lexden Road are lined by cemetery plots containing cremations, inhumations and the remains of stone and brick tombs. Although many of these were destroyed by the ribbon development that took place in the nineteenth century, when the Victorian villas that line Lexden Road were constructed; the very nature of this development (grand houses in very large building plots) served to preserve much of the archaeology. These cemeteries have produced significant archaeological finds, some of national importance such as the tombstones of Longinus and Marcus Facilis and the Colchester Sphinx itself, found beneath the hospital in 1821.
- 1.8 In recent years excavations in the vicinity of the hospital have further proved the high level of preservation of Roman funerary archaeology. Work at 3 Oxford Road opposite the nurses' home revealed evidence of cremations, inhumations and a potential cremation site constructed from tile and stone, along with the remains of workshops and gravel roads/yards. Excavations at Colchester Royal Grammar School to the west of the site revealed the foundations of a Roman temple-tomb and a hitherto unknown confluence of roads. Prior to the early nineteenth century the site remained undeveloped and this explains the high potential for onsite survival of significant Roman archaeology.

- 1.9 The hospital was launched in 1818 as the Essex and Colchester Hospital as a general infirmary for the poor; funded by public subscription. In 1819 three acres of land was purchased. The hospital was funded charitably until it became part of the National Health Service in 1948. Income consistently exceeded expenditure until the mid 1860's.
- 1.10 The main block (now a grade II listed building) opened in 1820 and was built in a classical style with an operating theatre and 80 bed spaces. In 1825 a tetra style portico was added to designs of William Lay. In 1839 two wings were added by J Hopper, County Surveyor. An Isolation Block of two wards was added to the west side (rear) of the hospital in 1847.
- 1.11 Major alterations were undertaken in 1879-80 to the designs of London architect J H Wyatt. These comprised the enlargement of the existing windows of the main block and the addition of a further storey with corner pavilions to provide bathrooms and WC's. In 1897 further works were undertaken to commemorate the Diamond Jubilee of Queen Victoria. These included a new Laundry and Nurses Home releasing the existing accommodation within the main block to create a Children's and Isolation Ward. In 1924-6 a new block was built for out patients, including dental surgeries, casualty and X-ray departments with private patient's rooms and doctor's accommodation over. In 1948 the hospital joined the NHS and new operating theatres were built in 1955 A new radiotherapy block opened in 1964 and in 1969 a post graduate medical study centre was built in Gray Road and the out-patients, pharmacy and x-ray wards were enlarged. A new children's wing opened in 1972. Finally in 1992, the postgraduate medical study centre relocated from the site in Gray Road to a site adjoining the District General Hospital.

Information sourced from: 'Hospitals', A History of the County of Essex: Volume 9: The Borough of Colchester (1994), pp. 284-290

## **2.0 Policy Context**

- 2.1 Any development at the site should have regard to the adopted local plan and other material considerations including the National Planning Policy Framework (NPPF) and allied guidance (PPG).
- 2.2 The following policies of the local policy framework are relevant for the future development of the site, and should be noted.
- 2.3 Within the adopted Core Strategy (December 2008 with selected policies revised July 2014) policy SD1 identifies the Town Centre as a strategic area for new development. The site lies within 400 metres of the Central Area of the Town Centre. Policy H1 confirms that housing development will be focused on broad locations (including the Town Centre), to meet the Borough's housing target of at least 19,000 new homes to be provided up to 2023. The policy confirms that the Borough will promote high quality design and will focus on enhancing the character and quality of the Town Centre (inter alia). The Proposals Maps (October 2010) indicate that the site falls within a predominantly residential area. Under policy SD2, new development will be required to provide relevant infrastructure, community facilities, and open space, as appropriate.
- 2.4 Policy UR2 of the Adopted Core Strategy confirms the Council's commitment to high quality design informed by context appraisals. The policy also reaffirms the Borough's commitment to Colchester's historic environment and the protection afforded from inappropriate development. The policy requires archaeological assessments will be undertaken where there are known archaeological deposits of a high potential for such deposits to exist.
- 2.5 In addition to the overall strategic objectives of the Core Strategy, the following policies (Selected policies revised July 2014) are also relevant to consideration of this site:
- H2 – confirms that new development must make efficient use of land and relate to context;
  - H3 – developments should provide a mix of housing types to suit a range of different households;
  - H4 – seeking to secure 20% of new dwellings as affordable housing for sites of 10 or more
  - PR1 – access to private/communal areas of open space for new homes;
  - TA1 – locating new development in accessible areas;
  - TA2 – promoting walking and cycling;
  - TA5 – Parking provision to reflect the accessibility of the area; and
  - ER1 - incorporating measures to reduce carbon emissions

2.6 Within The adopted Development Policies DPD (October 2010 and updated July 2014) the following policies are relevant for this site:

- DP1 - all development to be designed to a high standard, with regard to social, economic and environmental sustainability;
- DP2 – Health Impact Assessments required for all residential development in excess of 50 units;
- DP3 – Implementation of a CIL Levy to fund infrastructure or alternatively that planning obligations will be sought where appropriate, in accordance with details set out in SPD;
- DP4 – confirms that support will be given to the retention of existing community facilities and provides criteria to support the loss of existing facilities. These include the provision of alternative facilities, lack of economic viability, no demonstrable wider interest in continuation of the use or an excess of provision and the site is not required for any other community use;
- DP12 - housing development to be of high standards of design, construction and layout;
- DP14 - historic environment assets shall be conserved and in all cases there will be an expectation that new development will enhance the historic environment. Heritage statements and/or archaeological evaluations will be required where an impact is identified;
- DP16 - provision of private amenity space for all new dwellings;
- DP17 - developments are required to seek to enhance accessibility for sustainable modes of transport;
- DP19 - minimum parking standards for residential development of 1 space for every 1-bed dwelling and 2 spaces for every 2-bed or more dwellings with 0.25 visitor spaces per unit (lower standards may be accessible in highly accessible locations); and
- DP25 - applicants are encouraged to incorporate renewable energy technologies into all development where viable.

2.7 In addition to the above policies, the following adopted supplementary planning guidance/documents are relevant:

- Affordable Housing SPD (August 2011);
- External Materials Guide for New Development SPG (July 2004);
- Vehicle Parking Standards SPD (November 2009);
- Provision of Open Space, Sport and Recreational Facilities SPG (July 2006);
- Provision of Community Facilities SPD (September 2009);
- Sustainable Construction SPD (June 2011).

### **3.0 Site and Area Analysis**

- 3.1 The application site is located in a sustainable location within 300 metres of the Town Centre. The site is located within a predominantly residential area with residents on-street parking scheme operational in the surrounding streets. The surrounding area does include a number of schools including premises in Hospital Road to the immediate east of the site and a further school at the north end of Oxford Road. There are also health related uses in Gray Road.
- 3.2 The site contains a substantial number of buildings that variously contribute positively both to the setting of the listed building (and may also be classed as curtilage or locally listed buildings) and to the wider conservation area designation. The principal listed building that addresses Lexden Road demands the retention of a formal setting that respects its historic significance and its relationship to the wider conservation area. There are currently a series of vehicular and pedestrian access points that serve the site from all of the surrounding streets. These openings are formed in the red brick perimeter boundary wall that is a distinctive feature with its cream brick half round copings.
- 3.3 The surrounding townscape is variable in scale and architectural style of between two and three storeys. The surrounding area was developed in the later nineteenth century (with twentieth century infill) in a combination of large detached villas (Oxford Road) and terraced housing of two modest storeys. It is important that development on the Hospital site responds to site context positively by establishing an appropriate dialogue across the neighbouring streets in terms of scale and compatible uses.
- 3.4 There are few trees of significance within the site (on the Lexden Road frontage). The development of the Hospital site presents opportunities to enhance the environmental quality of the site through the introduction of appropriate tree planting and new green spaces to enhance the attractiveness of the campus as a place to live and work. The introduction of tree planting around the perimeter of the site would help to soften the external; aspect of the campus and help to meld the site with the surrounding predominantly residential area.

### **Movement & Accessibility**

- 3.5 The site is located in an inherently sustainable location close to the town centre with pedestrian access to services within a 15 minute walk time. In the Adopted Core Strategy, Lexden Road is shown as a key cycle route between the town centre, schools and education establishments and the residential hinterland to the west. The site is also located on a high frequency corridor for bus services. The site has the potential for safe vehicular access from all of the surrounding access roads subject to detailed visibility considerations.



## **Land Use and Activity**

- 3.6 The existing health related uses are subject to a continuing process of relocation and the NHS has demonstrated that the site is functionally redundant for their purposes. The process of decanting will be completed in 2015. A new use is therefore urgently required to be found for the site and the listed buildings in particular. The existing use is arguably a community facility under adopted policy DP4. This policy contains criteria for the assessment of whether the existing community use may be lost to an alternative use. In this case it is considered that these conditions have been met given that the health care use has been replaced by new facilities elsewhere and there is no demonstrable need for a community use(s) requiring the quantum of floor area extant within the site. It is noted that local residents have concerns regarding the loss of the existing health care facility from this location. However, this is a business decision that has already been taken by the NHS to vacate the site and no other healthcare operator is likely to come forward with funding to convert and renovate the obsolete historic buildings.
- 3.7 A mixed use solution for the reuse and part redevelopment of the site would be considered acceptable in this location. Discussions with the NHS have suggested that a wholly residential solution is favoured by their advisors. Experience gained in recent comparable developments in the Garrison Conservation Area (Flagstaff – B1B) has suggested that the costs of conversion predicates in favour of residential uses as preferable to business uses (B1 use class) It is considered that any scheme would be considered on its merits having regard to adopted policy considerations, the impact of any scheme on the both character of the conservation area and the fabric/setting of the listed buildings. It is noted that the reuse of the retained buildings alone generates a substantial parking requirement (see paragraph 4.7) and a key consideration will therefore involve the degree of relaxation of adopted standards that the Council is prepared to support.

## **Constraints/Viability**

- 3.8 The retention of the existing buildings and Roman archaeological remains are a significant constraint. The loss of existing buildings will require clear justification including a Heritage and Viability Assessment. The impact upon the Archaeological resource will need to be quantified and mitigated. Any viability-based justification put forward by the developer for reduced developer contributions will require an open-book scrutiny by the Council. The site has been considered by the Council's Development Team and a range of relevant contributions are set out below in 5.0 The Development Process.

## **Heritage – Built & Archaeological**

- 3.9 The site is located within the Lexden Conservation Area designation and retains important listed buildings (and locally listed buildings) these issues carry statutory weight as material considerations that will need to be appropriately addressed. The Roman archaeological resource is believed to be significant based on a history of important finds. A scheme of investigation and mitigation will be an essential requirement.

## **4.0 Key Development Principles and Design Response**

### **Development Principles**

- 4.1 All new development should preserve or enhance the character and appearance of the site and its contribution to the wider conservation area designation through:

- retaining a sense of openness and key views to the principal listed building on the Lexden Road frontage;
- maintaining the primacy of the historic hospital buildings as the dominant built form;
- retaining the historic buildings that contribute positively to the significance of the hospital complex, in terms of architectural, historical and group value;
- introducing new built forms and uses that complement the existing in terms of character, layout, scale, massing and architectural treatment;
- maintaining/reinstating the historic layout and arrangement of key communal spaces within the site together with the creation of new public open spaces that serve to reinforce the established character and better reveal the significance of the place;
- special regard shall be paid to preserving and enhancing the setting of the statutorily listed building(s) and locally listed building to ensure that new development preserves those aspects of setting that contribute positively to the significance of the heritage assets;
- introduce appropriate levels of affordable homes, parking, amenity space, privacy and servicing to create an effective place; having regard to adopted standards and viability considerations;
- maintaining the integrity of the overall site as a distinctive character area within the conservation area designation. In particular the distinctiveness derived from the campus layout and strong sense of enclosure derived from perimeter walling and the arrangement of blocks to frame spaces internally, must be retained and enhanced by any development scheme.

## Design Response

- 4.2 Inevitably there will be different approaches to the development of the Essex County Hospital site. This brief does not seek to be prescriptive but rather to identify the key planning issues that any proposal needs to successfully address. These issues include alternative uses, the retention of buildings, new built forms and car parking/servicing.

### The retention of existing buildings

- 4.3 The retention of buildings within the site is inevitably an issue that may be seen as contentious. The retention of buildings needs to be based on a robust heritage assessment of significance. A presumption exists in favour of the conservation of buildings within the conservation area where these are considered to have intrinsic architectural, historic or contextual significance. Furthermore, the inclusion of the principal block in the statutory list of buildings of special architectural or historic significance results in the remaining buildings and structures that were extant at the time of listing and ancillary to the main block having curtilage listed status. This means that they are effectively subject to the same protection as the principal listed building. Drawing ECH1 below provides an indication of the buildings that the council believes must be retained and converted to new uses. In some cases, this may involve the reversal of later alterations that detract from their current appearance.

Drawing ECH1 Buildings required to be retained



## The potential for new development to complement existing buildings

- 4.4 The listed buildings within the site require that special regard be paid to the desirability of preserving their setting. In addition, a similar duty exists with regard to the conservation area designation to ensure that special attention is paid to the desirability of preserving or enhancing the character or appearance of that area. The selective removal of buildings (shown in pink in drawing ECH1 above) releases potentially developable area within the site. This needs careful consideration to preserve the setting of the listed buildings and the character of the wider conservation area.

Drawing ECH2 illustrates this potential and drawing ECH3 identifies the key views and open spaces that need to be respected.

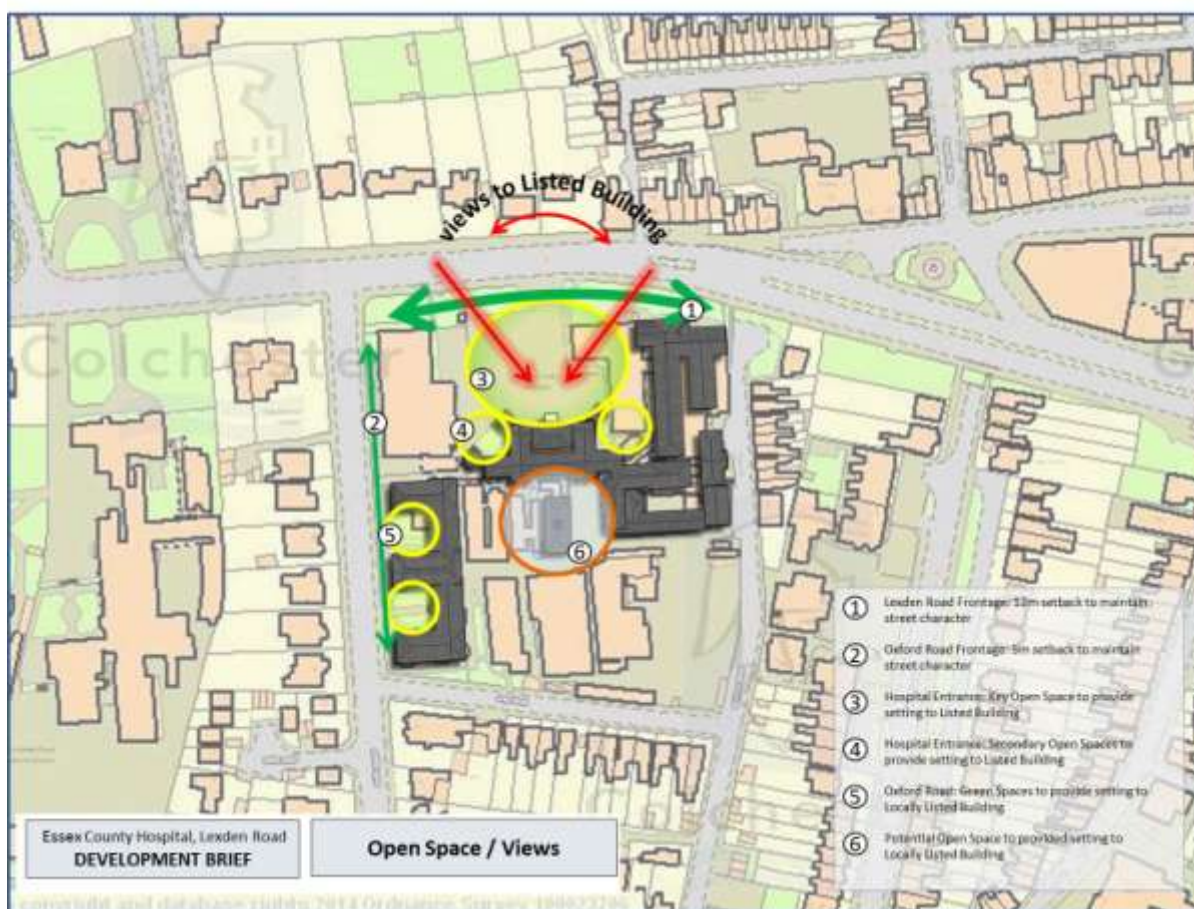
### Drawing ECH2 – Potential block arrangement



- 4.6 The openness of the Lexden Road frontage should be retained as part of any scheme. The scaling of blocks also needs to respect the established hierarchy through the introduction of subordinate forms. It is also important that the architectural treatment of blocks reflects the architectural rhythm of adjacent buildings and the proportion of solid to void.



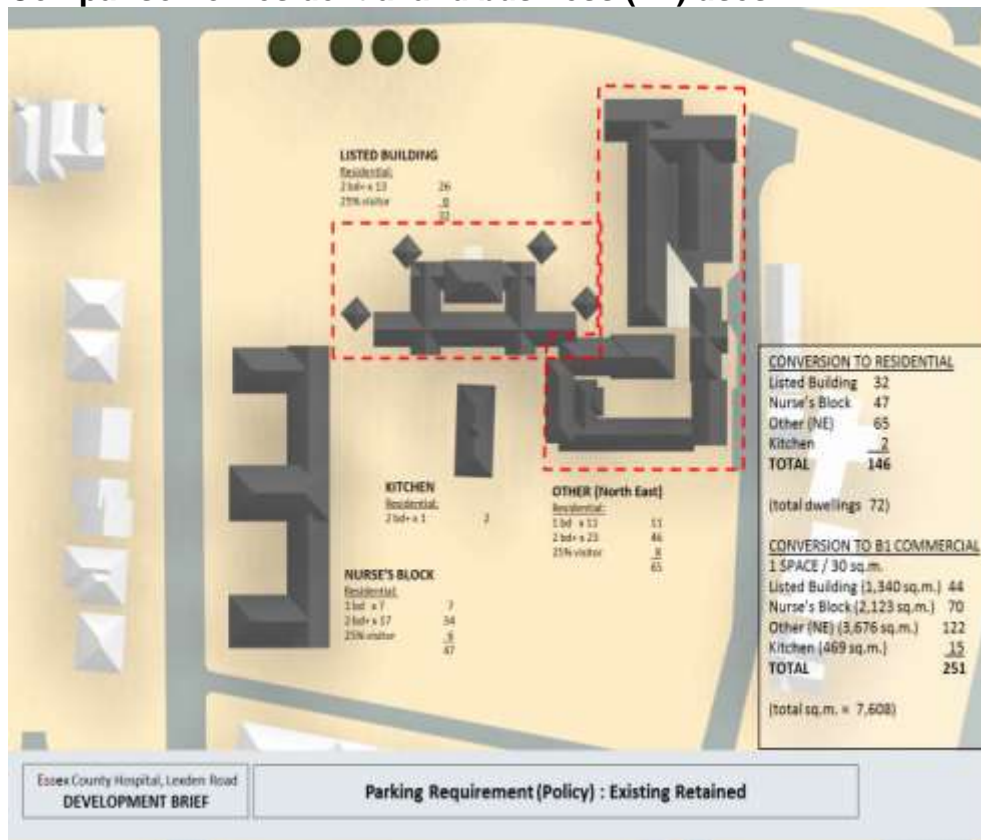
### Drawing ECH3 Key views and open spaces



### The provision of on site parking

4.7 The quantum of development that is currently extant within the site creates a considerable parking requirement. The site is located in a highly sustainable and accessible location where a relaxation of the adopted standards may be justified in conformity with Policy DP19. Nevertheless, the site is surrounded by streets that are subject to residents parking restrictions. Representations received have suggested that parking is a significant issue in the locality and a strategy to mitigate any shortfall in parking should be investigated. This could include leasing spaces within existing car parks e.g. St Mary's. The creation of additional floor area through new build will exacerbate any short fall in parking and a balance will need to be struck between achieving a workable level of on-site (and off-site) provision and the creation of an attractive and sustainable development with adequate amenity space. The site will need a resident's only parking scheme within the site given the scarcity of parking in the locality.

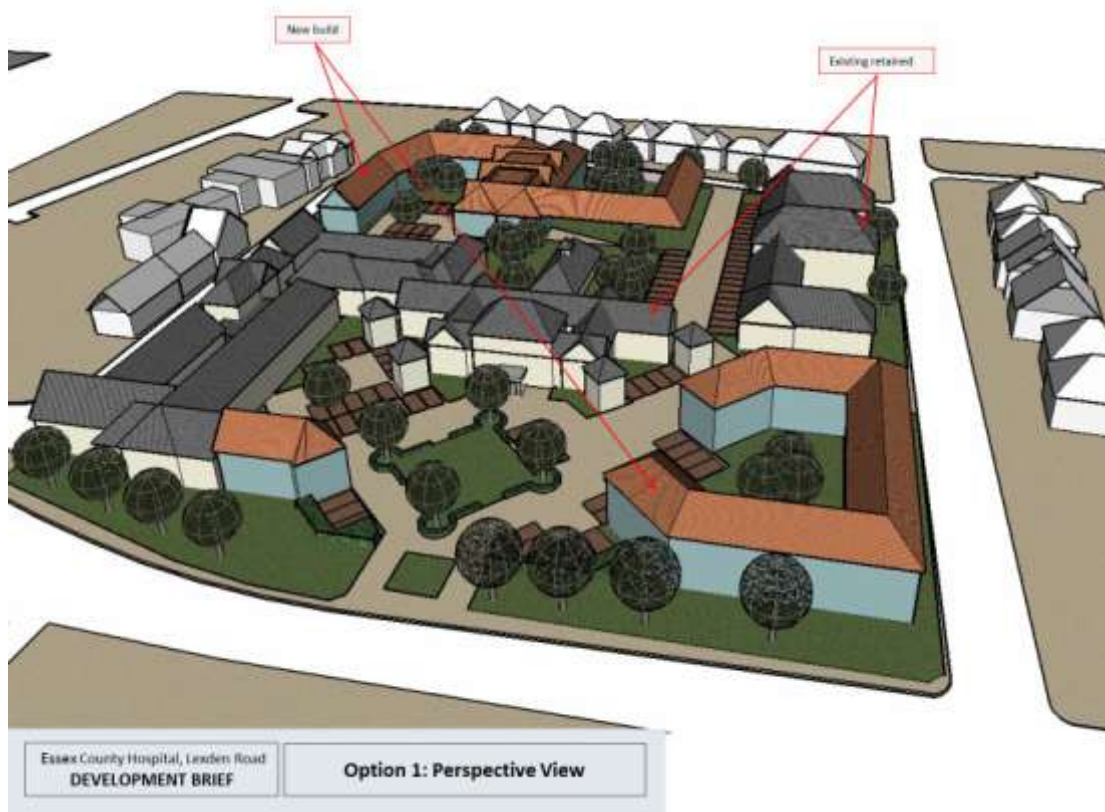
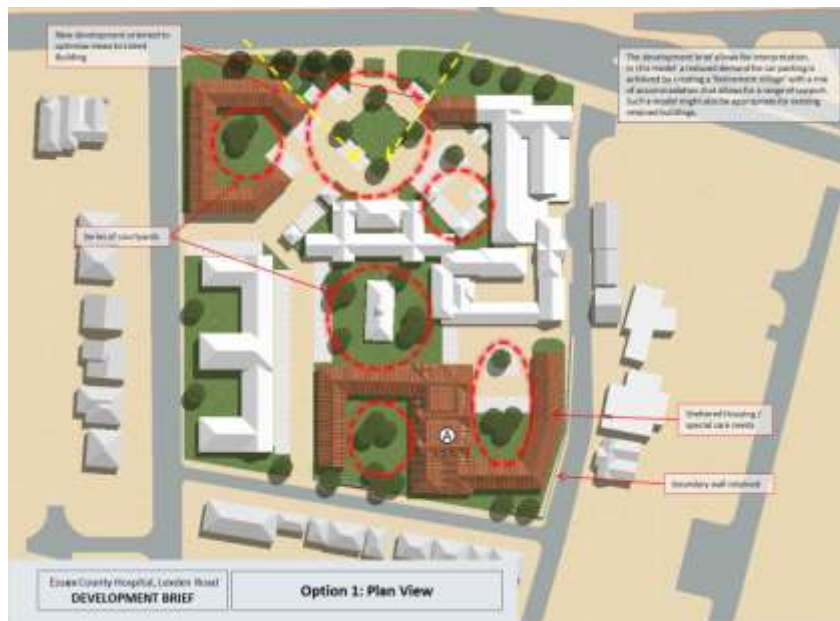
## The existing parking situation: Comparison of residential and business (B1) uses



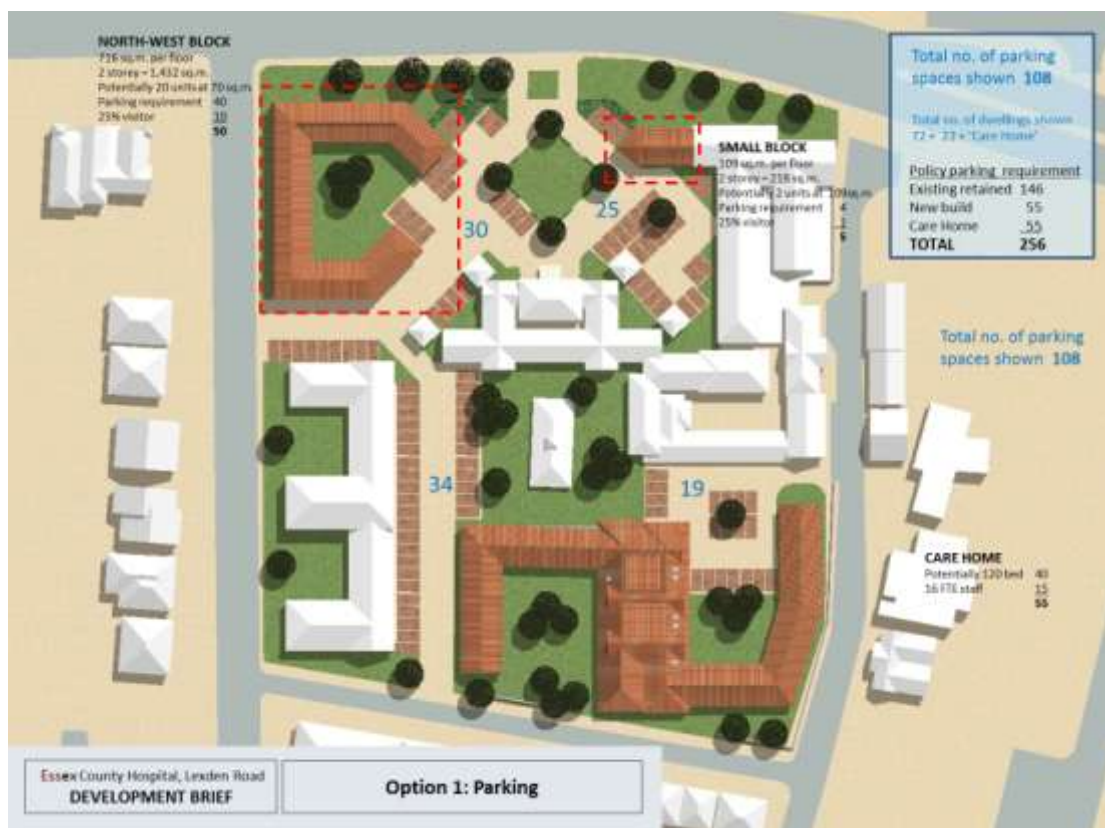
## Alternative design solutions

- 4.8 Inevitably, the site has potential for a variety of alternative design solutions. These generate differing parking and amenity space requirements. The following options examine different potential approaches and set out an indication of the relevant parking requirements. This Brief does not intend to be prescriptive but simply to identify alternative approaches that could be investigated. In each case an illustrative plan is shown that is simply intended to provide a basis for further discussion.

**Option 1: Conversion of existing buildings to residential, complemented by new build apartments and a sheltered housing scheme to the rear (s)**



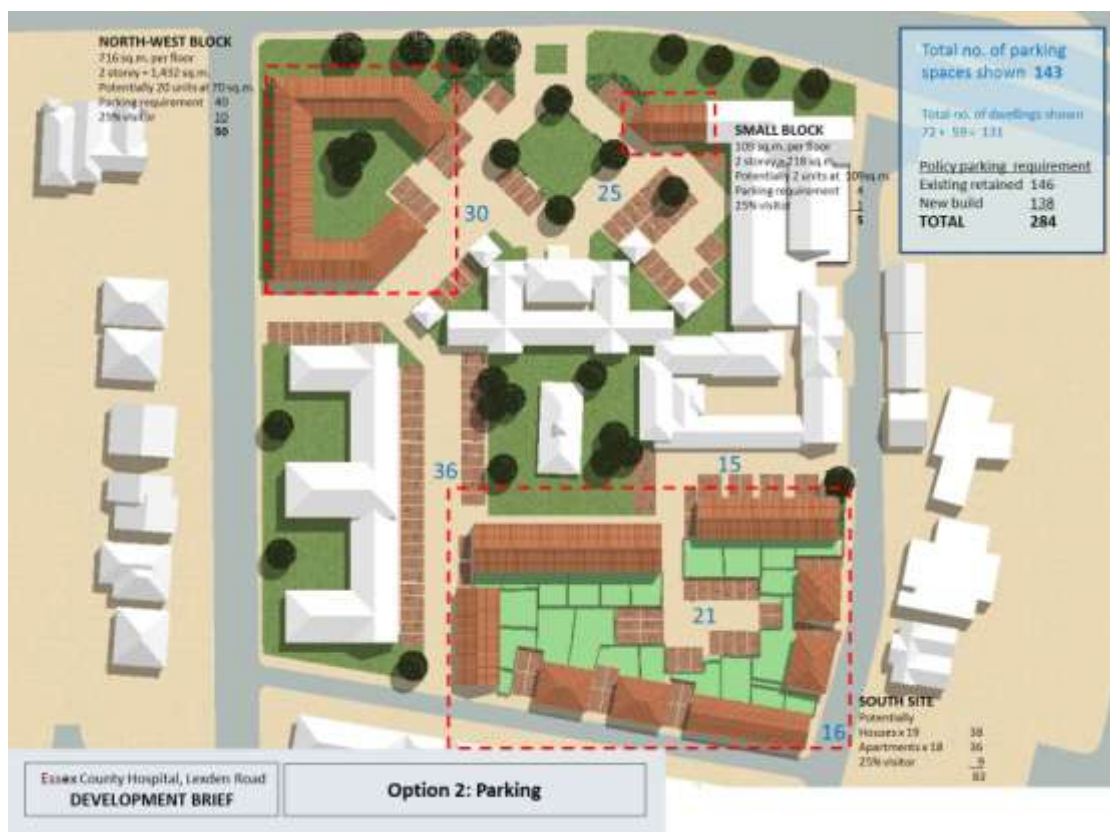






Option 2: A residential solution with a mix of housing types





### Option 3: A mixed residential solution that satisfies adopted parking standards



**Option 3** is intended to illustrate the inefficient use of space that results from strict compliance with adopted parking standards. This solution would still fail to satisfy adopted amenity space standards having regard to policies DP11 and DP12. The creation of a large car park that dominates the southern quarter of the site would fail to preserve the character of the conservation area and would be unsympathetic to the setting of listed buildings. An off-site parking solution could enable a more efficient use of land in this sustainable location. Furthermore, the fragmented townscape that results from a fully compliant parking solution would create an unsatisfactory environment for residents.

## 5.0 The Development Process

### Application Process

- 5.1 The detailed proposals and the scope of the application as well as the realistic level of contributions towards social and physical infrastructure will be discussed and agreed with CBC at the pre-application stage.
- 5.2 This detailed scope will confirm the documents required for any application submission, but these will include: Affordable Housing Statement; Travel Plan, Daylight and Sunlight Assessment, Contamination survey, Health Impact Assessment, Viability Appraisal, Heritage Appraisal (including assessment of significance of individual existing buildings) Archaeological Desk Based Assessment and WSI.



Please refer to the local validation check list on the website: [Link to validation Local Check List](#)

## **Planning Obligations**

- 5.3 Future developments will be required to make a financial contribution towards the provision of additional local infrastructure facilities in accordance with adopted policy DP3. Potential contributions include: Community Facilities (as per adopted SPD), Urban Archaeological database (UAD) £5k, the provision of travel packs for new residents, the provision of a 2 m footway around the perimeter of the site, Public Open Space contribution (as per adopted SPD), Play space, Sport and Leisure contribution (as per adopted SPD with projects including the West End Sports Ground) and education. Affordable housing will be required to be delivered at 20% of the overall mix of house types in accordance with policy H4 of the Adopted Core Strategy (2008 Revised July 2014)
- 5.4 The precise details will be negotiated between the future developer/applicant and the Council's planning and housing officers, taking into account the economic and site circumstances at the time of the application.

## **6.0 Conclusion**

- 6.1 The Essex County Hospital site is located in a highly sustainable location close to the town centre of Colchester. Whilst proposals incorporating elements of community use will be favoured in accordance with policy DP4; mixed use schemes will be encouraged. It is acknowledged that wholly residential uses may also be acceptable where justification can be provided to demonstrate that mixed uses are undeliverable.
- 6.2 Whilst a relaxation of parking and amenity space standards may be justified in this accessible location, given the existing shortage of parking in the locality, developers will be encouraged to provide off-site parking in mitigation. Details of the proposed solution should accompany any application and preferably be discussed with the Council prior to submission.
- 6.3 Any scheme will be expected to maximise the retention of historic buildings within the site and to respect their setting(s) through the introduction of development of a sympathetic scale, form and contextual relationship. The wider relationship of the development with the surrounding conservation area is an important consideration in terms of built forms and uses.
- 6.4 The provision of affordable homes and other developer contributions will be sought in accordance with relevant adopted SPD. Where any relaxations are proposed these will require clear justification through 'open book' viability appraisal.

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10<sup>th</sup> December 2014

Mr Simon Cairns  
Planning Projects Manager  
Colchester Borough Council  
Rowan House  
33 Sheepen Road  
Colchester  
Essex, CO3 3WG

## **ESSEX COUNTY HOSPITAL – DRAFT PLANNING BRIEF**

Dear Simon,

We write with regard to the draft Planning Brief for Essex County Hospital scheduled for consideration by Colchester Borough Council's Local Plan Committee next week (16 December 2014).

As you are aware, Essex County Hospital is surplus to NHS requirements and Colchester Hospital University NHS Foundation Trust is currently seeking to dispose the property. In April 2014 the Trust announced the planned closure of the site with all remaining services and departments to be transferred. The transfer of services has already commenced and it is anticipated this will be completed by March 2016. Such a decision has been widely anticipated for some time with services and departments at Essex County gradually being relocated to the more modern General Hospital since its opening in 1984. The Trust has instructed Colliers International to act as agents on our behalf and bring the property to market. It is currently being marketed and we anticipate that a sale will be agreed no later than the end of March 2015. All proceeds raised from the sale of the site will then be reinvested into the General Hospital to further increase and modernise the services currently offered.

This being the case, whilst we are aware of the draft brief, we do not wish to offer any detailed comments on its content at this time. The Trust has already commissioned an extensive amount of work to explore the opportunities and constraints associated with the site from both Colliers International and Purcell UK. This planning, development and architectural work has considered the planning policy, site and heritage context. We note that this indicates the site to have a higher potential capacity than that suggested in the draft Planning Brief and we are of the opinion that the evidence presented to-date justifies this position.

Whilst the eventual use of the site will be determined by the site's purchaser, in coordination with the Borough Council, we look forward to working proactively together wherever possible to assist in this process at an appropriate point in the future.

Yours sincerely,

Ian Crockett BSc MRICS  
Associate Director - Estates & Capital Projects  
Colchester Hospital University NHS Foundation Trust







## Local Plan Committee

Item  
**8**

16 December 2014

Report of	Head of Commercial Services	Author	Laura Chase & Sarah Pullin ☎ 282473/ 508639
Title	Draft Local Plan Issues and Options		
Wards affected	All		

**The Local Plan Committee is asked to approve the draft Issues and Options Local Plan Paper for public consultation**

### 1. Decision(s) Required

- 1.1 To agree the content of the Issues and Options Local Plan Paper (attached as Appendix 1 to this report) together with the accompanying Sustainability Appraisal report (attached as Appendix 2 to this report).
- 1.2 To agree the Issues and Options Paper and supporting information are published for public consultation for a six-week period from Friday 16 January to Friday 27 February.
- 1.3 For the Committee to delegate authority to the Place Strategy Manager to make minor revisions to the document prior to publication.

### 2. Reasons for Decision(s)

- 2.1 To ensure the Council's planning policies are updated in order to provide a robust basis for guiding future growth and development across the Borough.

### 3. Alternative Options

- 3.1 The alternative would be to not proceed with this first stage of the full review of the adopted Local Plan. However, this would leave the Council in a vulnerable position going forward with no clear steer for the future growth and development of the Borough. It would result in existing policy becoming outdated and not in accordance with national policy requirements.

### 4. Supporting Information

- 4.1 In August, the Local Plan Committee authorised initial work on a new Local Plan for the Borough, and received an update on work carried out so far at its last meeting in October. Initial work included the following elements:

- 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 Section 18 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012 provides that a local planning authority must invite consultees to 'make representations to the local planning authority about what a local plan...ought to contain', and that the local authority should then take account of these views when developing its plan.

4.3 Following on from the initial phases of work, officers have now drafted a document to seek views on what the new Local Plan ought to contain. The Issues and Options consultation has been programmed for public consultation from 16 January to 27 February.

4.4 The document (Appendix 1) provides background on the plan-making process and then poses a series of open-ended questions on key issues and high level options for growth. The document makes it clear that the Council is at the initial stages of considering policy and site allocation options. It also makes clear that it is open to suggestions from all respondents on how the Local Plan can best be revised to meet the needs of a growing population, changing social and economic circumstances, and evolving national policies. The document sets forth the factors determining the need to find new sites for future development and proposes the following potential broad options for locating this development:

#### **Option 1A**

- A separate sustainable settlement to the west of Colchester town
- A separate sustainable settlement to the east of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

#### **Option 1B**

- A separate sustainable settlement to the west of Colchester town
- A separate sustainable settlement to the east of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea
- A proportional element of rural growth across the Borough's villages

#### **Option 2A**

- A separate sustainable settlement to the west of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

### **Option 2B**

- A separate sustainable settlement to the west of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea
- A proportional element of rural growth across the Borough's villages

### **Option 3A**

- A separate sustainable settlement to the east of Colchester town
- A significant urban extension to the north of Colchester town, crossing the A12
- Other urban development in and around the existing urban area
- Proportional expansion of Rural District Centres - Wivenhoe, Tiptree and West Mersea

### **Option 3B**

- A separate sustainable settlement to the east of Colchester town
- A significant urban extension to the north of Colchester town, crossing the A12
- Other urban development in and around the existing urban area
- Proportional expansion of Rural District Centres - Wivenhoe, Tiptree and West Mersea
- A proportional element of rural growth across the Borough's villages.

4.5 The options set out in the consultation paper are included on the basis that they will allow for the allocation of a range of sites to enable the consistent provision of a five year housing supply throughout the Plan period. Any cross-boundary development identified as part of a preferred option for the growth of the Borough would only come forward with the support and cooperation of the relevant neighbouring authority. The initial options were developed based on an understanding of broad constraints, including environmental designations and concerns highlighted by infrastructure providers.

4.6 The exact land or the specific sites that would be included in the make-up of the growth options set out in this paper have not been investigated or determined at this stage in the process. Following this consultation, a detailed assessment of sites, including those submitted in the recent Call for Sites, will take place. The outcomes of this will inform the production of the Preferred Options Paper which will form the next stage of the public consultation process. The Local Plan Committee will be asked to approve the Preferred Options Paper in advance of consultation.

4.7 Additional information to inform the Issues and Options consultation process will include evidence base documents completed to date. This comprises the existing adopted Local Plan evidence base documents along with the following recently completed work:

- Strategic Housing Market Assessment ((August 2014)
- Employment Land Needs Assessment (December 2014/January 2015)
- Summary of Call for Sites information (run from 28 July – 6 October 2014)

- 4.8 The local plan development system provides for an iterative process in 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 comments received during the consultation phase were used to help finalise the Scoping Report. The Sustainability Appraisal framework set out in the Scoping Report then formed the basis for an initial assessment of high level options which will be published alongside the Issues and Options Paper and is attached as Appendix 2. Further Sustainability Appraisal work will be carried out to inform the next stages of the Plan production process.

## **5. Proposals**

- 5.1 It is proposed that the Draft Issues and Options consultation document and associated documentation be published for consultation over the period 16 January – 27 February 2015.
- 5.2 The consultation will include public workshops for interested stakeholders at the locations listed below in the Consultation section (7.1).
- 5.3 Following this consultation stage, the Council must prepare a summary of the representations made. It will then carry out further consultation on a Preferred Options Paper. Following this, a draft plan will be published, prior to submission to the Secretary of State for examination, and, if found sound, adoption by the full Council.

## **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. Drop-in workshops will be held across the Borough during the consultation period, at the following locations:
- Town Centre – Library
  - East Colchester
  - North Colchester
  - Great Horkesley
  - Marks Tey

- Tiptree
- West Mersea
- Wivenhoe.

All consultation documents will be available on the Council's website and information will also be made available via social media.

## **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 options for growth on 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: Your Council > How the Council works > Equality and Diversity > Equality Impact Assessments > Commercial Services > Strategic Planning and Research.

- 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 review of the Local Plan will help ensure that the Council's planning policies are robust and up-to-date and will 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.

**Colchester Local Plan**

**Draft Issues and Options Paper**

**January 2014**

*(Draft document - 1 December 2014)*

## INTRODUCTION

### **What is the new Local Plan?**

The new Local Plan is an important document which will determine the way forward for Colchester. It will provide the strategy for the growth of the Borough, setting out what development will take place and where, to 2032 and beyond. Once adopted, the new Local Plan will replace the Borough's existing local planning policies.

The new Local Plan will set out a vision for the area, establishing the long term aims and aspirations for the Borough going forward. The Plan will include policies and allocations that help to deliver these aims and aspirations.

### **What is the purpose of this consultation?**

The purpose of this consultation is to identify the issues that we should address in the new Local Plan for Colchester and some of the options for addressing them. This includes the key issue of identifying where the future growth of the Borough might be located.

This consultation is your opportunity to identify any planning issues that you think the new Local Plan should address, and comment on possible ways that the Plan might deal with those issues. The more input we have at this initial stage, the better; it will help us to ensure that the Local Plan sets off in the right direction and covers the things that it should cover. So please do send us your comments, we want to know what you think – this affects everyone and every organisation in the Borough, now and in the years to come.

### **Why is the new Local Plan needed?**

The planning system has undergone extensive reform under the Coalition Government. Two of the significant changes to planning policy are the abolition of regional planning policies and the introduction of the National Planning Policy Framework (NPPF). The NPPF was published in March 2012, replacing and consolidating the previous suite of national planning policy documents (Planning Policy Statements and Planning Policy Guidance notes). The Government intended that the consolidated policy document would make the planning system less complex and more accessible, with the aim of promoting sustainable development.

Local Plans must be produced in accordance with national planning policy. As is the case for most local plans across the country, Colchester's existing local plan was produced prior to the existence of the National Planning Policy Framework, in accordance with previous national planning policy. It is for this reason that it is necessary for the Council to produce an updated local plan, in accordance with current national planning policy.

The abolition of the regional tier of planning policy means that targets, including housing numbers, job creation and renewable energy contributions, are no longer set for local planning authorities. This does not mean that local authorities can reduce their housing targets and constrain growth and development. In fact, in most cases it has meant the need for local authorities to increase their level of growth above previous targets, sometimes significantly so. The reason for this is that the National Planning Policy Framework introduced the requirement for local planning authorities to objectively assess the need for housing in their housing market area and "*to ensure their Local*

*Plan meets the full, objectively assessed needs for market and affordable housing...including identifying key sites which are critical to the delivery of the housing strategy over the plan period" (paragraph 47).*

The Council will have to assess and identify the need for housing in the area in order to comply with the requirements of the NPPF. Given Colchester's location in the south east of the country, it is extremely unlikely that the current housing target (830 per annum) would be reduced as a result of this work and, if anything, the expectation would be that the need identified would be higher than the existing Core Strategy target. In order to help identify the need for housing in the Borough, the Council has undertaken a Strategic Housing Market Assessment. This work provided an initial estimate of 1,065 new homes per annum needed in the Borough over a 20-year period. However, further work is required in order to determine the housing need figure for the Borough.

### **Why 2032?**

The National Planning Policy Framework states that Local Plan 'should be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date'. When planning for the growth and development of an area it is appropriate to do this over the long term in order to ensure that the growth can be planned comprehensively. It also means that the relevant implications of development can be taken into account and managed, and that appropriate provisions can be made in order to ensure that development coming forward is as sustainable as possible. It is for these reasons that the new Local Plan will be looking to 2032 and beyond.

The reason we are using the word 'beyond', specifically, is because all of the growth options set out in this Paper include one or more sustainable settlements, detached from the existing urban area. This means that there is potential that those settlements can accommodate growth well beyond 2032 and it is important that they are planned at a comprehensive way from the outset, rather than being expanded in a piecemeal way in decades to come. More information on this is set out in the Growth Strategy Options section.

### **Colchester's current Local Plan**

Colchester Borough Council adopted its Local Plan documents following changes made to the planning system by the 2004 Planning and Compulsory Purchase Act. The new Local Plan will replace the current suite of planning documents, which consists of the Core Strategy (2008), the Site Allocations Development Plan Document (2010), the Development Policies Development Plan Document (2010), the Tiptree Jam Factory Plan (2013) and the latest addition - the Local Plan Focused Review (2014).

Following the publication of the NPPF, Colchester Borough Council assessed its local plan documents against the requirements of the NPPF in order to identify any areas of inconsistency. The Council then embarked on a two-stage process to review its Local Plan; the 2014 Local Plan Focused Review is the outcome of the first stage of that review.

The Focused Review involved a limited review of the Council's Core Strategy and Development Policies to revise those policies that could be readily amended to be consistent with the provisions of the NPPF, without the need to prepare further



extensive evidence. Revisions did not include any amendments to the spatial strategy, housing and employment targets, or allocations.

Production of a new Local Plan forms stage two of the review process; it involves a complete review of the Borough's planning policies. This Issues and Options consultation forms the first formal stage in the plan production process. Once adopted, the new Local Plan will supersede Colchester's current suite of local plan documents.

### **What is the role of planning and how does it affect me?**

The role of the planning system is to contribute towards the achievement of sustainable development. The process of planning involves weighing up economic, social and environmental factors, good and bad, to find the most balanced, sustainable way forward. Planning is inherently controversial because it affects all of us, in all aspects of our lives – the places we live, work, use and travel through. This is why it is important that we have input from residents, businesses, community groups and organisations across the Borough.

The Borough needs to work with a variety of organisations and relevant parties in producing a plan. At the area-wide level, the Government requires the Council to work closely with neighbouring authorities and public bodies to address strategic, cross-boundary issues. The Council also engages with the South-East Local Enterprise Partnership which promotes economic development and directs Government funding to the Partnership area. At the local community level, neighbourhood planning was introduced by the Government in 2012, in order to give communities the opportunity to take a greater level of control over planning in their own area. Neighbourhood plans can deal with local planning issues, while matters of strategic, or Borough wide, importance must be addressed through the Local Plan. In producing the Local Plan, the Council is engaging with, and will continue to engage with, Parish and Town Councils.

Planning is about achieving the best possible balance between different interests. Everyone has a particular view or interest, whatever that may be. It is the role of planning to weigh up all of the relevant information in order to reach solutions that best contribute to sustainable development for the greater good of the Borough, its people (residents and workers), the environment and its economy.

Viability is a factor which plays a significant role in the formation of planning policies and the shaping of development. The Council must ensure, in producing the new Local Plan, that the Plan is deliverable. This means that the costs of meeting the requirements of the policies in the Local Plan (such as the provision of affordable housing), combined with the costs of other national requirements and standards (such as building regulations), do not threaten the ability of development to come forward. Paragraph 173 of the National Planning Policy Framework states that in order to ensure the deliverability of the Local Plan and the viability of development, it is necessary to ensure that, with all costs taken into account, development would provide competitive returns to a willing land owner and willing developer. In addition to weighing up all of the relevant factors and information with the aim to achieve the most sustainable way forward, viability and deliverability must also be taken into account in forming the policies for the new Plan.

In order to give some background and help give some context for the consultation, a 2011 Census Factsheet is available as [Appendix A of this Paper](#) (or via this link -

<http://www.colchester.gov.uk/CHttpHandler.ashx?id=9616&p=0>). This sets out some basic statistics for the Borough which we thought may be useful in helping to inform your thoughts and responses.

### **Why growth?**

The Government has a strong agenda to increase the supply of housing in order to meet the intense national housing shortage that has been identified, which has been widely reported on in the media. The Government are using a variety of tools in order to help alleviate the housing shortages, including schemes to help people buy their own home. Planning is a key focus for the Government in addressing the housing shortage; in producing local plans, local planning authorities are required to plan for the objectively assessed need for housing to be met 'in full'. This means that the Local Plan will need to set out a growth strategy and identify land to accommodate large scale development, including housing development.

Understandably, there is a great deal of concern over large scale development, and many argue that Colchester should not continue to grow. However, preventing further growth and development is not an option that we have. Colchester is a popular and successful town in the south east of the country. This means that housing need in the area is high, with a substantial number of homes required, over and above the existing stock.

With a bigger population, an ageing population and changes in household make-up, the need for housing is high and increasing. New development is an important responsibility that we have in order to help ensure that our children, grandchildren, nieces and nephews can find homes of their own in the future. Many existing residents have benefitted from new development as the town has grown by an average of 800 new homes each year over the last 40 years, and it is important that families, couples and individuals in similar circumstances are provided with the same opportunity to find a home.

One of the consequences of not providing sufficient housing is that our children will have to look elsewhere for a home in the future. This would result in an increase in the average age of the Borough's population, meaning the working age population would decrease, and ultimately the Borough's economy would decline, with businesses moving out and closing down, and a decline in the Borough's services and facilities. This paints a bleak picture, but these would be very real consequences of not planning to meet our housing need.

### **What would happen if we didn't have a new plan for the Borough?**

It is a statutory requirement for the Council to produce planning policies for the Borough. The policies must comply with national planning policy unless there is overwhelming evidence to demonstrate why this is not the case. One of the significant national policy requirements is the requirement to plan to meet the objectively assessed need for housing, in full. Another of the significant requirements is that the Council works with other public bodies, including neighbouring authorities, to jointly address strategic issues which cross administrative boundaries. This includes the supply of land for housing, jobs and supporting infrastructure.

In the event that we don't produce a new plan which is national policy compliant, including a strategy for growth which will accommodate the objectively assessed need

for housing, then the Plan will not be successful when it is examined by the Planning Inspectorate, on behalf of the Secretary of State. In this instance we would need to revisit the plan and make significant changes, or start the process again.

The consequences of not having an up to date national policy compliant Plan for the Borough would be serious and far reaching. It would put the Borough in a situation of 'planning by appeal', rather than plan led development. With no plan to guide development, the Council would have very little control over the location of development and development could come forward through the planning application process on an ad hoc basis, with the risk that sites anywhere in the Borough could come forward for development.

This lack of a coordinated approach to development would result in a lack of certainty for the Borough's residents and businesses alike. Among the problems with this piece-meal approach to development, would be the provision of infrastructure, for example appropriate sites for schools and health care facilities would not have been identified. This lack of certainty and direction could also have a negative impact on the economy, with the risk that potential new employers chose not to come to the Borough, and the potential loss of existing employers who choose to move somewhere that can provide certainty. Having an up-to-date plan is also important because it sets standards which ensure that new development is built to a high quality of design.

#### **What Information will be used to inform the Plan?**

The Council has already started collecting and producing the evidence work that will inform the production of the Local Plan. This work will continue to be built on following the Issues and Options consultation and running up to the Preferred Options consultation. The evidence will include the following:

- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment
- Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment
- Employment Land Needs Assessment
- Employment Land Availability Assessment
- Retail Study
- Strategic Flood Risk Assessment update
- Water capacity study
- Surface water management plan
- Green Infrastructure Strategy
- Open space study
- Landscape and townscape character assessment update
- Wildlife study
- Historic characterisation study
- Sports facilities strategy
- Settlement Boundary Review
- Sustainability Appraisal
- Appropriate Assessment
- Viability Assessment
- Traffic and transport assessment work

## **Sustainability Appraisal**

The Local Plan will be supported by a Sustainability Appraisal, incorporating Strategic Environmental Assessment. The Sustainability Appraisal tests the sustainability of the Plan options throughout the production process. It does this by considering how different policy choices perform against a range of 'sustainability' criteria. For example, it looks at whether they would provide new jobs, make efficient use of land and help to improve health and wellbeing. The Sustainability Appraisal also helps to identify amendments to policies, or measures that could help to minimise any negative impacts identified and maximise the sustainability of the Local Plan.

A Sustainability Appraisal Report will be prepared and published at each of the Plan consultation stages to give all the opportunity to comment on the findings. The Sustainability Appraisal report that accompanies this Issues and Options document provides an appraisal of the high level options in this document. Further detail will be added to the appraisal as the options progress.

## **Habitats Regulations Assessment**

A Habitat Regulations Assessment is the process for determining whether a plan or project will have adverse effects on a European habitat site. The first stage is to screen the plan or project, following the precautionary approach, to determine whether adverse effects are likely to arise from the new Local Plan. The next stage is an appropriate assessment, which will conclude whether or not the plan or project will significantly affect a European site.

Colchester Borough Council has carried out a Habitat Regulations Assessment screening opinion, which is published alongside this consultation paper, and has concluded that a high level of growth, regardless of location, has the potential to lead to adverse effects on European sites in the Borough, primarily owing to increased levels of recreational disturbance. For example, Abberton Reservoir is one of the European sites identified by the screening opinion. The next stage will be an Appropriate Assessment of the draft Local Plan. This will be prepared and published alongside the draft Local Plan.

## **Over what timescale will the Local Plan be produced and adopted?**

The adopted Local Development Scheme provides the overall milestones for the Plan production process, including the various member approval, consultation and publication stages that lead up to examination and adoption of the plan in 2017. The main stages of Local Plan production process are anticipated to take place as follows:

Issues and Options consultation (this stage)	January/February 2015
Consultation on the draft Local Plan (Preferred Options)	March/April 2016
Publication of the Submission Local Plan	August/September 2016
Submission to Secretary of State	November 2016
Examination	February 2017

## Questions

In this Issues and Options Paper we have identified a number of issues in each section and asked questions in relation to the issues identified. The following box sets out the key issues and questions that we would like you to consider in relation to the Introduction. A similar format will be used for each of the sections that follow in this Paper.

INTRODUCTION
<b>Key Issues</b>  a) Whether the proposed plan period is appropriate b) Whether the scope of the evidence base is appropriate/sufficient
<b>Questions</b>  1. Do you agree that the Plan should cover the period to 2032 and beyond? 2. Do you agree with the scope of the evidence base set out under the heading ' <i>What Information will be used to inform the Plan?</i> ', is there anything that you think is missing from the list, or that you think is not needed?

Once you have finished reading the Paper, we have three further questions that we would like you to consider - set out in the box below.

OVERARCHING LOCAL PLAN ISSUES AND OPTIONS
<b>Key Issues</b>  c) Whether the Issues and Options Paper has covered all of the key issues that the new Local Plan should seek to address d) Whether there are any other issues or considerations that we need to take into account or to be aware of in the process of formulating a new Local Plan for the Borough
<b>Questions</b>  3. Do you think we have identified all of the key planning issues facing Colchester and which the Plan should address? If not, please set out any additional issues that you have identified, along with your thoughts on how the Plan could address them. 4. Do you think we have identified all of the strategic cross-boundary issues? If not, please explain what issue(s) we have missed and include supporting evidence. 5. Are there any other issues or considerations that we should take into account, or be aware of in formulating the new Local Plan.

### **How to respond to the consultation**

This Issues and Options Paper identifies a number of issues in each section and asks questions in relation to those issues. There is no requirement for you to comment on every issue or to answer every question; we would like you to submit comments on any areas that you wish to. Please note that it is important to comment on things that you may be in support of as well as aspects that you do not support. This is because the matters that you are in support of may change as the Plan progresses, as a result of responses from others who do not support the same things as you. Please ensure that you support all of the comments that you provide with an explanation/justification.

**All responses must be received before the close of consultation at 5pm  
Friday 16 January – Friday 27 February**

We request that responses are submitted electronically. **Text documents must be submitted in Word format**, pdf and other file types will not be accepted. Supporting documents, which are not text based, such as maps or diagrams, can be submitted in pdf or other file types.

Please make sure that your response clearly sets out which section, page and/or paragraph number each of your comments relate to. Please also make sure that your name and contact details are included, as anonymous responses will not be accepted.

Please note that following the close of the consultation and once all of the comments have been processed, all responses will be made publicly available.

**Representations should be emailed to: [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk)**

If you do not have access to a computer or the internet, representations can be posted to:

Spatial Policy Team  
Colchester Borough Council  
FREEPOST RLSL-ZTSR-SGYA  
Colchester  
Essex  
CO1 1ZE

If you have any queries or problems in relation to the Local Plan Issues and Options consultation, please contact the Planning Policy team using the contact details below:

Email: [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk)  
Telephone: 01206 282473 or 01206 508639

### **Next steps**

Following the close of the Issues and Options Consultation on Friday 27 February, the Planning Policy team will collate and summarise the representations received through the Issues and Options consultation. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan Preferred Options Paper for consultation. The preferred Options Paper will be in the form of a draft Local Plan.

## **LOCAL PLAN VISION**

### **What is the vision?**

The vision will form the critical starting point for the new Local Plan. It is vital that the vision encompasses the aims and aspirations that we, collectively, have for the Borough, looking to 2032 and beyond. Once the vision has been composed, it will be translated into policies that direct how our land and spaces are used. For example, if there were aspirations for the Borough to become a regional leisure attraction, the Local Plan would need to contain suitable policies and allocations for the provision of those leisure uses so that there was somewhere for them to be developed and to take place.

### **What informs the vision – how is it worked-up?**

The previous spatial vision, set out in the Core Strategy (2008), took its lead from the Local Strategic Partnership's Colchester 2020 document. This Partnership no longer exists, meaning, in its absence, that it is vital for organisations and individuals to feed in their thoughts and ideas through this Local Plan consultation process in terms of what the Borough should be aiming for and aspiring to.

The Council is in the process of producing a new Strategic Plan for the Borough that will cover the period 2015 to 2018; setting out the Council's aims and objectives for the next few years, the Strategic Plan will play an important role in informing the spatial vision. The Local Plan vision will, however, need to look much further ahead, with the aims and aspirations for the Borough to 2032 and beyond.

It is important that whilst being aspirational, the vision is also achievable, in order to ensure that it is meaningful and realistic. It is the spatial context of the vision that will be important in formulating the policies in the Local Plan. What we mean by 'spatial' is the way in which things are located on the ground. It is about using land in the most appropriate ways to develop and maintain places that are sustainable and that function well. In other words, it is about creating places where people want to be. For example, if there is an aspiration for new developments to be supported by local centres which provide local residents with access to shopping, services and facilities, spatially, it will be important for these centres to be located so that they are easily accessible, with good walking and cycling links.

The existing Core Strategy vision is set out below. The new vision for the Local Plan can include all, none, or some elements of the Core Strategy vision. This is included here to give an idea of the kinds of thing the vision might include. We are looking for your ideas on what you think the new Local Plan vision for the Borough should say.

### **The 2008 Core Strategy Vision**

By 2021, Colchester will be a prestigious regional centre. The historic Town Centre will be the cultural and economic heart of the Borough, surrounded by thriving suburbs, villages and countryside. New cultural, retail, office and mixed use developments will be delivered through regeneration of the Town Centre and its fringe. Urban Gateways to the Town Centre will be regenerated to present attractive entry points to Colchester and stimulate sustainable development. Key community facilities will be delivered and expanded, including the University of Essex, Visual Arts Facilities, General Hospital, Colchester Institute, and Community Stadium.

The focus of new development will be on Colchester Town and Stanway. Sustainable and inclusive communities will be created through regeneration in the north, east and south, and sustainable urban extensions to the north and south-west of town. These developments will deliver affordable housing, employment, open space, and community facilities and will achieve a high standard of sustainable design and construction. New and existing communities will be supported by a network of district and local centres which will provide local residents with easy access to shopping, employment and services. Public transport, walking and cycling links will be improved to better connect residents with local and regional destinations.

Tiptree, Wivenhoe and West Mersea will be key district settlements that provide essential services and facilities to their rural hinterland. The historic character and distinctiveness of these settlements and other villages will be protected and enhanced.

The natural environment, countryside and coastline will be conserved and enhanced and strategic green spaces will be secured to meet the recreational and health needs of Colchester. Sustainable development will also help protect the biodiversity, cultural and amenity value of the countryside and coast and will minimise use of scarce natural resources.

VISION
<p><b>Key Issues</b></p> <ul style="list-style-type: none"> <li>e) Establishing a vision that is aspirational yet achievable</li> <li>f) Establishing a vision that is fit for purpose for the next 15 plus years</li> <li>g) Bottoming out what we want for the future of the Borough; how it should develop; what it should offer; what key things it should be good at or well known for, etc.</li> <li>h) Establishing what, in addition to the Council's Strategic Plan, could help inform the vision for the new Local Plan</li> </ul>
<p><b>Questions</b></p> <ul style="list-style-type: none"> <li>6. What would you like to see for the Borough's future, what do you think should be included in the Local Plan vision for the Borough, what should we be aiming and aspiring to achieve and why?</li> <li>7. Are there any other documents or visions that you think might help to inform the vision for the new Local Plan?</li> </ul>



## **LOCAL PLAN THEMES – THE ISSUES OF TODAY AND THE CHALLENGES FOR THE FUTURE**

### **Local Plan Theme 1 - Housing**

Allocating land for housing is a key role of the Local Plan. As part of this process, the Council will need to set housing targets for both market and affordable housing and allocate sufficient land to ensure that these targets can be met.

It is vital that new developments which accommodate the housing growth required create sustainable, well-designed communities, supported by the appropriate infrastructure. This wider objective will be key in the production of the Plan policies.

Over the last four decades, Colchester has been expanding. Growth has, of course, been influenced by the peaks and troughs of the wider UK economy and housing cycles, but over the period 1974/75 – 2012/13, housing growth has averaged 831 dwellings per year. This figure matches precisely with top-down target that was set through the national planning process. The now abolished Regional Spatial Strategy set a target for Colchester over the 2001-2021 period of 830 per annum. This number was incorporated in the Council's Core Strategy, adopted in 2008, which set out allocations and policies for that period.

Following abolition of regional strategies and the publication of the National Planning Policy Framework in 2012, it is now the responsibility of the Council to set the housing target, in cooperation with neighbouring planning authorities. National policy requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans allocate sufficient land to accommodate that level of development.

Colchester has accordingly carried out work assessing housing demand, working jointly with other Essex authorities (Braintree, Brentwood, Chelmsford and Maldon to commission a Strategic Housing Market Assessment. This piece of work assists the Councils in determining their housing market areas, and the level and nature of demand for different types of housing. This work will be fed into the development of the housing target. The Strategic Housing Market Assessment uses Government population figures which are then translated into household estimates and consequential demand for housing.

Initial work from the Strategic Housing Market Assessment (SHMA) provides an estimated requirement of 1.065 new homes per annum needed in the Borough over a 20-year period [\(add link to SHMA\)](#). This would represent a significant increase over the Core Strategy target of 830 houses per year. Further work will be carried out to develop a target for the Plan, reflecting the most up-to-date evidence available on population growth, and housing supply and demand.

The Options section of this paper sets out possible scenarios for delivering these numbers, while other sections of the document highlight a range of policy areas or themes - from jobs, to design, to environmental enhancement - needed to support the delivery of housing within sustainable communities.

The mix of housing with other uses has an important bearing on the overall character of an area. In the Town Centre in particular, increases in residential dwellings resulting from new residential infill, recent conversions of office buildings to residential, and re-use of upper floors all support other commercial uses in the town and give rise to higher levels of street-level activity. Elsewhere in the Borough, residential areas are enhanced by the proximity of local shops, accessible open space, community facilities, and public transport access. Equally, the built character of the Borough is rich and diverse and new development provides an opportunity to sustain and reinforce these defining qualities.

The existing functions of the Borough's towns and villages is set out in the settlement hierarchy, which places the town centre at the top, followed by the Urban Rural District Centres of Wivenhoe, Tiptree and West Mersea, and the Borough's smaller villages at the bottom. In producing the new Local Plan it will be important to consider whether the existing hierarchy remains fit for purpose and should be carried forward into the new Plan, or whether it requires amending for the new Local Plan.

Within the overall demand for housing, the Council will need to specifically address the demand for different sizes and tenures of housing arising from different sections of the community. While for many years household sizes decreased due to an increase in the number of single person households, this trend now seems to be slowing as the cost of housing limits the choices of those wishing to set up a new home. Evidence in the Strategic Housing Market Assessment indicates it would be reasonable to consider providing policy guidance for future delivery in the market sector of 60% one and two bedroom properties to meet the needs of single, couple and small family households. The remaining 40% of market units should be three and four bedroom houses to address the needs of larger families, and to provide a balanced market sector stock.

In addition to a target for the number of market homes to be built each year, the Local Plan will need to establish a target for affordable housing. Development of more affordable housing is particularly challenging since any targets attached to market housing developments need to reflect viability considerations. For example, an affordable housing target that was too high a proportion of dwellings could compromise overall housing delivery and/or the delivery of infrastructure to support development on market housing sites. The Strategic Housing Market Assessment model identified a requirement for 344 affordable units per annum over a 20 year period.

Options for delivering housing are expanding, with a return of the option for local authorities to, themselves, build housing. The Council will, therefore, need to consider the extent to which it wants to get involved in the housing market by developing public sector land, or to allocate specific types of housing land in the Local Plan, such as retirement housing.

Policy support for self-build housing is increasingly seen as a way of providing a lower-cost flexible option to address the need for more housing. Pilot schemes around the country are currently underway to help develop practical means of implementing this, currently small, sector of the housing market, and the Council will need to have regard to evolving best practice in this area.

In Colchester, projections from the Government indicate that the number of people aged over 65 years in the Borough is likely to increase from 29,000 in 2012 to 46,000 in

2032; an increase of around 50%<sup>1</sup>. Planning for these increasing numbers will challenge us to develop new and expanded options for all the different needs within this group. Older people will require different types of housing in varying sizes and tenures. Options could include sheltered and assisted living accommodation as well as smaller flats for elderly downsizers. Addressing the need to increase provision of these different categories will require us to have a good understanding of our local needs. The Strategic Housing Market Assessment notes that the increase in the over-80 population will have particular implications for specialised forms of housing that include an element of care and which are suitable for those with mobility impairments.

The Essex Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (September 2014 update) found that 15 pitches would be required over the period 2013 and 2033 to accommodate gypsy and traveller needs [\(add link to GTAA\)](#). The Council will identify allocations within the Borough to meet that need.

Planning regulations have tended to steer clear of prescribing detailed design and space standards, but planning policy can have a role in assisting the delivery of well-designed spacious and sustainable homes that are fit for purpose for a wide range of ages. The Government began a review of housing standards in 2012 to cut down on the number of overlapping and conflicting standards for new homes. This review proposed that basic standards could be strengthened, if backed by evidence, through more stretching optional requirements for water efficiency in areas of water stress, and for wheelchair user and adaptable homes. These optional requirements would be introduced through local plans.

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<sup>1</sup> Office of National Statistics, 2012 Sub-National Population Projections

## HOUSING

### Key Issues

- i) Development of realistic housing targets for both market and affordable housing.
- j) Allocation of new housing sites in the most sustainable locations.
- k) Integrating new housing into the community by getting the right densities and character appropriate to the Borough's diverse neighbourhoods ranging from the Town Centre.
- l) Building housing of different types and sizes to cater for the full range of ages and needs, with particular regard to the needs of specific groups including students, families, people with disabilities, ethnic minorities such as gypsies and travellers, and older residents.
- m) Address the issue of supporting people who want to build their own homes.
- n) Achieving high quality sustainable housing design with policies that strike a balance between ensuring quality through standards and supporting innovation through a flexible approach.
- o) Seeking to ensure, in addressing all of the issues above, that the end result is the creation of high quality, sustainable places.

### Questions

- 8. Have the correct issues been identified, are there any missing?
- 9. Do you have any thoughts on how the Plan could or should address these issues?
- 10. Do you have any further comments to make on housing related issues?

## Local Plan Theme 2 - Centres and Employment

Planning for sustainable development involves building a strong local economy that is well connected to global markets. This includes trying to provide local jobs for residents moving in to new housing to minimise their need to travel. Colchester's location in the south east near London means that a small but significant proportion of its residents commute to Greater London (7.2% in the 2011 Census), but the large majority of residents (65-69% in the 2011 Census) both live and work in the Borough. Recognising both these trends, Local Plan allocations will need to include further land to support the delivery of jobs in Colchester as well as acknowledging the continual role of London as a World City drawing longer distance commuters. Major local employers include the Army and educational institutions, including the University of Essex. The University is currently developing a Research Park which will provide new employment opportunities linked to University areas of technical expertise.

Colchester is part of the South East Local Enterprise Partnership (LEP). The South East LEP covers a large area which includes Essex, Kent and most of East Sussex. It is a partnership between local government, the business sector, and further and higher educational institutions. The role of the Local Enterprise Partnership is to stimulate economic growth, and support the delivery of infrastructure, jobs and homes. The aim set out in the Partnership's Strategic Economic Plan (2014) is to create 200,000 private sector jobs, complete 100,000 new homes and lever investment totalling £10billion to accelerate growth, jobs and home building, by 2021. The Local Enterprise Partnership has secured £442.2 million in funding from central Government to boost economic growth, with a particular focus on transport schemes that will bring new jobs and homes until 2021. Some of this funding has been allocated to projects in Colchester, including funding towards broadband provision for business parks in the northern growth area.

Guidance from the Government is clear that local authorities' aspirations for economic growth need to be realistic and evidence-based, particularly given that if high rates of economic growth are assumed, it should be accompanied by equivalently high levels of housing growth. To help develop this realistic understanding of economic prospects, the Council commissioned an Employment Land Needs Assessment (ELNA) that identified current and potential economic growth sectors and their associated land requirements. The study also evaluated the demand and quality of existing employment land allocations [\(add link to ELNA\)](#).

The Employment Land Needs Assessment found that Colchester has recorded reasonably strong levels of employment growth over the last 23 years (20%), outperforming regional and national rates but falling behind the rate of growth recorded across Essex as a whole. The proportion of commercial B class jobs (which consists of jobs in offices, research and development, light industry and general industry) has remained largely the same during this period, with declining industrial employment being offset by growth in office jobs.

Workplace wages in Colchester lag behind resident wages, indicating that the types of jobs available locally are less well paid than elsewhere in the sub-region, with many residents commuting to higher paid jobs elsewhere. Over the last ten years, the Borough's self-containment rate (the number of people who both live and work in the Borough) has reduced by nearly 7% down to 65%, largely as a result of increasing levels of in-commuting to the Borough from adjoining areas.

The Borough has seen moderate amounts of new development over the last few years, mainly relating to industrial and storage and distribution uses (Planning use classes B1c, B2 and B8) uses and driven by a small number of large developments. At the same time, the Borough has been losing significant amounts of B class space, to the extent that net development rates have been negative in recent years. This has also been driven by a handful of large redevelopments such as the Flakt Woods development which involved the movement of the company to smaller new premises at Cuckoo Farm.

The Employment Land Needs Assessment considered that Colchester is still contending with an oversupply of office space following the economic downturn, which is reflected in the current (2014) relatively high office vacancy rate (15%). This does, however, vary across the Borough's employment sites with what limited market demand there is focused upon high calibre, small scale schemes that have good access to the A12. The Town Centre, however, is judged to suffer from a concentration of dated, poorly specified office space. The Borough's industrial market is considered to have weathered the recession better, with market feedback indicating that the supply and demand for industrial accommodation is relatively well matched. Demand is generally for small to medium sized industrial premises up to 1,000 sqm and mainly from local firms. The study's assessment of the current supply of employment sites concluded that in general, the range of sites comprised good quality, well maintained stock with low vacancy levels meeting requirements of the local market.

In planning for the future, the study advised that it will be necessary not just to focus on how much land is required, but to think about the opportunities and risks that flow from particular policy approaches. The emerging Local Plan should seek to plan for a choice of sites and locations to meet the needs of particular sectors and occupier needs. This will involve providing for new inward investment while stopping protection for employment allocations that are no longer meeting market needs. Planning for employment will need to be balanced against pressures from other land uses, as well as other Local Plan objectives such as planned housing, retail and leisure growth.

The adopted Core Strategy sets out a hierarchy of retail centres which puts the Town Centre at the top. This existing hierarchy will now need to be evaluated to ensure its continuing appropriateness in the light of changing retail trends, particularly the growth of internet shopping. Additionally, the wording of national guidance makes it difficult to prioritise one type of centre over another, although the pre-eminent role of the town centre is acknowledged in general terms. The current policy labels and functions of Colchester's centres will, accordingly, need to be reviewed to ensure relevant policy is compliant with national guidance, and appropriate to the function of each centre.

Existing policies include restrictions on non-retail uses in shopping areas. In the Inner Core of Colchester's Town Centres, 85% of ground floor frontages are required to be retail, with 50% in the Outer Core. These policies will need to be reviewed in the light of the Government's de-regulation of town centre uses and the changing balance of uses in centres, which increasingly provide a focus for leisure time uses such as eating out and personal care (e.g. hairdressers).

The changing balance of uses in centres is particularly evident in the evening and night-time economy. Recently, there has been an increase in the diversity of offer in the

Town Centre with planning applications for an Art House cinema, new boutique hotels, and restaurants aimed at an older market. This broadening away from ‘vertical drinking’ establishments should help support a Town Centre that is more welcoming to families and older people after dark.

Tourism is a key part of the Colchester economy, and was worth £244m to the economy of the Borough economy in 2012. Development of this sector, in planning terms, relies on sensitive new development that enhances the attractiveness of the Borough’s historic built and natural environment while providing improved access and facilities for a growing number of visitors. In recent years, the council has prioritised the growth of hotel accommodation in line with significant developments and investments in visitor attraction in and around Colchester (See 2007 Humberts Leisure study on hotels, with 2009 update - link). The Borough has now been successful in seeing a growth in new hotels and any future growth in this sector will need to be considered in this context of an increased supply.

The attractiveness of Colchester’s environment to tourists is linked to a growing and thriving cultural and creative sector. The Creative Colchester strategy (add link) highlights that approximately one in six Colchester jobs are in businesses related to the creative sector, including design, film, arts and crafts, advertising, and publishing. The vision of the strategy focuses on strengthening this sector by ‘making the most of what makes it unique, its assets and distinctiveness’.

EMPLOYMENT
<p><b>Key Issues</b></p> <ul style="list-style-type: none"> <li>p) Ensuring the delivery of well-located sites to support employment with particular regard to growing sectors of the economy</li> <li>q) Development of policies to support new investment and help existing businesses overcome barriers to success and to help train new workers</li> <li>r) Ensuring there is sufficient land across the plan period to support housing growth</li> <li>s) Development of a retail hierarchy which safeguards the pre-eminence of the Town Centre while supporting appropriate levels of growth in other areas.</li> <li>t) Review of existing Town Centre boundary, primary shopping area and primary shopping frontages.</li> <li>u) Development of policies for the Town Centre that help to create a balanced mix of activities in the daytime, evening and night time.</li> <li>v) Development of policies which support tourism, leisure, culture and the arts.</li> </ul>
<p><b>Questions</b></p> <ul style="list-style-type: none"> <li>11. Have the correct issues been identified, are there any missing?</li> <li>12. Do you have any thoughts on how the Plan could or should address theses issues?</li> <li>13. Do you have any further comments to make on employment related issues?</li> </ul>

### **Local Plan Theme 3 - Rural Colchester**

The main urban centre of Colchester is surrounded by a large rural hinterland comprising the smaller towns of Tiptree, West Mersea and Wivenhoe and a number of smaller villages and hamlets. Approximately 30% (51,000) of the Borough's population live in the Borough's rural area.

There is a need to deliver sufficient numbers of housing and jobs in the rural parts of the Borough to create sustainable rural communities and to prevent the creation of stagnant commuter villages. Currently, Council policy provides for a restrictive approach to new development in villages. Infill growth is allowed within the closely-drawn settlement boundaries of villages, with limited provision for rural exception sites composed primarily of affordable housing adjacent to those boundaries.

The Council last reviewed the Borough's settlement boundaries as part of developing its current adopted policy framework. This framework directed growth to the urban area of Colchester as it was demonstrated to be the most sustainable solution to provision of the housing numbers required, so significant revision of village boundaries was not supported. The Council, in consultation with town and parish councils, will, however, now need to revisit this issue to see if the overall preferred options for growth in the Borough, as well as the particular needs of villages, warrant minor or major changes to settlement boundaries. This review will balance growth pressures with the need to protect the countryside from inappropriate or unsustainable development.

The provision of affordable housing in the rural areas is low, which reflects the difficulty in bringing forward rural exception sites under previous national Government policy.

In 2011, rural jobs accounted for 23% of all jobs in the Borough, a growth from 15% in 2001. Agriculture, leisure or tourism activities make a significant contribution to the rural economy however income derived from farming has been declining.

The Employment Land Needs Assessment reports that demand for rural employment space in Colchester is 'steady'. It recommends that planning policy supports sustainable rural based employment development and responds positively to proposals that encourage the re-use of redundant agricultural buildings to meet future industrial and office based need.

A key issue for the Local Plan will be to ensure that there are positive policies in place to support the revitalisation of the rural economy, including opportunities for farm diversification schemes in response to changes in farming. There is also a need to consider changes in working patterns driven by improvements in technology.

With such a large rural hinterland, isolation can be an issue in some areas. Rural areas often have limited services and facilities including poor broadband. This, coupled with poor public transport links, can prevent those without access to a car from accessing the facilities they need. A challenge for the new Local Plan will be to improve the provision of community facilities and community infrastructure, as well as access to services.



## RURAL COLCHESTER

### Key Issues

- w) Increasing the delivery of rural housing, including affordable housing, to create sustainable rural settlements
- x) Increasing the delivery of rural jobs
- y) Improving the provision of and access to community facilities in rural areas to support community needs and reduce social isolation.
- z) Defining settlement boundaries to allow sustainable levels of growth in rural villages/hamlets without adversely impacting on the character of the villages/hamlets and surrounding countryside.
- aa) Protecting the countryside for its own sake

### Questions

- 14. Have the correct issues been identified, are there any missing?
- 15. Do you have any thoughts on how the Plan could or should address these issues?
- 16. Do you have any further comments to make on issues related to the Borough's rural area?

## **Local Plan Theme 4 - Promoting Healthy Communities**

Producing a new Local Plan provides us with the opportunity to strengthen the connection between land use and the health of our communities. The National Planning Policy Framework states that 'The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.' This includes the provision of safe, accessible places for social interaction, physical activity and interaction with the natural world, all of which contribute to healthy lifestyles.

On a national level Colchester Borough scores very low on measures of social deprivation, however there are small areas in the Borough that do score highly. In affluent areas, these pockets of deprivation are often exacerbated by the marked differences of neighbouring communities. It is, therefore, important to encourage social inclusion through the design and build of new communities and to ensure people have good access to adequate community facilities and services.

In promoting healthy lifestyles, access to recreation, leisure and open space is as important as access to formal health facilities such as hospitals, doctors' surgeries and NHS dentists. A general increase in population will have impacts on the number of schools, nurseries and recreation facilities needed. The delivery of a Green Infrastructure network which offers opportunities for residents to participate in informal recreational activities and which includes linked walking and cycling routes will help promote healthy lifestyles across the Borough. Green infrastructure includes open space, pedestrian/ cycle/ bridleway routes and rivers.

Initiatives which integrate small scale food production into existing and new neighbourhood green spaces are on the increase around the country, and could be given greater impetus through the support of planning policies. Local food production projects such as community gardens; hedgerows planted with fruiting trees/shrubs; urban hydroponic gardens; and community orchards provide a variety of benefits including the creation of a community meeting point and an outlet for exercise, as well as providing a source of healthy food.

A key challenge will be to ensure that the correct amount and type of facilities are delivered as part of future growth proposals in the Borough to meet community needs. An aging population will increase demands on health and social care services, particularly the need for residential nursing care, and will also have wider impacts for the local economy, housing demand, public transport and other key services.

Tackling the fear of crime in Colchester and reducing actual crime needs to be considered. Through design, the planning system can help ensure that new development reduces the incidence of actual crime and the fear of crime.

## PROMOTING HEALTHY COMMUNITIES

### Key Issues

- bb) Building inclusive and healthy communities with good and equitable access to well located high quality key services (health, social, care, education) and community facilities.
- cc) Promoting healthy lifestyles through support for initiatives such as provision of sports and recreation facilities, improved access to green infrastructure and local small-scale food production schemes.
- dd) Protecting existing community facilities and the delivery of new facilities to meet community needs.
- ee) Protecting existing areas of public and private open space and ensuring development delivers adequate levels of new public and private open space.

### Questions

- 17. Have the correct issues been identified, are there any missing?
- 18. Do you have any thoughts on how the Plan could or should address these issues?
- 19. Do you have any further comments to make in relation to the promotion of healthy communities?

## **Local Plan Theme 5 - Sustainable Transport and Accessibility**

New development impacts on travel demand. Weekday trips, by all types of travel, are expected to grow 20% by 2032 (including trips that will be generated by development expected to take place over the Plan period)<sup>2</sup>. The geographical relationship of different uses, for example where people live, work, study and shop, affects how many journeys are made, how long they are and what means of transport is used. This travel demand impacts on the economy, environment and the local community. The challenge is to provide a sustainable transport system in Colchester, while providing good access to jobs and services.

The main transport issues that the Local Plan will need to explore are: how a high quality, efficient and accessible transport network can be delivered in the future; how the location and planning of new development can help to reduce the need to travel; and how new communities can be planned in a way that can help to influence a change in people's travel behaviour, towards more sustainable modes of transport.

### **Travel patterns**

Travel to work makes up around a third of journeys each week day. Colchester has a high level of people living and working locally, with approximately 65% to 69% of employed residents working within the Borough (2011 Census). This reflects the Borough's ability to offer local employment. However, the high level of self containment results in a large number of short trips to work, many of which are still undertaken by the car. The car dominates the mode of transport to work, representing 55% of all journeys in the Borough (2011 Census). When broken down, in rural areas, 62% of journeys to work are made by car, while the average in urban areas remains high at 53%.

The average total time for all trips travelled per person, has remained constant over the past 30 years, close to one hour per day, but the length of the journey has increased and there has been a reduction in the number of walking trips. National forecasting<sup>3</sup> suggests that car travel will continue to dominate movement patterns.

Colchester is also a key destination for employment, education, health, leisure and retail. The main inward movement into the Borough for employment is from the east, with 38% of people coming into the Borough from Tendring, for work. Of these trips, 82% are made by car. The key destinations for those commuting out of the Borough are London (25%), Braintree (15%) and Tendring (15%). Within the Borough, there is a diverse range of destinations for commuting from each local ward, resulting in complex short journeys. However, the town centre (Castle Ward) is the main destination for work and education.

The combination of travel patterns result in peak congestion on the road network. Traffic congestion delays all road users, and businesses are likely to take this, and the perceived economic cost, into account when deciding whether to locate within the Borough.

Colchester has a number of air quality management areas and the main source of air pollution is motor vehicles. The main declared area is in and around the town centre.

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<sup>2</sup> National Trip End Model Temprow v6.2, Colchester Trip Productions

<sup>3</sup> National Trip End Model Temprow v6.2

Vehicles emit, amongst other things, nitrogen oxides, carbon monoxide, carbon dioxide and fine particular matter. Particular problems arise where traffic is slow moving through narrow streets near the historic centre of the town. Road transport vehicles are one of the most significant sources of poor air quality. Public Health England estimates that 5.5% of all deaths in Colchester are attributable to poor air quality<sup>4</sup>.

It will be particularly important to improve and maintain Colchester's transportation infrastructure, provide travel options and change how people travel, so that the Borough can continue to attract businesses, retailers, tourists and home buyers, therefore boosting the local economy and contributing to the delivery of sustainable growth.

### **The inter-urban road network**

Nationally, the growth of car traffic had slowed, and in the urban areas, traffic levels have remained fairly static over the last 20 years, even though the population and economy has grown. However, across all types of roads, traffic has begun to grow again. On the inter-urban road network, traffic levels have increased with parts of the A12 around Colchester carrying 90,000 vehicles per day, which is high for an A class trunk road. Most of the inter-urban road network, particularly the capacity of the A12, is constrained by the operation of the junctions.

The Highways Agency A12/A120 Route Based Strategy (March 2013) sets out current flows and stress levels on both roads and illustrates that in peak periods, the A12 between Junction 25 at Marks Tey and Junction 29 at the A120/Crown Interchange is at capacity. Theoretically, the road has no spare capacity at peak times to accommodate more vehicles, and additional traffic results in a reduced level of service with increased queuing, congestion and decreased journey reliability.

Department for Transport statistics show that the A12 performs poorly in terms of reliability and delay compared to other trunk roads. Alternative routes are also limited and if an incident occurs on the A12, the A120 west from Marks Tey to Braintree can act as an alternative route. However, as stated in the Highway Agency's Route Based Strategy, it is currently wholly unsuitable for this purpose.

The Route Based Strategy identifies areas for targeted investment in the short and longer term. In the short term, schemes are identified to improve reliability on the route. In the longer term, a strategy for improving junctions is proposed, in order to solve the operational issues on the route and investigate the potential for releasing land for growth. In the Colchester area, localised capacity improvements between junctions 28 and 29 are proposed for investigation to help facilitate growth in North Colchester. Similarly, capacity improvements are proposed for investigation to enable planned growth in Stanway.

The A120 is the key route linking Stansted airport in the west to Harwich port in the east. Many sections of the road are of low standard with heavy congestion, high accident risk and, above all, poor journey time reliability. To support economic and housing growth, improvements to the A120 between Marks Tey and Colchester are also identified for further investigation. There is a significant level of support from local authorities, the Haven Gateway sub-region and businesses along the route. However, it is recognised that this would require substantial investment.

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<sup>4</sup> Estimating Local Authority Mortality Burdens Associated with Particulate Air Pollution. PHE, 2014

### **The local road network**

Modelling of traffic growth in the Colchester urban area (Colchester Area Saturn Model, AM and PM Forecasting Report, February 2010), including the housing and employment growth up to 2023, suggested an 18% growth in trips in the peak hours between 2007 and 2023 (an average growth of 1.1% per annum).

### **Public transport, walking and cycling**

Approximately 30% of people use alternative forms of transport (walking, cycling and public transport) to travel to work (or work at home). This is important in managing congestion and there is capacity in most of the alternative forms of transport to accommodate sustainable growth in the Borough. However, these local routes are not always continuous and they are often of variable standards. The urban bus network is comprehensive in urban Colchester and most places in the urban area have good access to bus services. However, the bus network is currently under utilised and the County Council wishes to address this through new passenger transport strategy. By promoting travel by sustainable modes there are wider benefits to local people such as personal health, less pollution and using less resources (including land), and they are cost effective.

The rail network is heavily used by passenger trains and through freight from the Haven Ports. Whilst there are few capacity issues in the Colchester area on the rail network, improvements are required along the line to accommodate growth and provide a faster more competitive service across the region. The Great Eastern Mainline Prospectus and the Anglia Rail Study identify a range of measures for delivery in the future to support growth. Locally, access to rail stations and integration with growth is a challenge.

In the rural areas, car travel dominates, but for those without access to the car, rural isolation and access to major services, such as health and education, is particularly difficult. The 2011 Census showed that in rural areas, 15% of employed residents work from home compared to 8% of employed residents in urban areas.

### **Delivery**

There are a number of different partners delivering transport in the Borough. Essex County Council is the local transport and highway authority and manages the local road network and Park & Ride services. Essex County Council also publish parking standards for new developments and the 2009 standards are adopted by Colchester. These are currently a mix of maximum and minimum standards depending on the type of development.

The Highways Agency manages and maintains the national strategic road network which includes the A12 and the A120 which pass through the Borough. Network Rail is responsible for the railway network and Abellio Greater Anglia (until October 2016) provide the rail services from our six stations (Colchester, Colchester Town, Hythe, Marks Tey, Wivenhoe and Chappel & Wakes Colne). Various bus and community transport operators provide bus services across the Borough. Colchester Borough Council manages on and off-street parking. There are also a number of commercially operated public car parks in the Borough.

## **SUSTAINABLE TRANSPORT AND ACCESSIBILITY**

### **Key Issues**

- ff) Balancing new development with traffic and congestion;
- gg) Managing congestion and minimising the impact of traffic on our communities;
- hh) Promoting alternative ways of travelling around the Borough;
- ii) Balancing the different transport needs of urban and rural areas.

### **Questions**

- 20. Have the correct issues been identified, are there any missing?
- 21. Do you have any thoughts on how the Plan could or should address these issues?
- 22. Do you have any further comments to make on transport related issues?

## Local Plan Theme 6 - Heritage and Design

‘Quality of place’ is a term that describes the idea that a town has locally distinctive qualities of design, character and atmosphere which inspire pride in its residents, and appreciation by its visitors. Colchester has a good basis for a high quality of place since its character reflects a multi-layered legacy of over two thousand years of human building and creativity. Safeguarding this legacy and improving the quality of Colchester Borough’s places, however, will rely on sustaining and reinvigorating the Borough’s heritage assets with new uses; interpretation of the heritage to promote its appreciation; and the creation of new well-designed buildings that will become the legacy for the future.

The richness of Colchester’s heritage is reflected by the statutory protection awarded to many of the Borough’s heritage assets. Colchester has 22 conservation areas and 2,056 listed buildings. The Borough also has 4 parks on the National Register of Special Historic Interest, as well as Scheduled Monuments at Gosbecks and around the Iron Age dyke system. The Council works closely with English Heritage, Essex County Council and conservation groups to ensure that archaeological and historic assets are identified, documented and preserved. The Council has adopted a Local List to ensure that the historic value of locally important heritage assets is a material consideration in the determination of planning applications. Additionally, the Borough has a wealth of undesignated sites of high archaeological potential.

National and local policy on design and heritage has provided consistent support, in principle, over the years, for high quality design and enhancement of the historic environment. At a local level, however, more specific national policies, such as those concerned with high densities and low parking standards, which were intended to support greater sustainability, have instead often been seen to have the unintended consequence of lowering design quality, limiting the provision of open space, and creating parking problems.

The challenge in planning for design and heritage in Colchester is, accordingly, about matching clear broad policy aspirations for a high quality of place with effective detailed policies that actually deliver on this promise. One part of this challenge is to actively support innovation by avoiding overly prescriptive policies. Mechanisms for achieving this balance could include design codes, characterisation studies, design review panels and development briefs. A particular issue is the increasing awareness of the importance of the indirect impacts of new development on the wider setting of heritage assets. For example, development adjoining a Conservation Area or a Listed Building may change the way in which the asset is experienced or appreciated.

The potential for improvement of the many spaces and places that, together, make up our townscape, is most apparent in the public spaces used and shared by Borough residents and visitors. These include the Town Centre, rail and bus stations, parks and open space, and community facilities. The public areas they provide could be enhanced through increased levels of appropriate usage; integration with new and existing features in the surrounding environment; better access; innovative approaches to telling the multi-layered stories of the Borough’s past; and consistent maintenance. The Council’s Better Town Centre Supplementary Planning Document and associated Public Realm Strategy ([add links](#)) provide a basis for energising these spaces, and the Council will seek to use its planning policies to further support new, high quality design



and active spaces, throughout the Borough. In particular, it will be important that larger new developments meld seamlessly with urban fabric and are designed to provide attractive public areas that can serve as a focus for new communities.

## HERITAGE AND TOWNSCAPE

### Key Issues

- jj) How to support enhancement of the historic environment
- kk) Development of policies to support specific methods of delivering high quality design, including design codes, characterisation studies, design review panels; inclusion of historical interpretation; and development briefs.
- ll) The potential for adding to and improving the quality of our public spaces

### Questions

- 23. Have the correct issues been identified, are there any missing?
- 24. Do you have any thoughts on how the Plan could or should address these issues?
- 25. Do you have any further comments to make on design and heritage related issues?

## **Local Plan Theme 7 - Natural Environment**

The natural environment of the Borough has evolved over a long time, in response to physical process and land management. These have created a diverse range of habitats and high quality landscapes that support a diverse range of species. The coastline habitats are particularly important ecologically and include extensive tracts of saltmarsh, coastal grazing marshes, mudflats and economically important oyster fisheries which are protected under international and national statutes. Two Special Protection Areas (Colne Estuary and Blackwater Estuary) help protect the coastal habitats and the species living in them and they have further protection through designation as Ramsar Sites, as a Special Area of Conservation (Mid Essex Estuaries), and through the Colne Estuary Site of Special Scientific Interest (SSSI). The Colne Estuary has also recently been designated (2013) as part of a larger Marine Conservation Zone. These are designations designed to protect species and habitats under international agreements.

The Borough's coastline is given added protection through the Coastal Protection Belt designation in our existing Local Plan. This seeks to protect the open character and undeveloped sections of the Borough's coastline against inappropriate development. The Council is proposing to review the boundary of the Coastal Protection Belt as part of the Local Plan to ensure that it remains fit for purpose and continues to protect those sections of coast that require protection.

Inland, Abberton Reservoir is a designated Special Protection Area. The northern part of the Borough falls within the Dedham Vale Area of Outstanding Natural Beauty, offering the highest level of protection in relation to landscape and scenic beauty. In addition to these, there are currently 168 designated Local Wildlife Sites, covering 1,957 hectares.

River corridors and green spaces make a significant contribution to the Borough's green infrastructure network. Green infrastructure is a term used to describe networks of natural features that provide benefits to people. The features range from street trees to woodlands and from ponds to rivers. As well as contributing to the character of the Borough, these areas provide additional habitat for the Borough's wildlife.

A key challenge in relation to the natural environment is balancing the delivery of new development against the need to protect the Borough's rich biodiversity and geodiversity. New development has the potential to lead to the loss of habitat and species and to indirectly affect internationally protected sites through increased water usage, increased wastewater and recreational disturbance. It is important to note that brownfield sites that have been vacant for longer periods are also sites where development could have an adverse impact on biodiversity.

The Government is proposing to introduce Biodiversity Offsetting. Under the current proposal, developers would be able to create new habitats to offset the loss of habitats where a development is proposed. This could expose some habitats that historically would have been protected from development, to the risk of being developed. A challenge, therefore, will be to ensure that the most important habitats in the Borough continue to be protected.

There is also a need to protect the significance and setting of important landscapes, particularly the Dedham Vale Area of Outstanding Natural Beauty (AONB), while also enabling appropriate development to take place within its boundary to support the economy and communities living in them.

There is significant pressure for the development of greenfield land in order to meet Colchester's objectively assessed need for housing. Many of the Borough's brownfield sites have been built out or are already allocated for development. Countryside areas and strategic green gaps between settlements are likely to come under increasing pressure within the plan period.

NATURAL ENVIRONMENT
<p><b>Key Issues</b></p> <p>mm) Protecting and enhancing the countryside</p> <p>nn) Developing a multi functional green infrastructure network across urban and rural Colchester by protecting, enhancing and extending landscapes, biodiversity and geodiversity sites, heritage sites, green spaces and river corridors.</p> <p>oo) Defining the extent and function of the Coastal Protection Belt</p>
<p><b>Questions</b></p> <p>26. Have the correct issues been identified, are there any missing?</p> <p>27. Do you have any thoughts on how the Plan could or should address theses issues?</p> <p>28. Do you have any further comments to make about issues related to the Natural Environment?</p>

## **GROWTH OPTIONS / DEVELOPMENT STRATEGY**

### **INTRODUCTION**

This section looks at growth options for the Borough for the longer term - 2021-2032 and beyond. The growth strategy will be central to the Local Plan. In establishing the strategy for the growth of the Borough, there are a huge range of considerations to take into account; the overarching issues are covered in the previous sections of this document. This section of the document will set out the more specific issues relating to the growth options.

A key challenge in the process of producing a new Local Plan will be protection of the countryside for its own sake, whilst recognising the need for growth, given that much of the Borough's brownfield land has already been built on, or allocated for development. There will also be challenges in preventing the coalescence of settlements and the protection of rural character, whilst allowing villages to grow sustainably to meet local needs for housing, employment and infrastructure.

The growth options set out are included on the basis that they are the most reasonable, or realistic, options. An explanation of the key issues that have influenced the generation of these options is set out below.

### **CONSIDERATIONS TAKEN INTO ACCOUNT IN GENERATING THE GROWTH OPTIONS**

#### **Objectively assessed need**

As set out in the Introduction and Housing sections of this document, the National Planning Policy Framework requires local planning authorities to meet objectively assessed housing need *in full*. This means that the starting point for each of the options is that they must be able to accommodate the fully objectively assessed need. As explained in the Housing chapter, we do not yet know exactly what our objectively assessed need is, but we expect that it will be in the region of 1,000 or more dwellings per year. This equates to a total of 15,000 new homes over the plan period.

However, with existing land already identified and allocated for growth through the existing Core Strategy and Site Allocations Development Plan Document, we have an existing supply of allocated land that can contribute towards accommodating this growth. As a result, the Local Plan will need to identify sufficient additional land to accommodate in the region of 10,000 dwellings in order to meet the objectively assessed housing need over the 15 year Plan period (2017-2032).

The options set out in this paper are included on the basis that it is expected that they are each capable of accommodating Colchester's required level of growth. This will, however, be subject to full and detailed testing and analysis.

#### **Five year housing supply**

The five year housing supply is another factor that needs to be taken into account in considering growth options. The NPPF requires Councils to maintain a five year supply

of specific deliverable housing sites<sup>5</sup> on a rolling basis. When looking at growth options it is important to ensure that a wide range, or large number, of sites can be allocated in a variety of locations in order that a five year housing land supply can be maintained throughout the Plan period. The reason for this is that, regardless of the size of a site, there is a limit to the number of dwellings that can or will be completed on that site each year. This means that if only a handful of large sites were allocated, the Council would be unable to maintain its five year land supply; it would be evident at examination that the Plan would fail to meet this fundamental requirement of the NPPF and on this basis the Plan would not be able to progress to a successful outcome.

The options set out in this paper are included on the basis that they will allow for the allocation of a range of sites to enable the consistent provision of a five year housing supply throughout the Plan period. This will be the subject of a detailed analysis of site options.

### **Duty to Cooperate**

As a result of changes to the planning system, the Government introduced a duty to cooperate as a mechanism to deal with overarching, strategic issues, which were previously addressed by regional plans. The duty to cooperate requires all local planning authorities to cooperate with a range of public bodies on issues of a strategic nature, including housing provision. The duty is not a duty to agree, however, the local planning authority would need robust evidence to support its position if it wanted to follow a different approach to its neighbours. In the event that the Council was not able to provide this robust evidence, it would have failed to meet the duty to cooperate and its plan could not proceed through the examination process. It is, therefore, essential that the Council works with its neighbouring authorities and other public bodies, throughout the plan making process, in order to ensure that the duty to cooperate is satisfied and that the Plan can be drawn to a successful conclusion.

The options in this Paper take into account the duty to cooperate, although some may not satisfy the duty; where it is possible that this could be the case for an option, this risk is highlighted. In instances where the option may not fully satisfy the duty to cooperate, it is important to bear in mind that the Council may not be able to proceed with that as the preferred option, even if it is the option with the most public support. The reason for this is that if a neighbouring authority or another public body identify that the option fails to meet cross-boundary and/or strategic priorities, the Council is required to do everything that it can to find a resolution. This is likely to involve identifying an alternative option for growth which does address strategic issues and thereby satisfies the requirements of the duty to cooperate.

Any cross-boundary development identified as part of a preferred option for the growth of the Borough would only come forward with the support and cooperation of the relevant neighbouring authority. Cross-boundary developments would need to accommodate the joint requirements of both authorities. The result of this is that the total housing numbers to be built in and adjacent to the Borough boundary would be higher than the Borough's own housing target. So, for example, if a cross-boundary development could or would accommodate in the region of 10,000 homes, the likelihood

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<sup>5</sup> To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable

is that approximately half of this number would contribute to accommodating Colchester's housing needs, while the other half would contribute to the needs of the other planning authority. Collectively, therefore, the total number of homes being built will be higher than just Colchester's target figure. So, while Colchester needs to find land to accommodate in the region of 8,000-10,000 dwellings, with cross-boundary allocations, the total figure may be 15,000-20,000. This would include land in neighbouring authorities which borders Colchester.

It is also possible that the Council will allocate land to accommodate a higher number of homes than the level of housing need identified, in order to plan comprehensively for the longer term - post 2032. This would help to ensure maximum sustainability of development, by minimising the need to find additional sites on a piecemeal basis in the future. This could also provide a wider range of sites, which would help the Council to ensure that it could maintain a five year land supply of deliverable sites throughout the Plan period, as required by the National Planning Policy Framework.

Under the duty to cooperate, the Council has been engaging with Braintree and Tendring District Councils and they are aware that we are consulting on options which involve potential development of land in their areas. Both Councils are agreed, in principle, to work cooperatively in respect of any potential cross-boundary developments, should either, or both, cross-boundary development options be identified as a preferred option. The Council will also engage with other authorities, bodies and organisations under the duty to cooperate in order to ensure that any strategic issues are identified and addressed.

### **Infrastructure provision**

As part of the initial evidence gathering work for the Local Plan, the Council has been meeting with providers of key infrastructure to identify any major constraints or issues to consider in the generation of growth options and the identification of a preferred option. We have spoken to providers of roads, rail network and rail services, bus services, education, health, water and sewerage, environmental protection, electricity, and gas. For most types of infrastructure there are no differing considerations between options at this early stage in the process, where no site specific detail is available. A summary of the relevant infrastructure information is set out below. Some of the transport infrastructure information available is more specific and detailed; this information is set out after the options.

### ***Water and sewerage infrastructure***

The Anglian Water Services catchment area is under 'serious water stress'. In terms of the growth of Colchester, no specific issues have been identified at this stage, in relation to the provision of the additional capacity required to accommodate new development in the Borough. Growth at the scale required will mean that network upgrades are needed. Anglian Water have advised that there is investment proposed within their Asset Management Plan 6 (2015-2020) to increase capacity at Colchester Water Recycling Centre (formerly known as Sewage Treatment Works), in order to accommodate future growth. This was due to be subject to final determination by Ofwat, the financial regulator, in December 2014. Anglian Water are keen to work together with Colchester Borough Council, and advise on the provision of water supply and foul drainage, along with any issues or constraints, once options for the growth of the Borough have been determined.

### ***Electricity infrastructure***

There is a good level of electricity infrastructure capacity available across the Borough. In the longer term, as development progresses, some reinforcement of the electricity network would be required and UK Power Networks would programme in all necessary work, as appropriate. This work would potentially be more difficult in the east than elsewhere in the Borough, due to the potential need to drill under the river. However, this is a constraint that can be overcome and would not pose a threat to the deliverability of any particular site or growth location. Depending on the circumstances relating to any site specific need for reinforcement of the electricity infrastructure network, developers would be required to cover all or part of the cost of the works.

### ***Gas infrastructure***

As with all of the growth options, high level analysis indicates that the existing low pressure infrastructure surrounding the Colchester area may require reinforcement to provide sufficient capacity to accommodate growth in terms of gas supply. Similar analysis on the medium pressure infrastructure indicates that there should be sufficient capacity to meet the needs of the level of growth required. Further work will be needed once a preferred growth option has been identified, in order to identify the specific gas infrastructure requirements of particular areas and sites.

### ***Education infrastructure***

There is very little existing spare capacity in the Borough's school provision, both in terms of primary and secondary school provision, and the County Council is increasing school places to cater for the growth currently taking place. Any additional growth would require new provision, either through new schools or expansion of existing facilities, although it is thought that expansion opportunities in the Borough are limited. In terms of the provision of new school places, it is much simpler for the education authority to meet the required need on larger sites (at least 700 dwellings) than it is smaller sites which, in themselves, do not generate sufficient numbers to warrant a new school.

The location of school provision would need to be properly considered and incorporated into the masterplanning of any new sites allocated to accommodate the Borough's growth. Mersea Island has been identified as a place where it would be very difficult to accommodate an increase in the requirement for school places. Tiptree has been identified as a location with some spare school place capacity, which could accommodate some future growth.

With regards to early years education provision, there are significant variations in terms of capacity across the Borough. This would need to be looked at in more detail when a preferred growth option and potential development sites have been identified.

### ***Health infrastructure***

Health infrastructure providers have been, and continue to be, undergoing sweeping changes in structure, which includes changes to the structure of the provision of health services going forward. For this reason, little information is available in relation to the provision of health infrastructure to service growth over the Plan period. The Council will continue to engage with the sector throughout the plan making process, in order to ensure that the provision of healthcare infrastructure is properly accounted for in the development of the Plan and the allocation of sites.

### ***Drainage / flood infrastructure***

The Colne Barrier is located just south of the Wivenhoe and Rowhedge on the Colne Estuary and it provides essential protection to these settlements, and Colchester Town, from tidal flooding. There are also a number of river walls and earth embankments that provide flood protection for communities living adjacent to the Colne Estuary. The Environment Agency is responsible for maintaining the barrier and some of the sea walls. The Council will continue to work in partnership with the Environment Agency throughout the plan making process in order to ensure that the new development remains protected from all types of flooding through the development of the Plan and the allocation of sites.

### ***Infrastructure for non-motorised Users***

Non-motorised users are considered to be pedestrians, cyclists and equestrians. It will be important to consider the needs of these users in the design of any new development. Encouraging modal shift, particularly to walking and cycling, has a very important role to play in delivering sustainable growth options.

### ***Infrastructure for walking***

In any new development, including new settlements, it will be important to ensure that they are designed to be accessible to pedestrians from the outset. Footways need to be direct, well lit and incorporate quality surfaces. Key services such as education, health, employment and food retail should be located with direct pedestrian routes from residential areas. Where paths cross roads, pedestrians should be given priority and the expectation is that new developments would be 20mph. As any new settlement or large development grows, and when it is not possible to provide services within walking distances, it will be important to encourage residents to cycle or use public transport. Depending on location, good access to a rail station will be important.

In existing urban areas, new developments will largely rely on making good connections with the existing urban footway and footpath network. As with large new developments outside of the existing urban area, new development must also be permeable and deliver direct routes between facilities. Pedestrian crossings should be maintained and provided, to ensure good pedestrian access to services and facilities.

### ***Infrastructure for cycling***

Any large new development, including new settlements, should be cycleable throughout, from the outset. It is important that development is designed to ensure people can cycle throughout the development and feel safe in doing so. All of the key services should be accessible by bike, and measures should be taken to promote and encourage cycling. Routes should be direct, traffic free, continuous, safe, have a quality surface and have priority at road crossings. Street design should allow for segregation from vehicles and cyclists, especially where the flows are high. Secure cycle parking should be provided and appropriately located close to the entrance of buildings. Depending on location, good access to a rail station will be important.

Development in the existing urban area would largely rely on making good connections with the existing local road network, with improvements around retail areas, schools and employment areas. 20mph limits should be introduced in new development which will help to encourage cycling.



### **Type of land identified for growth**

The bulk of the land identified in all of the options is land that has not been previously developed, otherwise known as greenfield land. The reason for this is that Colchester has a strong history of making use of, or redevelopment of, previously developed, or brownfield, sites. As a result of this, the Borough has a very limited and diminishing supply of brownfield sites that can contribute to the accommodation of the additional growth requirements. Colchester's objectively assessed need is at a level which means that brownfield development can only reasonably accommodate a very small proportion of the Borough's total growth requirements.

All of the growth options identified include an element of urban development, and as part of the process of identifying sites that can contribute to this element of the growth strategy, the Council will explore all possible brownfield site options, including the potential re-use of existing employment sites.

All of the options include separate sustainable settlements, detached from the existing urban area. The reason for this is that there are significant constraints, natural and otherwise, around the urban edge of Colchester town, including Sites of Special Scientific Interest, archaeological features, topography and flood zones. This means that it is not considered feasible for urban expansion to accommodate the majority of the Plan's growth. As a result of this, sustainable settlement development is considered the only reasonable, or realistic, option for accommodating the majority of the Borough's post 2021 growth, at this point in time.

The Council would aspire for new development of any new settlement to be as sustainable and as high quality as possible. The Town and Country Planning Association's Garden City principles provide a useful framework for achieving this. These Garden City Principles are set out below:

- land value capture for the benefit of the community;
- strong vision, leadership and community engagement;
- community ownership of land and long-term stewardship of assets;
- mixed-tenure homes and housing types that are affordable for ordinary people;
- a strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes;
- beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities;
- generous green space linked to the wider natural environment, including a surrounding belt of countryside to prevent sprawl, well connected and biodiversity rich public parks, and a mix of public and private networks of well managed, high-quality gardens, tree-lined streets and open spaces;
- opportunities for residents to grow their own food, including generous allotments;
- strong local cultural, recreational and shopping facilities in walkable neighbourhoods; and
- integrated and accessible local transport systems with walking, cycling and public transport being the most convenient and affordable – with a series of settlements linked by rapid transport providing a full range of employment opportunities (as set out in Ebenezer Howard's vision of the 'Social City' as set out in his book – To-Morrow: A Peaceful Path to Real Reform (1898)).

The exact land or sites that would be included in the make-up of the growth options set out in this paper have not been investigated or determined at this stage in the process. Once a preferred growth option has been identified, following this consultation, a detailed assessment of sites will take place. The outcomes of this will be included in the Preferred Options Paper which will form the next stage of the public consultation process. The purpose of this Issues and Options stage of the process, in relation to the growth strategy, is to identify the preferred broad locations for growth, post 2021. More detailed work will follow on from this.

A factor that may have an impact on the overall land take of growth is density; higher densities result in a reduced land take. Higher densities are typically more appropriate in central, built-up areas where there is good access to jobs and services, and where there are strong public transport links. In Colchester, with many brownfield development site opportunities already built out or in the process of being built out, there are likely to be limited opportunities for high density growth to be located in the existing urban area. However, there may be opportunities for higher densities to be located at the heart of any new settlement, as this would help to provide the critical mass required to support the provision of public transport.

## **GROWTH STRATEGY OPTIONS**

### **Option 1A Development to the East and West**

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

### **Option 1B Development to the East and West**

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

### **Option 2A Development to the West**

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

### **Option 2B Development to the West**

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

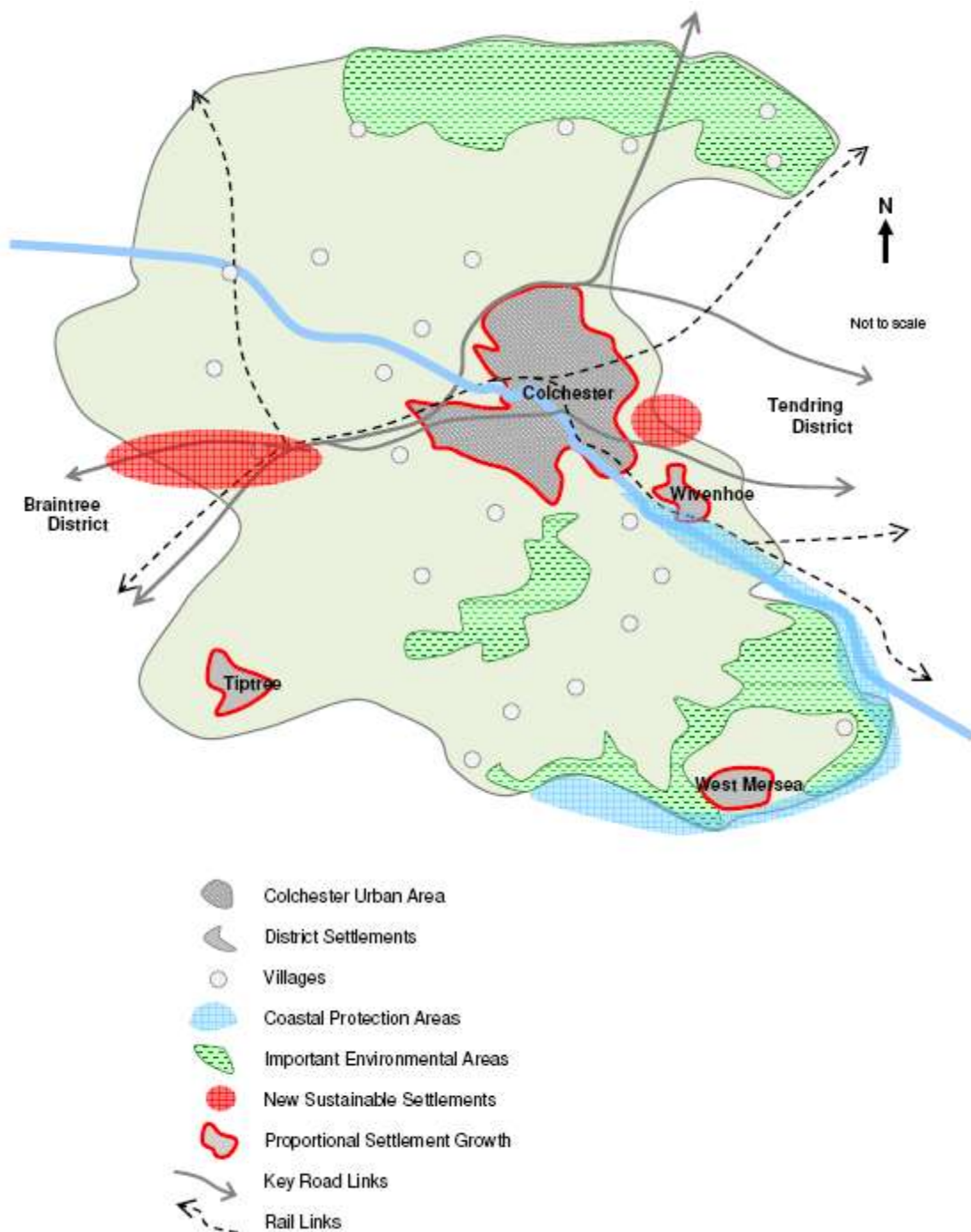
### **Option 3A Development to the East and North**

A separate sustainable settlement to the east of Colchester town  
A significant urban extension to the north of Colchester town, crossing the A12  
In addition to an extension to the north, other urban development in and around the existing urban area  
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

### **Option 3B Development to the East and North**

A separate sustainable settlement to the east of Colchester town  
A significant urban extension to the north of Colchester town, crossing the A12  
In addition to an extension to the north, other urban development in and around the existing urban area  
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

## Options 1A and 1B



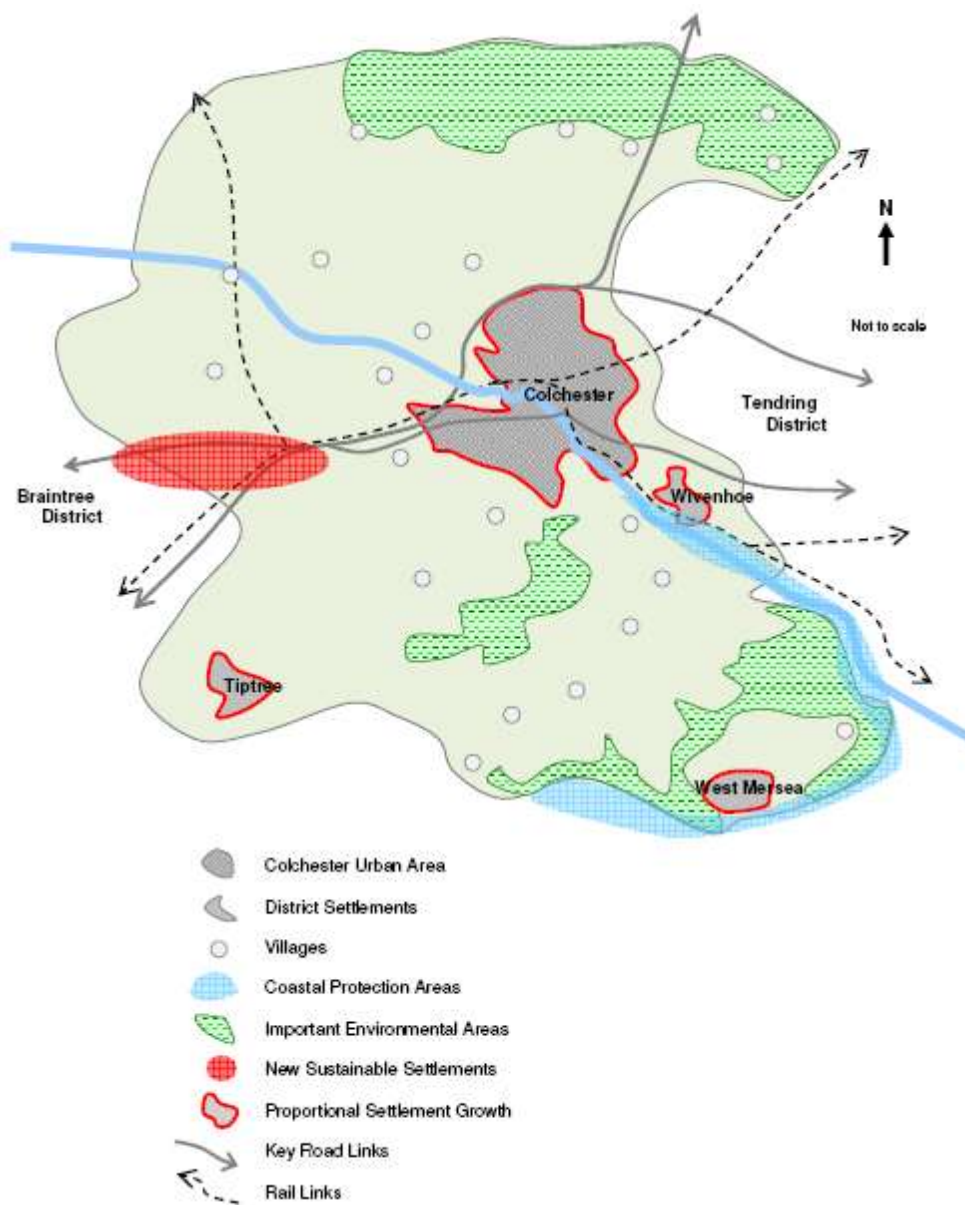
### Description

This option involves the development of two sustainable settlements; development to the west would be likely to be larger than development to the east, due to the land constraints on the east. Early estimates are that a development to the west could potentially accommodate in the region of 15,000 homes in the longer term (approximately 7,500 to contribute towards Colchester's housing supply and the same for Braintree) and a development to the east could potentially accommodate in the region of 6,000 dwellings (approximately 3,000 to contribute towards Colchester's housing supply and the same for Tendring), but clearly these figures would be subject to analysis and testing if options 1A or 1B were identified as the preferred option. It is

important to remember that these figures would be shared by both authorities on either side of the border, so the total number of homes that the developments could potentially accommodate to contribute towards Colchester's housing numbers would be expected to be approximately half of the total, although this would be subject to discussion and agreement between the respective authorities.

As with all the options, Options 1A and 1B would also comprise development of sites in and around the existing urban area, as well as proportional increases in Rural District Centres. The settlements currently designated as Rural District Centres are Tiptree, West Mersea and Wivenhoe. The difference between options A and B is that option B allows for a proportion of growth of the Borough's villages (as is the case for all sites, this would be subject to site assessment and Sustainability Appraisal); Option A does not include this option for the expansion of villages.

## Options 2A and 2B



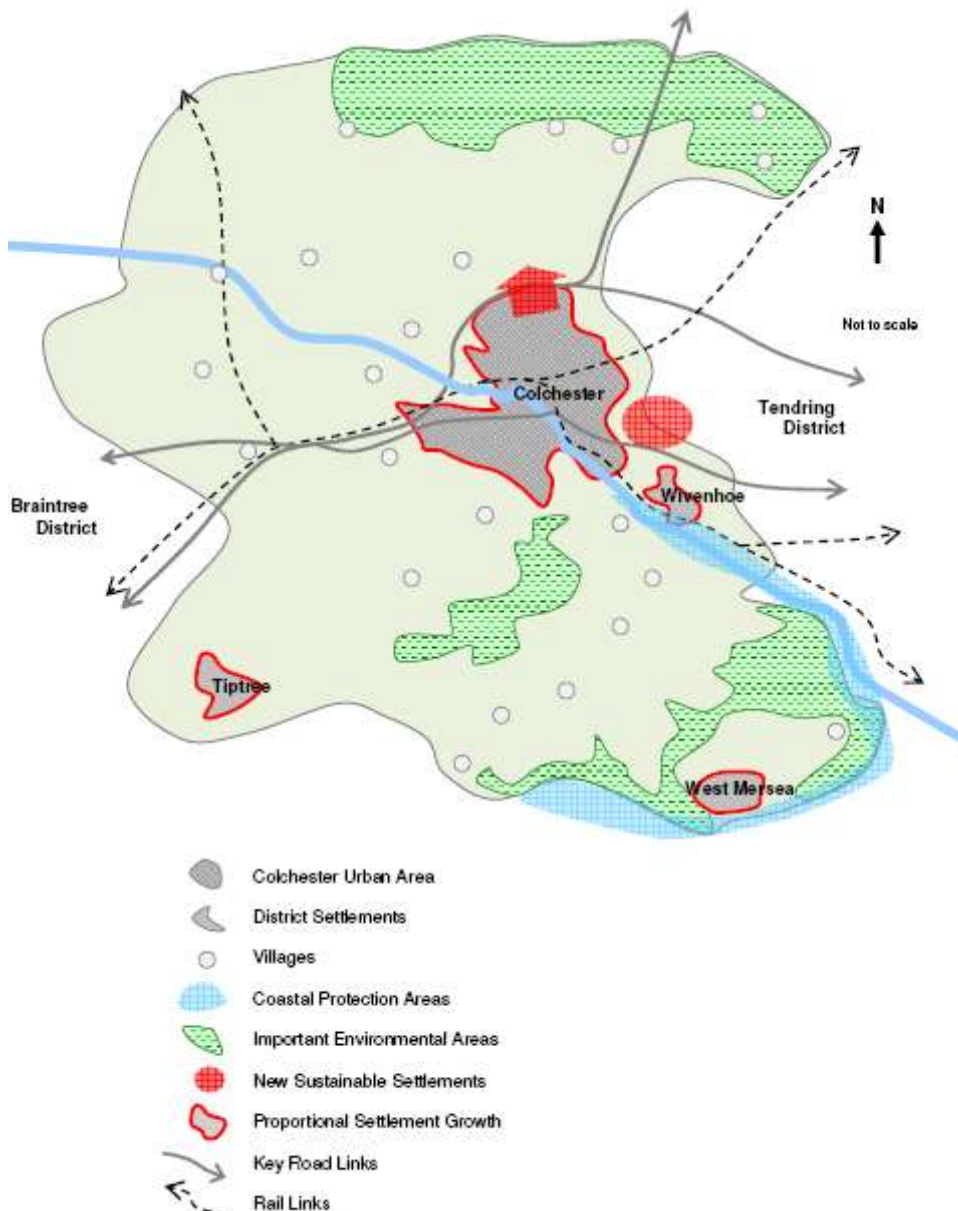
### Description

This option involves the development of a sustainable settlement to the west of the town, crossing the border with Braintree. Early estimates are that a development to the west could potentially accommodate in the region of 15,000 homes in the longer term (approximately 7,500 to contribute towards Colchester's housing supply and the same for Braintree), but this figure would be subject to analysis and testing if options 2A or 2B were identified as the preferred option. It is important to remember that the dwellings figure would be shared by both authorities, so the total number of homes that the development could potentially accommodate to contribute towards Colchester's housing numbers would be expected to be approximately half of the total, although this would be subject to discussion and agreement between the two authorities.

As with all the options, Options 2A and 2B would also comprise development of sites in and around the existing urban area, as well as proportional increases in Rural District

Centres. The difference between options A and B is that option B allows for a proportion of growth of the Borough's villages (as is the case for all sites, this would be subject to site assessment and Sustainability Appraisal); Option A does not include this option for the expansion of villages.

## Options 3A and 3B



### Description

This option involves the development of a sustainable settlement to the east of the town, crossing the border with Tendring. Early estimates are that a development to the east could potentially accommodate in the region of 6,000 homes, but this figure would be subject to analysis and testing if options 3A or 3B were identified as the preferred option. It is important to remember that the dwellings figure would be shared by both authorities, so the total number of homes that the development could potentially accommodate to contribute towards Colchester's housing numbers is expected to be approximately half of the total, subject to discussion and agreement between the two authorities.

Options 3A and 3B also include an extension to the town, north of the A12. In order to achieve the numbers likely to be required in order to meet the objectively assessed need, it is likely that this would need to accommodate in the region of 3,000 new



dwellings. As with the sustainable settlement, this would be subject to analysis and testing if options 3A or 3B were identified as the preferred option.

As with all the options, Options 3A and 3B would also comprise development of sites in and around the existing urban area, as well as proportional increases in Rural District Centres. The difference between options A and B is that option B allows for a proportion of growth of the Borough's villages (as is the case for all sites, this would be subject to site assessment and Sustainability Appraisal); Option A does not include this option for the expansion of villages.

## **Information on specific issues raised by the options**

### **Duty to Cooperate**

Options 1A and 1B are the options most likely to satisfy the duty to cooperate. This is because these options allow for cross-boundary development on both the east and the west of the Borough, meaning that it can jointly contribute to the fulfilment of the growth requirements of Colchester, Tendring and Braintree local authorities. In the event that the other authorities are unable to identify other sustainable options for development, it may be necessary to develop on both the east and west borders in order to satisfy the duty to cooperate. Options 1A and 1B would ensure that the duty could be satisfied in this respect.

There is a risk that Options 2A and 2B could fail to satisfy the duty to cooperate in the event that Tendring District Council had evidence to demonstrate that there was a strategic need to jointly accommodate growth across the Colchester/Tendring border. In the event that there is a strategic need for cross-boundary development to the east, then, under the duty to cooperate, Colchester Borough Council would need to reconsider its growth option in order to ensure that it could demonstrate that the duty to cooperate had been satisfied at examination.

There is a risk that Options 3A and 3B could fail to satisfy the duty to cooperate if Braintree District Council had evidence to demonstrate that there was a strategic need to jointly accommodate growth across the Colchester/Braintree border. In the event that there is a strategic need for cross-boundary development to the west, then, under the duty to cooperate, Colchester Borough Council would need to reconsider its growth option in order to ensure that it could demonstrate that the duty to cooperate had been satisfied at examination.

### **Five year land supply**

In relation to Options 1A and 1B, in order to ensure that a rolling five year land supply can be maintained, it will be important for the Council to ensure that a sufficient range of smaller sites are allocated in addition to the two sustainable settlements. This is because large developments can take longer to come forward, with more complications and issues to be dealt with before development can begin. Even once development has begun, larger sites can only support the delivery of a limited number of dwellings per year. The allocation of a range of smaller sites will help ensure that this does not pose a threat to the Council's rolling five year land supply.

In terms of Options 2A and 2B, with such a large proportion of the total land supply being tied up in one wider site - a completely new settlement, there could be a point in the plan period where there was potentially a risk that the Council could struggle to maintain a five year land supply. This is due to the lead-in time required for a large and completely new settlement, before housing could start coming forward. If this was the preferred option, the Council would need to ensure that there was a sufficient supply of smaller sites, to avoid problems with the maintenance of a rolling five year land supply.

In relation to option 3A and 3B, it will be important for the Council to ensure that a sufficient range of smaller sites are allocated in addition to the large extension to the urban area and the new sustainable settlement. This is because large developments can take longer to come forward, with more complications and issues to be dealt with before development can begin. Even once development has started, larger sites can

only support the delivery of a limited number of dwellings per year. The allocation of a range of smaller sites will help ensure that this does not pose a threat to the Council's five year land supply.

### **Public transport infrastructure**

Public transport needs to be affordable, and greater innovation is needed so that developments incorporate a public transport service from the outset. Bus operation needs to be given greater priority to overcome traffic congestion. The network needs upgrading and measures introduced that make using the network easier such as information, cashless transactions and transferable ticketing. Good walking routes are important to access public transport.

In terms of the development of a new settlement to the west, the railway station at Marks Tey provides a great opportunity and should be used as a focal point for growth. Additional capacity improvements would be required at the station to allow for growth and to create a much improved passenger transport interchange for public transport, walking and cycling. Capacity and journey time improvements have been identified for the Great Eastern Mainline in the Anglia Rail Study. A new bus network would be needed for any new settlement on the west. A new development should have access to a new Park and Ride facility in west Colchester.

On the east, the rail line from Clacton-on-Sea/Walton-on-the-Naze to Colchester has capacity to accommodate growth. However, access to the rail line is difficult and the nearest stations are Wivenhoe and the Hythe. Larger scale sustainable development in the east would provide a good opportunity to create a new public transport system linking the development area, the University and the existing urban area of Colchester. The system should combine a high frequency quality rapid transit system, linking into new and/or improved rail stations, an improved transport interchange, and an eastern park and ride site.

In the north, existing bus services are limited and would need to be enhanced. With the construction of the NAR busway new rapid services could be developed to serve this area through to the hospital, railway station and the town centre. Colchester Station would be the nearest train station and access to the station from development in the north would be served by bus.

Urban development has the potential to make the best use of the existing network of public transport services as long as it is accessible and frequent. The current network is based around serving the town centre which is constrained by limited capacity, congestion and air quality issues.

In relation to Rural District Centres, bus service improvements linking new development to the town centre and key services would be needed. The level of new growth in the Rural District Centres will influence the extent to which bus services can be expanded to meet the cost of the additional services in terms of user numbers. In terms of access to rail in the Rural District Centres, Marks Tey and Wivenhoe are on the rail line and improved access to the station would be important at these locations, along with improvements to the level of service and the availability of car parking.

In relation to the Borough's villages, much of the public transport network is supported by public subsidy. Service provision is subject to changes by the operator with a risk

that there would be no replacement service if the change resulted in a loss of service. Community Transport type services could meet some of the need, but these rely on volunteer drivers and grant funding.

### **Road infrastructure**

For any new development on the west, external road movements would be heavily reliant on improvements to the A12 and the A120. The A120 is currently a single carriageway trunk road carrying 23,000 vehicles per day between Marks Tey and Braintree, and serves as access to existing villages including Marks Tey. It has been identified for further investigation in the Highways Agency Route Based Strategy. This route requires substantial investment to perform its role as a trunk road and support economic growth across the Haven Gateway sub region.

Any proposal for growth to the west would require capacity improvements to the A12 which is already at capacity with 90,000 vehicles per day using the section to the east of Marks Tey. Growth in this location would also require improvements to the A120 between the A12 and Braintree, and to the A120 junction with the A12. This would allow for improved access to Marks Tey train station and would help alleviate through traffic from the existing village. Any improvements to these routes must include measures that enable pedestrians and cyclists to cross these routes safely, and maintain good access to key services and facilities.

In relation to any development on the east it is likely that development in this location would impact on the section of the A120 east of Colchester which carries 34,200 vehicles per day. It is also likely to impact on the A12 Junction 29 Crown Interchange, which provides the main access point for vehicles into north east Colchester and to the North Colchester Business Park. Development will also impact on the local road network in Colchester, especially on the A133 Clinghoe Hill (carrying 30,000 vehicles per day), the A133/A134 Greenstead Roundabout along Colne Causeway and St Andrews Avenue. The package of public transport measures associated with new development would be used to help control traffic impact. The development may predicate the need for a new road to link together the A120 and the A133 to allow a new vehicle access to the development and the University.

In terms of development to the north, the A134 crosses the A12 to the south of Great Horkesley and carries 8,500 vehicles per day. The other existing road crossings are unclassified roads - Boxted Road and Severalls Lane. These routes would need to be upgraded. Access to the A12 would be via Junction 28 and/or Junction 29 Crown interchange. Measures would be needed to restrict vehicle movement northwards towards the designated Area of Outstanding Natural Beauty.

In relation to the roads in the urban area, traffic did not increase from 2001 to 2011, despite the level of growth delivered during that period. This reflects changes in lifestyles and working patterns, such as more people working from home. Despite this, in peak hours, the road network across the urban area suffers from congestion. The performance of junctions is limited by the high peak demands, the complexity of movements and interaction between junctions. This congestion is perceived to restrict the economic performance of Colchester; impacts on individuals' health through poor air quality and the high traffic volumes deter the use of alternative forms of transport. The cumulative impact from development adds to this congestion. Without significant urban

land purchase it will only be possible for smaller scale improvements to be made at certain junctions, through better traffic management.

In the Rural District Centres, even though smaller in volume, there is greater and necessary use of the car for travel to work, typically 65%. Growth in the Rural District Centres would result in more use of the B road network and some lower level roads to access the main A road network. Park and Ride could be used to help manage the impact of rural car trips on urban area congestion.

In relation to new development in the Borough's villages, there is little congestion, but there would be a reliance on the smaller roads to gain access to the A road network.

## **GROWTH OPTIONS / DEVELOPMENT STRATEGY**

### **Key Issues**

- pp) Determining the broad locations to accommodate the Borough's required level of growth
- qq) Allocation of sufficient land to accommodate the objectively assessed housing need
- rr) Allocation of a sufficient variety of sites in order to maintain a five year land supply throughout the Plan period
- ss) Provision of the infrastructure required to support development

### **Questions**

- 29. Which option do you think would form the most appropriate strategy for the growth of the Borough and why?
- 30. Are there other reasonable/realistic options which could meet the necessary requirements (including their ability to accommodate the objectively assessed need and ensure the maintenance of a five year housing supply) that you think we have missed and would provide a more preferable option?
- 31. Should any new sustainable settlement aspire to the Garden City principles?
- 32. Should we look to have high densities if possible, if so, where do you think higher densities would be appropriate and why?

These are the final questions in the Paper; please return to **page 7** to consider the overarching questions set out in the Introduction (questions 3-5).

## GLOSSARY

To be added

## APPENDIX A

Add 2011 Census Factsheet

**Appendix 2**

**Colchester Borough  
Council**

**Local Plan Issues and  
Options Paper**

**Sustainability  
Appraisal Report**

**Spatial Policy Team**

**December 2014**



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## **Non-technical summary**

### **Introduction**

Under the Planning and Compulsory Purchase Act 2004 (as amended), Sustainability Appraisal (SA) is mandatory for Local Plans. SA is about asking at various intervals during plan preparation: “how sustainable is my plan?”. A range of objectives are established and all options are assessed against these objectives to compare their environmental, economic and social effects and ultimately to assess how sustainable an option is.

In addition to SA, Local Plans must also undergo a Strategic Environmental Assessment (SEA) in accordance with European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes. The SA incorporates the requirements of the SEA Directive.

A Scoping Report was prepared and consulted upon for five weeks between 1 July and 5 August 2014.

We welcome your comments on this SA Report. Please email comments to: [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk). The closing date for this consultation is 27 February 2015.

### **Review of relevant plans, programmes & sustainability objectives**

A review of relevant plans and programmes was undertaken. The list of documents reviewed is outlined below.

#### **International**

Review of the European Sustainable Development Strategy (2009)  
European Community Biodiversity Strategy to 2020 (2012)  
Environment 2010: Our Future, Our Choice (2003)

#### **National**

Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)  
National Planning Policy Framework (2012)  
National Planning Practice Guide (2014)  
DECC National Energy Policy Statement EN1 (2011)  
DCLG: An Introduction to Neighbourhood Planning (2012)  
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)  
Biodiversity 2020: A strategy for England's wildlife and ecosystems services (2011)  
Mainstreaming Sustainable Development (2011)  
National policy for travellers (2012)  
PPS 5 Historic Environment Guide (2010)  
Flood and Water Management Act (2009)  
Safeguarding our soils (2009)  
Community Infrastructure Levy Guidance (April 2013)

UK Marine Policy Statement, HM Government (2011)  
Planning Policy Statement 10: Planning for Sustainable Waste Management (2011)  
The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009  
Encouraging Sustainable Travel, Highways Agency  
A12/ A120 Route based strategy, Highways Agency (2013)  
East of England Route Strategy Evidence Report, Highways Agency (2014)

## **Regional**

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)  
Haven Gateway: Integrated Development Plan (2008)  
South East LEP Investment and Funding (March/April 2014)  
Anglian Water Business Plan (2015-2020) (2012)  
Draft Water Resource Management Plan (2014 – 2039) (2014)  
River Basement Management Plan (2014/2015) (2009)  
Catchment Abstraction Management Plan  
Haven Gateway Water Cycle Study: Stage 1 Report (2008)  
Atkins A120 Wider Economic Impacts Study (2008)

## **County**

Commissioning school places in Essex 2013/18 (2014)  
ECC developer contributions document (2010)  
Education contributions guideline supplement  
ECC Corporate Plan 2013 – 2017  
Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)  
Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)  
Essex and Southend Waste Local Plan (2001)  
Essex and Southend-on-Sea Replacement Waste Local Plan (expected to be adopted 2016)  
Essex Minerals Local Plan (2014)  
Colchester draft Surface Water Management Plan (2014)  
Essex Biodiversity Action Plan (2011)  
Essex Transport Strategy: the Local Transport Plan for Essex (2011)  
Highway Authority's Development Management Policies (2011)  
Economic Growth Strategy (2012)  
Integrated County Strategy (2010)  
Essex Wildlife Trust's Living Landscapes  
Combined Essex Catchment Abstraction Management Strategy (2013)  
Essex Design Guide (2005)  
North Essex Catchment Flood Management Plan (2009)  
Essex and South Suffolk Shoreline Management Plan (second phase) (2011)  
Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015  
Essex Public Rights of Way Improvement Plan, Essex County Council

Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)

Local Flood Risk Management Strategy, Essex County Council (2013)

## **Local**

Creative Colchester Strategy & Action Plan (2012)

Colchester Borough Council Strategic Plan 2012-2015 (2012)

PPG17 Open Space , Sport & Recreation (2008)

Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)

Townscape Character Assessment (2006)

Landscape Character Assessment (2006)

Scott Wilson Strategic Flood Risk Assessment (2008)

Affordable Housing SPD (2011)

Communities Facilities SPD (updated 2012)

Better Town Centre SPD (2012)

Sustainable Design and Construction SPD (2011)

Colchester Borough Council Housing Strategy (2012)

Local Air Quality Management Progress Report (2013)

Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)

Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)

Colchester Borough Council Landscape Strategy (2013)

Water Cycle Study (2008)

Colchester Cycling Strategy SPD (2012)

Core Strategy (2008)

Development Policies DPD (2010)

Site Allocations Policies DPD (2010)

Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)

Strategic Housing Market Assessment (SHMA) (2014)

Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)

Colchester Borough Green Infrastructure Strategy (2011)

Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009

## **Neighbouring authorities**

Tendring economic development strategy (2013)

Tendring's SHMA (2013)

Braintree's Adopted Core Strategy (2011)

Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)

Braintree District Core Strategy (2011)

Braintree's SHMA (2014)

Maldon's SHMA (2014)

Braintree District Economic Development Prospectus 2013/2026 (2013)

## Baseline Environment

Data from the 2011 Census put the Borough population at approximately 173,100 with a density of 5.3 people per hectare. The predominant ethnic group is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which in terms of numbers equates to a population of approximately 21,500 people. This is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

The whole population of Colchester is expected to grow by 15.7% (from 2011 Census numbers) to just over 200,000 by 2021. Recent decades have seen a trend towards an ageing population in Colchester and this will continue into the next decade. The percentage of over 65s in Colchester is slightly less than the county and regional percentages. The number of people aged over 65 years is projected to increase by 37.6% between 2012-2032. Under 5s will account for a very similar proportion of the population in 2021 at 7.4% compared to 7.5% in 2013.

According to the 2011 Census there were 71,634 households in Colchester. 10% were 1 bed, 27% were 2 bedrooms, 39% of households were 3 bedrooms, 17% were 4 bedrooms and just under 5% were 5 bedrooms or more. Of these, 66.3% were privately owned; 13.5% socially rented; 18.7% privately rented; 0.5% in shared ownership; and 1% living rent-free. County wide 71.4% of homes were privately owned in 2011. Average household size was 2.3 people in 2011, which is slightly less than the county, regional and national averages of 2.4 people. The average number of rooms was 5.5 according to the 2011 Census.

Under current policies an average of 830 dwellings are expected to be built in the Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3870 dwellings were built over the past five years (2008/9 – 2012/13), which averages 774 per annum. This is higher than any other local authority in Essex. Neighbouring Tendring and Braintree districts had an average of 278 and 339 completions per annum respectively over the past five years. The net number of completions in Essex over the past five years was 20291, which averages at 4058 per annum.

133 units of affordable housing were completed between April 2012 and March 2013. A total of 76 were classed as affordable rent, 10 intermediate tenure (shared ownership) and 47 units were built through the Homebuy Direct scheme which offers equity loans towards the purchase of a new build home on selected developments.

The average household price in April 2013 in Colchester was £202,717. This illustrates a 1.7% decrease from £205,666 in April 2012. The 2007 Strategic Housing Market Assessment (SHMA) observed that few households aspiring to home ownership had access to enough money to purchase a home in Colchester, and annual updates since 2007 have not found any change to this position.

The 2014 SHMA found that meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households. It recommended continuing to develop housing strategies to make best use of the existing housing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families to address the under occupation of around 800 social housing units across the Borough. It also recommended that new social housing should be closely linked to the needs of older tenants and in resolving the under occupation of family sized properties.

In terms of older persons housing the 2014 SHMA found that there is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing.

The likely evolution without a Local Plan would be: planning by appeal, very limited numbers of new affordable homes, dispersed patterns of development that would increase the need to travel, failure to mitigate and adapt to the impacts of climate change, loss of biodiversity, infrastructure shortfall, adverse impacts on landscape character, increased risk of flooding, adverse impacts on wildlife and recreation, pressure on school places and adverse impact on the historic environment.

### **Key Sustainability Issues**

The following is a list of social issues facing Colchester Borough:

- The provision of housing to meet local needs.
- Meeting the demand for affordable housing, including allocation of sites for gypsies and travellers.
- Ensuring that Colchester does not lose its identity.
- Matching the population growth with economic growth within the Borough.
- Unsustainable pressure on all services across Essex, particularly health and care services.
- Ensuring that school places, including early years, are available in the right locations. It is also important to ensure that there is good accessibility to schools via safe direct routes by sustainable modes of transport.
- Areas of deprivation.
- Poor air quality.
- Rural isolation.

- Access to recreation, leisure and open space, including a well connected public rights of way network.
- Tackling fear of crime.

The following is a list of economic issues facing Colchester Borough:

- Attracting investment into those parts of the local economy that offer the greatest potential growth while helping existing businesses to overcome barriers to success.
- The rate of job creation is less than the rate of growth of the working age population.
- If Colchester's District Centres continue to expand this could have an adverse impact on the Town Centre.
- There is a need to support the revitalisation of the rural economy including diversification and training schemes.
- Improved transportation and attractive travel links are a major issue for Colchester and it is essential that planning for transport is an integral part of the Local Plan to reduce congestion into and around Colchester.
- Supporting the growth plans of the University of Essex.

The following is a list of environmental issues facing Colchester Borough:

- Maintaining and enhancing the natural and built environment of the Borough (including the historic and built heritage).
- Preservation of countryside areas and strategic green gaps between settlements.
- Protecting the setting of important landscapes, particularly the Dedham Vale AONB.
- There is pressure for the development of greenfield land in order to meet Colchester's objectively assessed housing need.
- Climate change is increasing the magnitude and frequency of intense rainfall events that cause flooding and the risk of flooding from the River Colne is also heightened by increased winter precipitation.
- Climate change is leading to more frequent droughts, with consequent reduced water availability.
- Climate change is leading to higher average temperatures and more extremely hot days.
- Water quality.
- The amount of waste produced in Colchester is increasing as the Borough grows, and at the same time the land available to dispose of this waste (landfill sites) is reducing.
- Rise in carbon dioxide emissions from domestic, commercial and transport sources.
- Large scale renewable energy schemes.

## **Sustainability Framework**

The SA Framework, below, is used to appraise options and compare sustainability effects.

Objectives	Assessment Criteria	Indicators	SEA Themes
1. To provide a sufficient level of housing to meet the 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	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide more affordable homes across the Borough?	Affordable housing completions	
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	Percentage of residential completions that are two or three bedroom properties	
	Will it deliver well designed and sustainable housing?	Number of zero-carbon homes completed	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	Number of new homes completed at ward level within Growth/Regeneration Areas  Amount of new employment development completed at ward level in Growth/Regeneration Areas	Material assets Landscape
	Will it reduce the need for development on greenfield land?	Percentage of new and converted dwellings on previously developed land	
	Will it provide good accessibility by a range of modes of transport?	% of new development within 30 minutes of community facilities	
	Will densities make efficient use of land?	Amount of development > 30 dwellings per hectare	
	Will a mix of uses be provided?		
3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	Amount of floorspace developed for employment, sq <sup>m</sup>	Material assets Population Cultural heritage
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	Amount of completed retail, office and leisure development delivered in the town centre  Amount of completed retail, office and leisure development across the Borough	
	Will it support business innovation, diversification, entrepreneurship and changing economies?	Amount of floorspace developed for employment, sq <sup>m</sup>	
	Will it support tourism, heritage and the arts?	Amount of completed retail, office and leisure development delivered in the town centre	



		Amount of completed retail, office and leisure development	
	Will it help sustain the rural economy?	Number of jobs created in rural areas	
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	Population Climatic factors Air Human health
	Will the levels of sustainable travel increase?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
	Will it improve sustainable transport infrastructure and linkages?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	Financial contributions towards community facilities	Population Human health Biodiversity Flora Fauna
	Will it place pressure on school places, including early years?		
	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	
	Will it improve the skills of the Borough's population?	Number of people qualified to level 2  Number of people qualified to level 4	
6. To improve and reduce inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	Will it reduce actual crime and fear of crime?	All crime – number of crimes per 1000 residents per annum	Population Human health
	Will it provide equitable access to employment opportunities?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	
	Will it encourage healthy lifestyles?	Number of people participating in sport	
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	Number of listed buildings demolished	Cultural heritage including architectural and archaeological heritage
		Number of locally listed buildings demolished	
		New Conservation Area Appraisals adopted	

		New and extended Conservation Areas	
		Number of Buildings at Risk	
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?		
	Will it protect and enhance the historic character of the Town Centre?		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?		Landscape Biodiversity Flora Fauna Soil Water
	Will it protect and enhance designated areas of the countryside and coastal environment?	Amount of development in designated areas  Number of SSSIs in favourable condition	
	Will it protect and improve biodiversity?	Amount of development in designated areas  Number of SSSIs in favourable condition  Area of land offset for biodiversity	
	Will it improve environmental quality in terms of water, air and soil quality?	Quality of Rivers (number achieving ecological good status)  Number of Air Quality Management Areas  Contaminated land brought back into beneficial use, hectares	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	Total CO <sub>2</sub> emissions	Climatic factors Air
	Will it support the delivery of renewable energy schemes?	Renewable Energy Installed by Type	
	Will it help to reduce, reuse and recycle resources and minimise waste?	Amount of domestic waste recycled	
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	Climatic factors Water Soil Biodiversity Flora Fauna
	Will it deliver effective SUDS and improve drainage?	Number of SUDS schemes approved by ECC	

	Will it affect the amount of water available for extraction?		
	Will it promote water efficiency and reduce water usage levels per household?	Number of zero carbon homes delivered	
	Will it improve water quality?	Number of SUDS schemes approved by ECC	

## Likely significant effects of growth options

### Options

There are six growth options identified in the Issues and Options Paper, which are as follows:

#### Option 1A Development to the East and West

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

#### Option 1B Development to the East and West

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

#### Option 2A Development to the West

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

#### Option 2B Development to the West

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

#### Option 3A Development to the East and North

A separate sustainable settlement to the east of Colchester town  
A significant urban extension to the north of Colchester town, crossing the A12  
In addition to an extension to the north, other urban development in and around the existing urban area

## Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

### **Option 3B Development to the East and North**

A separate sustainable settlement to the east of Colchester town

A significant urban extension to the north of Colchester town, crossing the A12

In addition to an extension to the north, other urban development in and around the existing urban area

Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

A proportional element of rural growth across the Borough's villages

### **Summary**

This stage of the SA has enabled the growth options included in the Issues and Options document to be compared. All options are very similar and it has been difficult to draw out differences between the options. Owing to the very strategic level and early stage in the Local Plan process it has also been difficult to have a degree of certainty over potential impacts. At this stage only very broad locations are known and the exact level and type of development is unknown. The SA does not yet make a recommendation of a preferred option, nor does it discount options from further consideration. This will be done as part of the next stage of the SA once options have been progressed, statutory consultees have commented on the options and the evidence base has developed further.

The SA has used the evidence base and past experience of planning within the Borough to accurately predict the likely effects of the six different options. Further SA work, at a more detailed level, will help to refine options and ensure that mitigation and enhancement measures are incorporated. Positively, the SA has identified important issues that will need to be addressed in developing options further, suggested mitigation and enhancement measures and suggested policies that will be needed in the Local Plan.

All options will deliver the number of houses needed to support the growing population and ensure a 15 year housing land supply. However, there is a risk with options 2A and 2B that with such a large proportion of the total land supply being tied up in one large site (the sustainable settlement to the west) which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a 5 year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years.

All options include separate settlements, which will include a mix of uses, including employment, leisure and community uses. The option of a

settlement to the east is likely to deliver employment uses linked to the University of Essex. This will contribute to Colchester's economy and job market, and should help to retain skilled workers.

Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is located within the broad search area for the development to the east. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A, 1B, 3A or 3B are taken forward, land south of the A133 would be an appropriate barrier to development.

All options will lead to adverse effects on landscape character. It is likely that the landscape impact would be less severe for the development of a settlement to the west, than a development on the east and the northern urban extension. The Landscape Character Assessment (LCA) includes a sub-area of the Easthorpe Farmland Plateau, which comprises a linear settlement corridor extending westwards from the western edge of Colchester. The LCA states that the landscape character to the west of Colchester is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line.

All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all options cannot be ruled out.

The potential area of growth to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. Owing to the extensive area covered by Wivenhoe Park, development south of the A133 would have a negative impact on biodiversity. There is concern that Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site would be adversely affected by development in this area as they are located centrally within the broad area of search. Particularly Home Wood, which has species rich ground flora. The potential area of growth to the west of Colchester includes fewer nature conservation areas than land to the east of the town. However, it includes Marks Tey Brickpit, which is a Site of Special Scientific Interest (SSSI) in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance. The northern urban extension area of search includes two Local Wildlife sites: Langham Road Grassland and Kiln Wood, although it is likely that these sites could be avoided.

All options show generally positive impacts in relation to the provision of housing and employment and negative impacts in relation to landscape and biodiversity. The SA objectives are not weighted and are all important. However, significant weight must be given to the need to identify and allocate the Borough's objectively assessed need for housing as set out in paragraph

47 of the NPPF. If any of the options are unlikely to result in a 5 year supply of deliverable sites or a 15 year supply of developable sites they must be discounted as non-reasonable options.

### **District settlements**

Development on the edges of all of the Borough's district settlements will result in adverse effects on landscape character. However effects as a result of development on the edge of Tiptree are likely to be less severe than development on the edge of Wivenhoe and West Mersea. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which is a designation made in the existing Local Plan. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline.

Essex County Council has identified Mersea Island as a place which is very difficult to accommodate in terms of the provision of school places. Conversely, there may be spare capacity within Tiptree to accommodate some future growth in this location.

The Borough's Rural District Centres are all bounded in part by nature conservation sites. Expansion of the Rural District Centres will have an adverse impact on these nature conservation sites through increased levels of disturbance. The extent of the damage will depend on the amount and specific location of development. It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work.

Owing to the sensitive environmental designations surrounding Mersea any expansion should be small scale rather than proportional. The planning guidelines from the Landscape Character Assessment must be taken into account to minimise the landscape impacts of new development.

### **Rural communities expansion**

Housing development within rural communities could help to ensure the delivery of affordable housing across the Borough rather than this being concentrated within urban areas. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes.

Whilst proportional expansion of rural communities largely relates to housing development new housing in villages may lead to the development of new employment uses. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.

Small scale housing development could be difficult to accommodate within existing schools. Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's

school provision in terms of primary and secondary school provision. The provision of school places could therefore be a major issue for proportional development of the Borough's rural communities.

Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes of transport and so development within the rural communities will not provide good accessibility by a range of modes of transport.

There are numerous Local Wildlife Sites around the Borough, which may be effected by development within the rural communities.

### **Mitigation and enhancement measures**

It will be essential when planning the detailed design of large scale new development that education, recreation and community facilities are located at accessible locations within the site and can be conveniently accessed by foot and cycle. Sustainable transport connections should be the starting point for the design of large scale development and a range of sustainable transport infrastructure is expected.

Employment areas will need to be planned into any new settlement from the outset. Locations should be at the most appropriate locations within the settlements to provide good access by a range of modes of transport, to ensure good accessibility. Every opportunity should be taken to ensure links to the knowledge gateway as part of a development to the east. If options 1B, 2B or 3B are taken forward, consideration should be given to requiring an element of employment uses and/or services in addition to housing as part of the proportional expansion of rural settlements to provide a more significant positive impact on the rural economy.

Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network. Green infrastructure has multiple benefits, including recreation, transport, habitat enhancement and flood alleviation.

There are areas of open space in the potential growth areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west).

If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect landscape character.

The Local Plan should address design, including sustainable design, through a specific policy. The sustainable design policy should consider including requirements relating to energy efficiency, water efficiency, renewable energy and district heating.

An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.

### **Next steps**

Following the close of the Issues and Options consultation on Friday 27 February, the Spatial Policy team will collate and summarise the representations received through the Issues and Options consultation, including comments to this SA Report. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan Preferred Options Paper for consultation. The preferred Options Paper will be in the form of a draft Local Plan.

The SA will be used to develop Preferred Options and a SA Report will be prepared to support the draft Local Plan.



## **Introduction**

This Sustainability Appraisal Report supports the Colchester Borough Local Plan Issues and Options consultation document.

## **Sustainability Appraisal and Strategic Environmental Assessment**

Sustainability Appraisal (SA) is about asking at various intervals during plan preparation: “how sustainable is my plan?”. A range of objectives are established and all options are assessed against these objectives to compare their environmental, economic and social effects and ultimately to assess how sustainable an option is. 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. Under the Planning and Compulsory Purchase Act 2004 (as amended), SA is mandatory for Local Plans.

In addition to SA, Local Plans must also undergo a Strategic Environmental Assessment (SEA) in accordance with European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes. The objective of SEA, as defined in the Government’s guidance on strategic environmental assessment, is: *“to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans....with a view to promoting sustainable development”* (Article 1).

There is a distinct difference between SA and SEA. SA examines all sustainability related effects including social, economic and environmental impacts, whereas SEA is focused primarily on environmental impacts. Clearly there is some overlap between these two processes and it is therefore best practice to incorporate the requirements of the SEA Directive into the SA process. Colchester Borough Council has followed this approach as part of all SA work since 2008. Therefore all references to SA in this and subsequent reports also refer to and incorporate the requirements of SEA.

Article 5.2 of the SEA Directive is clear that SA Reports should include the information that may reasonably be required taking into account knowledge, methods of assessment, the content and level of detail of the plan, its stage in the decision making process, and the extent to which matters are more appropriately assessed at different levels in the process to avoid duplication.

This is reiterated in the National Planning Practice Guidance states that SA should be proportionate to the plan it supports. It should only focus on what is needed to assess the likely effects of the Local Plan. It does not need to be done in any more detail than appropriate for the content and level of detail in the Local Plan (11-009-20140306).

## **Scoping**

A Scoping Report was prepared and consulted upon for five weeks between 1 July and 5 August 2014. Scoping includes the following information:

- The relationship of the plan with other relevant plans and programmes [Annex I(a)].
- The environmental protection objectives established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation [Annex I(e)].
- Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan [Annex I(b)].
- The environmental characteristics of areas likely to be significantly affected [Annex I(c)].
- Any existing environmental problems which are relevant to the plan including in particular those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/ECC and 92/43/EEC [Annex I(d)].

16 organisations and 1 individual submitted comments on the Scoping Report. A summary of the comments received and Council's response is included in appendix 3.

### **Colchester Borough Local Plan**

Colchester Borough Council adopted a Core Strategy in 2008, Site Allocations in 2010 and Development Policies in 2010, which are now collectively known as the Colchester Borough Local Plan. In 2013 work commenced on a two staged review of the Local Plan. The first stage of this was a Focused Review, which involved those policies that could be amended without the need for further evidence to ensure compatibility with the NPPF. The Focused Review was adopted in July 2014.

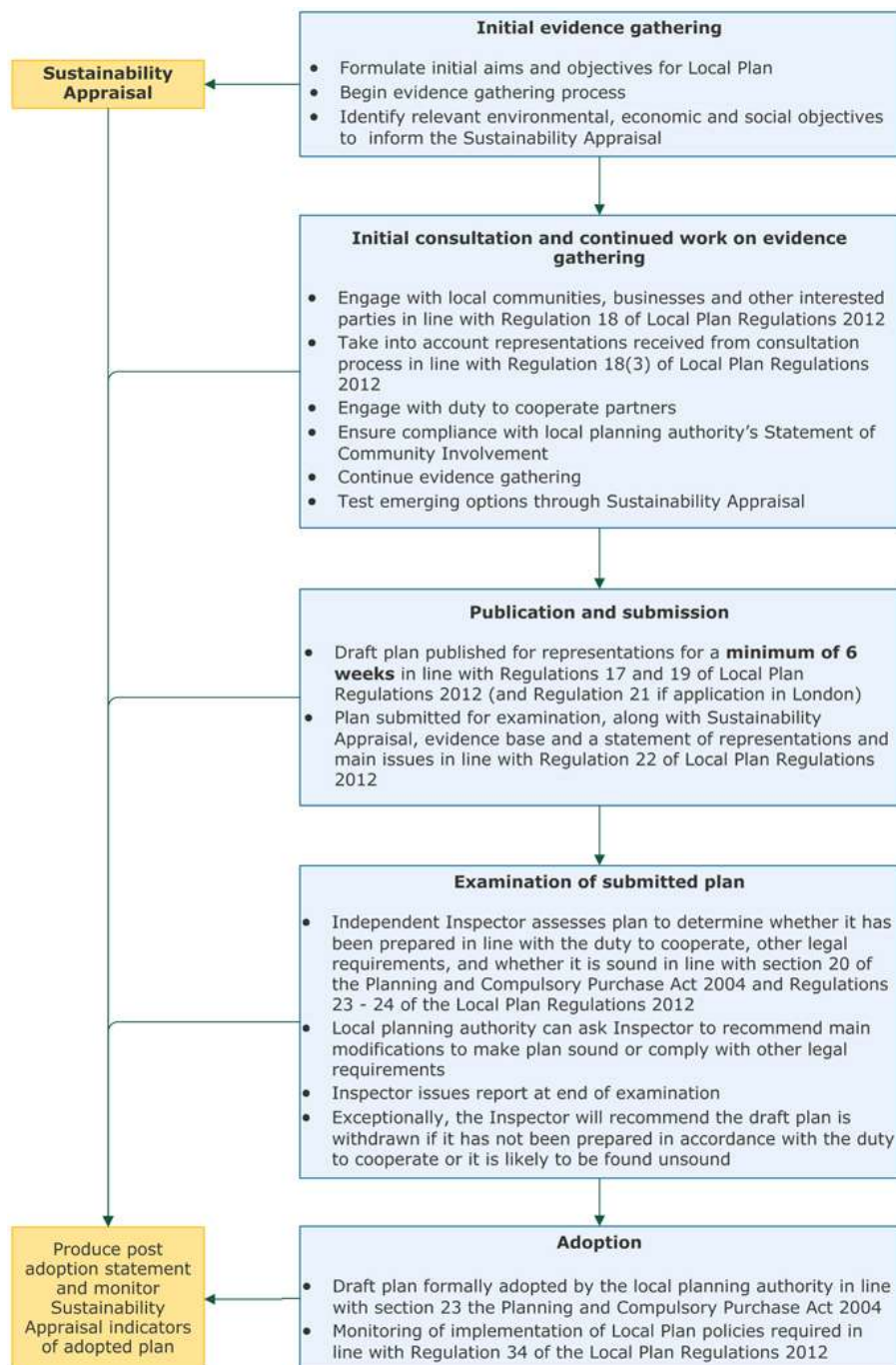
The second stage is a full review of the Local Plan, to which this SA Report relates. The Local Plan will set the framework for future development in Colchester Borough to 2032 and beyond. It will include a strategic vision and objectives, which will be translated into strategic policies; site allocations; and policies that will be used to determine planning applications throughout the Borough.

A key change in the plan development process post-NPPF is the new requirement to generate a local Objectively Assessed Need (OAN) for housing and employment land since these targets are no longer set nationally. As part of developing this OAN figure, Colchester has prepared a joint Strategic Housing Market Assessment (SHMA) in partnership with Braintree, Brentwood, Chelmsford and Maldon Councils.

The Council is in the process of producing a new Strategic Plan for the Borough that will cover the period 2015 to 2018; setting out the Council's aims and objectives for the next few years, the Strategic Plan will play an important

role in informing the spatial vision. The Local Plan vision will, however, need to look much further ahead, with the aims and aspirations for the Borough to 2032 and beyond.

The figure<sup>1</sup>, below, outlines the key stages of Local Plan preparation. This includes how the SA fits into each stage of plan preparation.



## Issues and Options

<sup>1</sup> National Planning Practice Guidance, Paragraph: 005 Reference ID: 12-005-20140306

An Issues and Options paper has been prepared and will be consulted upon from 16 January – 27 February 2015. These issues and options are based on national planning policy guidance, Council priorities as set forth in the Strategic Plan, existing local policies, and the current evidence base.

This SA Report supports the Issues and Options Paper. It includes an initial appraisal of the growth options included in the document. Further detail will be added to the appraisal once options are further developed and if alternative, realistic, deliverable options are suggested by third parties or come forward through development of the evidence base.

## **Sustainable development**

Sustainability and sustainable development are commonly used terms and it is important to consider what sustainable development actually means.

The European Commission, through its 2009 review of the EU Sustainable Development Strategy, defines sustainable development as follows:

*Sustainable Development stands for meeting the needs of present generations without jeopardizing the ability of futures generations to meet their own needs – in other words, a better quality of life for everyone, now and for generations to come. It offers a vision of progress that integrates immediate and longer-term objectives, local and global action, and regards social, economic and environmental issues as inseparable and interdependent components of human progress.*

*Sustainable development will not be brought about by policies only: it must be taken up by society at large as a principle guiding the many choices each citizen makes every day, as well as the big political and economic decisions that have. This requires profound changes in thinking, in economic and social structures and in consumption and production patterns.*

The National Planning Policy Framework sets out the following definition of sustainable development:

*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.*

*For plan-making this means that:*

- *local planning authorities should positively seek opportunities to meet the development needs of their area;*
- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*

— *specific policies in this Framework indicate development should be restricted*<sup>2</sup>.

*For decision-taking this means*<sup>3</sup>:

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out of date, granting permission unless:*
  - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or*
  - *specific policies in this Framework indicate development should be restricted*<sup>1</sup>.

## **Consultation**

We welcome your comments on this SA Report.

Please email comments to: [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk).

Alternatively, please post comments to:

Spatial Policy Team  
Colchester Borough Council  
FREEPOST RLST-ZTSR-SGYA  
Colchester  
Essex CO1 1ZE

The closing date for this consultation is 5pm on 27 February 2015.

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<sup>2</sup> For example, those policies relating to sites protected under the Birds and Habitats Directives (see paragraph 119 of the NPPF) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, Heritage Coast or within a National Park (or the Broads Authority); designated heritage assets; and locations at risk of flooding or coastal erosion.

<sup>3</sup> Unless material considerations indicate otherwise.

## **Review of relevant plans, programmes and sustainability objectives**

A review of relevant plans and programmes was undertaken and is included in appendix 1. The list of documents reviewed is outlined below.

### **International**

Review of the European Sustainable Development Strategy (2009)  
European Community Biodiversity Strategy to 2020 (2012)  
Environment 2010: Our Future, Our Choice (2003)

### **National**

Adapting to Climate Change: Ensuring Progress in Key Sectors (2013)  
National Planning Policy Framework (2012)  
National Planning Practice Guide (2014)  
DECC National Energy Policy Statement EN1 (2011)  
DCLG: An Introduction to Neighbourhood Planning (2012)  
JNCC/Defra UK Post-2010 Biodiversity Framework (2012)  
Biodiversity 2020: A strategy for England's wildlife and ecosystems services (2011)  
Mainstreaming Sustainable Development (2011)  
National policy for travellers (2012)  
PPS 5 Historic Environment Guide (2010)  
Flood and Water Management Act (2009)  
Safeguarding our soils (2009)  
Community Infrastructure Levy Guidance (April 2013)  
UK Marine Policy Statement, HM Government (2011)  
Planning Policy Statement 10: Planning for Sustainable Waste Management (2011)  
The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009  
Encouraging Sustainable Travel, Highways Agency  
A12/ A120 Route based strategy, Highways Agency (2013)  
East of England Route Strategy Evidence Report, Highways Agency (2014)

### **Regional**

Haven Gateway: Programme of Development: A Framework for Growth, 2008 -2017 (2007)  
Haven Gateway: Integrated Development Plan (2008)  
South East LEP Investment and Funding (March/April 2014)  
Anglian Water Business Plan (2015-2020) (2012)  
Draft Water Resource Management Plan (2014 – 2039) (2014)  
River Basement Management Plan (2014/2015) (2009)  
Catchment Abstraction Management Plan  
Haven Gateway Water Cycle Study: Stage 1 Report (2008)  
Atkins A120 Wider Economic Impacts Study (2008)

## County

Commissioning school places in Essex 2013/18 (2014)  
 ECC developer contributions document (2010)  
 Education contributions guideline supplement  
 ECC Corporate Plan 2013 – 2017  
 Vision for Essex 2013 – 2017: Where innovation brings prosperity (2013)  
 Corporate Outcomes Framework 2014 - 2018 Essex County Council (2014)  
 Essex and Southend Waste Local Plan (2001)  
 Essex and Southend-on-Sea Replacement Waste Local Plan (expected to be adopted 2016)  
 Essex Minerals Local Plan (2014)  
 Colchester draft Surface Water Management Plan (2014)  
 Essex Biodiversity Action Plan (2011)  
 Essex Transport Strategy: the Local Transport Plan for Essex (2011)  
 Highway Authority's Development Management Policies (2011)  
 Economic Growth Strategy (2012)  
 Integrated County Strategy (2010)  
 Essex Wildlife Trust's Living Landscapes  
 Combined Essex Catchment Abstraction Management Strategy (2013)  
 Essex Design Guide (2005)  
 North Essex Catchment Flood Management Plan (2009)  
 Essex and South Suffolk Shoreline Management Plan (second phase) (2011)  
 Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015  
 Essex Public Rights of Way Improvement Plan, Essex County Council  
 Joint Municipal Waste Management Strategy for Essex 2007 – 2032 (2008)  
 Local Flood Risk Management Strategy, Essex County Council (2013)

## Local

Creative Colchester Strategy & Action Plan (2012)  
 Colchester Borough Council Strategic Plan 2012-2015 (2012)  
 PPG17 Open Space , Sport & Recreation (2008)  
 Safer Colchester Partnership: Strategic Assessment of Crime and Annual Partnership Plan 2012-2013 (2012)  
 Townscape Character Assessment (2006)  
 Landscape Character Assessment (2006)  
 Scott Wilson Strategic Flood Risk Assessment (2008)  
 Affordable Housing SPD (2011)  
 Communities Facilities SPD (updated 2012)  
 Better Town Centre SPD (2012)  
 Sustainable Design and Construction SPD (2011)  
 Colchester Borough Council Housing Strategy (2012)  
 Local Air Quality Management Progress Report (2013)  
 Colchester Environmental Sustainability Strategy 2014-2019 draft (2014)  
 Colchester Borough Council's Comprehensive Climate Risk Assessment (2010)

Colchester Borough Council Landscape Strategy (2013)  
Water Cycle Study (2008)  
Colchester Cycling Strategy SPD (2012)  
Core Strategy (2008)  
Development Policies DPD (2010)  
Site Allocations Policies DPD (2010)  
Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council (December 2013)  
Strategic Housing Market Assessment (SHMA) (2014)  
Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013 (2013)  
Colchester Borough Green Infrastructure Strategy (2011)  
Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009

#### **Neighbouring authorities**

Tendring economic development strategy (2013)  
Tendring's SHMA (2013)  
Braintree's Adopted Core Strategy (2011)  
Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)  
Braintree District Core Strategy (2011)  
Braintree's SHMA (2014)  
Maldon's SHMA (2014)  
Braintree District Economic Development Prospectus 2013/2026 (2013)

The vision, aims, objectives and targets of relevant plans and programmes has influenced the sustainability framework, which helps to ensure that the sustainability framework collectively sets out what the Council and its relevant stakeholders would like to achieve in terms of sustainable development.

The review has also supported the collection of baseline data, which is included in appendix 2 and summarised in the following section.

There will be further plans and programmes that influence the SA as work progresses, in particular the emerging evidence base, and so this review is very much a work in progress.



## **Baseline Environment and likely evolution without the Local Plan**

This section outlines the relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be significantly affected by the Colchester Borough Local Plan. In addition to this, appendix 2 includes a number of indicators.

### **General characteristics**

Data from the 2011 Census put the Borough population at approximately 173,100 with a density of 5.3 people per hectare. The predominant ethnic group is White British with 87.5% of the population describing themselves as such. The ethnic minority population was 12.5% which in terms of numbers equates to a population of approximately 21,500 people. This is lower than the national average of 20.2% but higher than the Essex average of 9.2%.

The whole population of Colchester is expected to grow by 15.7% (from 2011 Census numbers) to just over 200,000 by 2021. Recent decades have seen a trend towards an ageing population in Colchester and this will continue into the next decade. The percentage of over 65s in Colchester is slightly less than the county and regional percentages. The number of people aged over 65 years is projected to increase by 37.6% between 2012-2032. Under 5s will account for a very similar proportion of the population in 2021 at 7.4% compared to 7.5% in 2013.

According to the 2011 Census there were 71,634 households in Colchester. 10% were 1 bed, 27% were 2 bedrooms, 39% of households were 3 bedrooms, 17% were 4 bedrooms and just under 5% were 5 bedrooms or more. Of these, 66.3% were privately owned; 13.5% socially rented; 18.7% privately rented; 0.5% in shared ownership; and 1% living rent-free. County wide 71.4% of homes were privately owned in 2011. Average household size was 2.3 people in 2011, which is slightly less than the county, regional and national averages of 2.4 people. The average number of rooms was 5.5 according to the 2011 Census.

Under current policies an average of 830 dwellings are expected to be built in the Borough each year. A net of 617 homes were built between 1 April 2012 and 31 March 2013. A net of 3870 dwellings were built over the past five years (2008/9 – 2012/13), which averages 774 per annum. This is higher than any other local authority in Essex. Neighbouring Tendring and Braintree districts had an average of 278 and 339 completions per annum respectively over the past five years. The net number of completions in Essex over the past five years was 20291, which averages at 4058 per annum.

133 units of affordable housing were completed between April 2012 and March 2013. A total of 76 were classed as affordable rent, 10 intermediate tenure (shared ownership) and 47 units were built through the Homebuy Direct scheme which offers equity loans towards the purchase of a new build home on selected developments.

The average household price in April 2013 in Colchester was £202,717. This illustrates a 1.7% decrease from £205,666 in April 2012. The 2007 Strategic Housing Market Assessment (SHMA) observed that few households aspiring to home ownership had access to enough money to purchase a home in Colchester, and annual updates since 2007 have not found any change to this position.

The 2014 SHMA found that meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households. It recommended continuing to develop housing strategies to make best use of the existing housing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families to address the under occupation of around 800 social housing units across the Borough. It also recommended that new social housing should be closely linked to the needs of older tenants and in resolving the under occupation of family sized properties.

In terms of older persons housing the 2014 SHMA found that there is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level. In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing.

### **Economic characteristics**

Colchester is connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. Four sections of the A12 around Colchester fall into the top ten busiest sections on the A12 route. The Borough also lies in close proximity to the major seaports of Harwich (20 miles) and Stansted airport (30 miles). This strategic position has meant the area has been a magnet for growth resulting in a healthy and vibrant economy.

Transportation provision in the Borough includes six railway stations; bus routes operated by ten bus companies; and several cycle trails. There is a lack of safe, off road public rights of way for cyclists and horse riders in the Borough. The Essex Public Rights of Way Improvement Plan stated that in 2009 Colchester Borough only had 48.86km of bridleways compared with 490.37km of footpaths. Only the Tendring and Maldon districts had lower percentages of bridleways in the thirteen Essex authorities. One of the biggest challenges to Colchester's future development is traffic growth and the dominance of the car as the main mode of travel. The 2011 Census indicated that 79.4% of households own one or more cars or vans with over 12,000 more cars in the area since 2001.

The results of the Colchester Travel Diary survey (July 2007) found that the largest proportion of trips (55%) in the AM peak (0600-0900) are journeys to the workplace, followed by journeys to school (11%), the remainder of journeys are to shops / local services, leisure services and for business. Analysis of survey results also determined that 67% of these journeys to workplace in the AM peak originate from homes in urban areas and accordingly, could potentially be undertaken via public transport, walking or cycling instead.

These findings are echoed in the 2011 Census travel to work results which found that 58% of residents drive to work. Other main travel to work modes include: walk 13%, train 8%, bus 6%, work from home 5%, car passenger 5%, cycle 4%. This equates to 31% of residents travelling to work by non-car modes and walking and cycling together accounting for 17% of journeys to work.

The findings from recent workplace travel plan surveys from organisations along the A134 are in line with these results (as show in the table below), confirming the view that workplace journeys are likely to be a significant contributor to congestion along this corridor.

#### Workplace Travel Plan Survey Findings

Mode	Colchester Council (2012)	Colchester Hospital (2012)	Colchester Institute (2013)	Culver Square (2010)
Drive (alone)	47%	64%	61%	64%
Car Share	11%	9%	12%	0%
Get dropped off	3%	2%	n/a	n/a
Walk	13%	11%	10%	22%
Cycle	6%	4%	5%	7%
Bus	11%	5%	4%	0%
Train	6%	2%	2%	0%
Motorcycle	1%	0%	2%	7%
Taxi	1%	0%	n/a	0%
Work from home	2%	1%	1%	n/a
Other	0%	2%	3%	n/a

Whilst significant progress has been made by these organisations, these results indicate that there is scope and opportunity for encouraging more modal shift for the journey to work, as car use is still high and many of these are relatively short journeys that could be undertaken by walking, cycling, bus or car sharing. The distances that staff travel to work is highlighted in the Travel Plan for Culver Square and reveal that 72% of staff live less than 4 miles (or a 30 minute cycle ride) from the Shopping Centre.

The travel survey results for North Colchester businesses have also been examined to identify barriers to travelling by more sustainable modes. Many of these are commonly cited barriers such as childcare responsibilities, having

too much to carry, the cost and frequency of buses, difficulty finding suitable car sharers and feeling unsafe when cycling. Two local reasons that are regularly given and are to be addressed in conjunction with bus operators is the cleanliness and poor level of customer service on the bus.

According to the 2001 Journey to Work Census data, Colchester has a high degree of self containment with 70% of the working population working in Colchester and 7% commuting to London, indicating further potential for the uptake of more sustainable modes.

Using data from the 2011 Census, figures show the largest proportion of Colchester residents (22.6%), occupied lower managerial, administrative and professional occupations, 14.2% were employed in semi-routine occupations, and 13.5% were employed in intermediate occupations.

The industry class employing the most people in Colchester according to the 2011 Census was the 'wholesale and retail, repair of motor vehicles and motorcycles' class which accounted for 16.0% of jobs. The next three largest industry classes were 'human health and social work' which accounted for 13.5% of employment, followed by 'education' at 11.4%; and 'construction' at 8.3%. The largest employers in Colchester by approximate number of employees are Colchester District General Hospital with 3,000 employees; University of Essex with 2,000 employees; Colchester Borough Council with 1,500 employees; and Colchester Institute with 900 employees. The largest private sector employer is Mothkind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

Colchester has approximately 435,000m<sup>2</sup> of retail floorspace; 208,000m<sup>2</sup> of office floorspace; 644,000m<sup>2</sup> of industrial floorspace; and 110,000m<sup>2</sup> classed as 'other' floorspace. In order to fulfil Core Strategy 2021 targets, the Borough will need to provide a further 48,259m<sup>2</sup> of retail floorspace in the Town Centre.

The quantitative assessment of the potential capacity for new retail floorspace, carried out as part of the 2013 update to the Retail Study, suggests that there is scope for new retail development within the Colchester urban area and the rest of the Borough, over and above existing commitments. The capacity figures suggest there is limited need for food store development outside Colchester urban area. The projections suggest new retail floorspace should be distributed as shown in the table below.

#### **Class A1 Retail Floorspace Projections**

	<b>Sales Floorspace sqm net</b>		
<b>Location</b>	<b>Convenience</b>	<b>Comparison</b>	<b>Total</b>
<b>Up to 2016</b>			
Commitments/ town centre proposals	1,450	12,800	14,250
Colchester urban area	2,255	803	3,058

Tiptree	-	21	21
West Mersea	-	18	18
Other Colchester Borough	522	-	522
<b>Total up to 2016</b>	<b>4,227</b>	<b>13,642</b>	<b>17,869</b>
<b>2016 – 2021</b>			
Colchester urban area	2,610	9,079	11,689
Tiptree	-	48	48
West Mersea	-	33	33
Other Colchester Borough	174	-	174
<b>Total 2016 - 2021</b>	<b>2,784</b>	<b>9,160</b>	<b>11,944</b>
<b>2021 – 2026</b>			
Colchester urban area	3,101	13,805	16,906
Tiptree	-	74	74
West Mersea	-	49	49
Other Colchester Borough	209	-	209
<b>Total 2021 - 2026</b>	<b>3,310</b>	<b>13,928</b>	<b>17,238</b>
<b>Total period 2012 - 2026</b>			
Colchester urban area	9,416	36,487	45,903
Tiptree	-	143	143
West Mersea	-	100	100
Other Colchester Borough	904	-	904
<b>Grand total</b>	<b>10,321</b>	<b>36,730</b>	<b>47,050</b>

The convenience goods projections in the Retail Study indicate there is scope for one large food store in Colchester urban area in the short term (up to 2016). It is unlikely that this food store can be accommodated within the Town Centre Core. In the medium to long term (2016 to 2021) there is a requirement for 1-2 new large food stores, which could be provided in a new district/neighbourhood centres anchored by a large food store, expansion of one of the five urban district centres and/or the provision of a freestanding out-of-centre food store.

In terms of the spatial distribution of food superstores in Colchester urban area, the Retail Study concluded that the priorities appear to be the south of Colchester urban area in order to serve existing and future residents and to the northwest to serve new residential areas. The proposed neighbourhood centre within the Colchester Northern Growth Area or the Northern Gateway site could serve proposed residential development within the northwest of the urban area.

The Retail Study concluded that vacant shop premises and planned investment within Colchester town centre should be sufficient to

accommodate comparison expenditure growth and operator demand for small to medium sized premises up to and beyond 2016. If longer term growth (2016 to 2026), where development cannot be accommodated within the town centre, the Council should consider the potential to expand urban district centres or the provision of new shopping destinations in the urban area. There is insufficient available expenditure to support all of the current comparison retail proposals between 2016 and 2021. The Retail Study concluded that retail development should not be permitted outside the Town Centre Core unless it can clearly be demonstrated that the proposed development cannot be accommodated in the Town Centre Core, and the proposals will not harm the vitality and viability of designated centres and planned investment.

Approximately 77.4% of the population aged 16-64 was economically active in Colchester in 2012. Model based unemployment figures for the Borough showed Colchester's unemployment rate was 7.1% (which was above the 6.9% figure for the East). This percentage is based on a proportion of the Borough's economically active population.

The Borough is relatively prosperous, ranking 205 out of 326 districts on the Index of Multiple Deprivation (rank 1 being the most deprived). It is estimated that approximately 5% of people in Colchester live in seriously deprived neighbourhoods. However, this is somewhat lower than the relative proportions in Basildon (18%), Tendring (18%) and Harlow (12%).

St Anne's Estate in St Anne's ward and Magnolia in St Andrew's ward were the small areas with the highest levels of deprivation in Colchester. The least deprived small area in Colchester was Bergholt in West Bergholt and Eight Ash Green ward, followed by Wivenhoe Park in Wivenhoe Cross ward. 29 of the 104 small areas in Colchester were ranked in the 20% least deprived in England. In both 2007 and 2010 income domain, there were 28 small areas in Colchester which fell into the top 40% most deprived nationally. In both years, St Anne's Estate in St Anne's ward was the only small area ranked in the top 10% most income deprived nationally.

The average gross household income is lower than the Essex and the East of England averages but higher than the national average. In Colchester average gross household income was £27,592 in 2012, it was £30,193 in Essex, £27,980 in the East of England and £27,302 in England. There are variations in prosperity and there are pockets of deprivation in parts of both the towns and rural areas.

Tourism plays an important part in the local economy. Tourism was worth £244 million to the economy of Colchester Borough in 2012, which is a rise of 5% from the previous year. The value of tourism to Colchester has risen in real terms by 158% from £63.1 million in 1993. Tourism supports more than 5,600 actual jobs in the Borough, this has risen by 109% since 1993 (5632 in 2011, 2685 in 1993).

Colchester attracted just over 5 million visitor trips in 2012. This is approximately 78% higher than the 1993 figure of 2.8 million visitor trips. This can be broken down as follows:

- 62,000 staying trips taken by overseas staying visitors;
- 216,000 staying trips taken by domestic staying visitors; and
- 4.7 million day trippers.

Colchester has 1,300 creative businesses providing employment to over 5,600 employees. Creative industries are a priority growth area for the town. This accounts for 18.3% of all businesses in the Borough, and includes advertising, design, film, arts and crafts, performing arts and publishing. Nationally, creative industries account for approximately 7% of the economy as a whole. This shows that Colchester is a well-performing town in terms of its creative economy but that there is considerable room for growth.

Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the main opportunities are set out for the development of the creative industries over the next five years.

Colchester Borough Council is leading regeneration programmes in East Colchester, North Colchester, the Town Centre and the Garrison. In East Colchester a new waterside community is emerging at the Hythe, the town's former port. The £13 million regeneration programme will create a mixed-use development alongside the River Colne with 100,000 sq ft of commercial space, 2000 new homes and improved transport links. The transformation of the area is already underway with new housing, employment areas, community centre, nursery and student accommodation for the University of Essex at University Quays. The University Knowledge Gateway will bring new business opportunities, hotels and leisure facilities.

To the North of the town, alongside the A12, lies a 100 hectare development site. Plans for the area will see the creation of 1500 new homes and new employment areas to create up to 3500 new jobs. Opened in 2008, the site is already home to the Weston Homes Community Stadium. As well as being Colchester United Football Club's new home, the venue also offers space for concerts, events, community space for Colchester United Community Sports Trust to develop its programme of activities and conference facilities for up to 400 people. As part of the regeneration programme for North Colchester a Master Plan has been prepared for North Station, which is a key gateway into the town.

A £1.5 billion development of a new modern Garrison in the town has shown a further 35 years commitment to Colchester by the MoD. As well as creating improved accommodation and facilities for service personnel, land released by the MoD as a result of the new development is being used to create a sustainable mixed use urban village close to the Town Centre.

Improvements in the Town Centre have previously been focused on the St. Botolph's Quarter, with ongoing plans to develop a new cultural quarter, large retail scheme, residential development and multi-storey car park. However, plans to improve the wider town centre are now underway with proposals being developed to reduce traffic and create a better pedestrian experience with more public spaces for events and activities and better links for cyclists ensuring that Colchester continues to be a vibrant place during the day and in the evening.

### **Social characteristics**

In 2012 there were 2,353 births in Colchester. Only Basildon District had a higher number of births than Colchester (2,493). The total number of births in Essex in 2012 was 16,860.

Life expectancy in the Borough has been estimated as nearly 80 years for men and over 83 years for women. There are 2 hospitals, 33 doctors and 27 dental surgeries within the Borough. In addition, there are 3 clinics, 18 opticians and 32 pharmacies.

There are 79 maintained schools: 64 primaries, 11 secondaries and 4 special schools. There are 2 higher education colleges, Colchester Sixth Form College and the Colchester Institute, plus the University of Essex, making the Borough a major educational base with visiting students significantly adding to the diversity of the population. The provision of day care, nursery education and out-of-school care remains an issue for the Borough, with there being more demand than formal supply.

Essex County Council has a statutory responsibility to ensure there are sufficient school places available every year, that there is diversity across the school system and that parental preference is maximised. Commissioning school places in Essex 2013/18 was published in April 2014 and is updated annually to ensure the projections of demand for school places are as accurate as possible. This sets out the requirement for places in maintained primary and secondary schools in Essex until 2018 and identifies the areas where providers will need to match supply with demand.

In 2013 there were 13,720 nursery and primary pupils and 10,238 secondary pupils. The 4 schools providing sixth form education had 961 pupils. Colchester Institute had 4,240 1-18 year pupils (although this figure includes all of Colchester Institute's sites, some of which are outside the Borough) and Colchester Sixth Form College had 3,140 16-18 year pupils.

It is forecast and set out in the Commissioning school places in Essex 2013/18 document (2014) that in 2017/18 nursery and primary school pupils will increase to 14,928 (12.4% change) and 16,008 with housing (20.5% change). Secondary school pupils, including sixth form pupils, will increase to 10,421 (1.8% increase) and 11,037 (7.8% change) with housing. These forecasts are higher than the Essex average.



In the Stanway area there should be sufficient capacity overall to meet demand in the next three years. However, as the new housing developments planned progress there is likely to be pressure on school places and plans will be developed with the local schools to increase provision in the locality. Essex County Council will have access to a new school site on commencement of phase three of the Lakelands development, if required. A consultation has commenced on proposals to increase provision at Monkwick Infant and Junior Schools, Montgomery Infant and Junior Schools and a further expansion of St John's Green Primary School. St George's New Town Junior School will increase its intake to 90 from 2014. In the Tiptree planning group there were 22% surplus places with two of the schools having more than 50% surplus places in school year 2012/13. Funding has been secured for a new 2 form entry school in Braiswick from 2015 and Essex County Council are currently seeking sponsors for a 420 pupil school on the Severalls development.

Year 7 intakes in Colchester are forecast to rise significantly from September 2017 onwards and two options will be explored to provide the additional places required: to expand an existing and high performing and popular school/ academy through the use of the Alderman Blaxill site, or to develop new provision such as a Free School or Academy on this site.

Educational achievement is generally good. In 2011, 16.7% of Colchester's working population aged 16 and over were qualified to level 2 standard, and 27.2% to level 4+ standard. Level 2 qualifications cover: five or more 'O' level passes; five or more CSE (grade 1s); five or more GCSEs (grades A-C); School Certificate; one or more 'A' levels/'AS' levels; NVQ level 2; or Intermediate GNVQ. Level 4 or more qualifications cover: First Degree, Higher Degree, NVQ levels 4 and 5; HNC; HND; Qualified Teacher Status; Qualified Medical Doctor; Qualified Dentist; Qualified Nurse; Midwife; or Health Visitor, or higher. Level 2 attainment was below the Essex average of 17.2%, however level 4+ attainment was higher than the Essex average of 23%.

The community has access to a wide range of Council-run services and facilities, including those owned by the 31 Parish Councils in the Borough. Facilities include country parks at Cudmore Grove in East Mersea and High Woods in Colchester, a leisure centre including swimming pools and four multi-activity centres, and a 10,000 seat capacity football stadium.

The latest crime data available is for the year 2012/13. This data is taken from the ONS publication regarding the numbers of offences recorded by the police, by Community Safety Partnership / local authority level, year and offence group. When comparing the latest information for Colchester with the previous year to date the number of recorded crimes was down by 425 (3.9%) to 10,565. The number of domestic burglaries is currently recorded as a total number. When comparing the latest information for Colchester with the previous year to date the number of domestic burglaries was up by 224 (55%) to 631. Based on the total recorded figure for the 12 months ending 31 March

2013, and the mid-year population estimate, the crude crime rate per 1,000 population was 60.

### **Environmental characteristics**

Colchester has a rich and diverse heritage. As Camulodonum, it was the first capital of England and it is also Britain's oldest recorded town; recorded by Pliny the Elder in AD77. The Borough has a rich archaeological and cultural heritage, dating back to at least 4000BC.

The Borough boasts some 2,560 listed buildings and 52 Scheduled Monuments. The annual Heritage Counts report states that there are 1,563 groupings of listed buildings and 44 groupings of scheduled monuments. This difference in figures is because the Heritage Counts (and the National Heritage List for England) counts listed building entries, rather than numbers of individual listing buildings (i.e. one entry could cover several buildings such as terrace or block of flats). There are 22 conservation areas within the Borough and 4 parks within Colchester on the National Register of Special Historic Interest. These include Castle Park, Severalls Hospital, Layer Marney Tower gardens and Wivenhoe Park. The Council has also recently updated its Local List which includes 741 buildings or assets that are of historical or architectural interest. In 2013 there were 37 listed buildings on the Essex Heritage at Risk Register. The number of at risk listed buildings has decreased over the past few years from 49 in 2009, 48 in 2010, 41 in 2011. The English Heritage Heritage at Risk Register contains only 7 entries for the Borough: 2 listed buildings, 2 conservation areas and 3 scheduled monuments

Colchester Borough is known to contain Palaeolithic deposits of international importance. Evidence of human activity is confined to finds of flint artefacts notably a very distinctive large tool known as a 'handaxe' a number of which have been found in Colchester Borough, particularly in the area between the Colne and Roman rivers. Finds of Mesolithic material are spread across the district and attest to the presence of groups of people whose lifestyle were transient and based on an economy of collecting wild plant foods and hunting a variety of wild game, in an increasingly wooded landscape. Around 4000BC, the introduction of the cultivated crops, such as wheat and barley, domesticated of the animals and pottery together with new types of flintwork, marks the beginning Neolithic period. Evidence for Neolithic activity is abundant across Colchester District, mainly in the form of finds of distinctive flint work, particularly polished flint and ground stone axes. Evidence of Bronze Age occupation is extensive; Early Bronze Age material in the form of barbed and tanged arrowheads and distinctive Beaker pottery are quite widespread, the latter occurring both as sherds, and as complete pots, which probably derive from burials. Early Iron Age pottery has been recovered from a number of sites in the District, including Sheepen, Stanway and Gosbecks, but the enclosed cropmark sites that are detectable from the air do not appear to have originated until the Middle Iron Age. During the late Iron Age curvilinear earthworks (dykes) were extended across the Colchester gravel

plateau in two overlapping arcs, linking the Colne and Roman rivers and creating a defended perimeter of water, marsh and forest enclosing 28 sq km.

*Camulodunum* was the primary objective of the Roman invasion in AD43 and by the end of the first season of the military campaign it had fallen. Claudius made political capital by leading the final military advance into *Camulodunum* and receiving the submission of a number of British tribes there. It is likely that a large, but temporary, camp was established to accommodate the army until the completion of a new legionary fortress, and re-deployment of troops in the following year, but despite the relative abundance of early military activity at Colchester there are few other known military sites from the District. As the military conquest of Britain progressed, the Twentieth Legion was re-located from Colchester and a new *colonia* was created out of the redundant fortress. The conversion of the legionary fortress into a *colonia* involved the partial demolition and re-use of the military buildings, the slighting of the military defences and the addition of a re-aligned street grid, utilising the basic legionary orientation. The fortress annex was extended to house the public buildings required by the new city. The buildings of the *colonia* were well-built of wood and clay-blocks with painted plaster and tiled roofs. They included an impressive early town-house at Lion Walk. Excavated workshops, warehouses, shops and domestic quarters show that the early *colonia* was a working city. The city also had a range of public buildings and structures including the Temple of Claudius, a theatre and the great monumental arch built on the west gate into the fortress.

During the Boudican revolt in AD 60, the *colonia* appears to have been completely destroyed, resulting in the Boudican destruction layer, mostly made up of debris from burnt, demolished clay walls but including well preserved organic material, which has been identified across much of the modern town centre. After this destruction, the town was re-established and provided with a defensive wall and external V-shaped ditch. The monumental arch was incorporated into the Balcerne Gate and there were at least five other gates into the town.

By the 2nd century the town had begun to prosper. Archaeological evidence suggests that the town, including its suburbs went into a dramatic decline during the 3rd century, with houses demolished without replacement and open areas increasingly used for cultivation. It is likely that the town of Roman Colchester would have had a significant influence on the economy of the area creating a ready market for many local products such as grain, meat, fish, shellfish and salt.

Evidence for the early Saxon period in Colchester District is sparse. By the reign of Aethelred II, Colchester had achieved sufficient economic importance to warrant the presence of a coin mint and for a short period it was extremely busy.

The medieval landscape of Colchester district was one of a dispersed settlement pattern, comprising hamlets and individual farms, with focal points provided by church/hall complexes, greens and commons. Colchester's

market place was the main centre of agricultural trade within an 8 mile radius of the town. Documentary records from the late 13th century reveal that the main crop grown in the District was oats, with barley and rye also grown in large quantities. During the early middle-ages the salt marshes were a significant element in the economy of Colchester and of Essex as a whole and the period witnessed the beginning of the reclamation of the saltmarsh. As elsewhere in England during the 13th century, much of the woodland around Colchester was cleared to extend the cultivated area of the land.

Following the Norman Conquest, Colchester was dominated by the Baron Eudo Dapifer who founded St John's Abbey to the south of the town and restored St Helen's Chapel. He was also responsible for the construction of Colchester Castle, which was built on the base of the Roman Temple of Claudius late in the 11th century and provided with defensive earthworks resulting in a diversion of the High Street.

Colchester was known for its Cloth industry from the late medieval period, with an influx of craftsmen and trader from the 14th century and the development of the town's Dutch Quarter. The 1530s saw the dissolution of the monasteries nationwide and selling of their properties and lands into private hands.

In the first half of the 16th century, an earthwork blockhouse was built at East Mersea to guard the mouth of the River Colne as part of Henry VIII programme of coastal defences. The blockhouse was brought back into use during the 17th century and tested in 1648 during the Civil War Siege of Colchester. At this time, elaborate lines of enclosing ditches, strengthened by several forts, were constructed to seal off the town. Elements of these defensive works have been identified through excavation and geophysical surveys.

The post medieval period witnessed a long term decline in the cloth industry in Colchester to the end of the 18th century. It remained the largest market town in Essex and was also an important port, with the Hythe became a busy industrial centre. Transport by rail and water boosted the town's agricultural related industries during the 19th century and mid-to late Victorian Colchester saw the building of a growing range of specialist industrial buildings including breweries, maltings, grain stores, and engineering premises, representing a late industrial revolution in the town. Public buildings such as the Jumbo water tower and town hall reflect the confidence and prosperity of the town at the end of the century.

Between 1914 - 18 Colchester became a major training and hospital centre but population growth and industrial advance were minimal during the inter-war period. During WW II, the engineering and the clothing industries in Colchester were particularly important. After the war, a substantial programme of house building, which continued into the 1960s and 1970s, transformed the town of Colchester. From the mid-1960s change accelerated as the population grew. Manufacturing industry, especially engineering, played a remarkably large part, but the town made a successful transition into

service and light industry. Large and successful industrial estates arose but the town's status as a harbour authority ceased in 2001. The town's military role continued throughout the 20th century and the relocation early in the 21st century of the garrison from its historic site has led to the development of a new 'urban village' around the Abbey Field and the creation of modern garrison buildings and facilities further to the south.

The rural landscape of the Borough has a rich ecological character influenced by geology and landform. Habitats include woodland, grassland, heath, estuary, saltmarsh, mudflat and freshwater as well as open water habitats. Many sites are recognised for their value by international and national notifications, including the coastal and estuary areas in the south east and the Dedham Vale Area of Outstanding Natural Beauty in the north of the Borough.

The Dedham Vale AONB covers the lower part of the Stour Valley on the Essex/Suffolk border. At its heart is an area known as Constable Country centred on the villages of East Bergholt, Flatford and Dedham which Constable painted two centuries ago. His scenes of a working landscape strongly influenced the designation of the area that has come to represent the epitome of lowland English countryside.

The AONB stands apart from other lowland river valleys because of its association with Constable and the assemblage of features he painted that can still be seen today. These features include a meandering river and its tributaries; gentle valley slopes with scattered woodlands; grazing and water meadows; sunken rural lanes; historic villages with imposing church towers and historic timber framed buildings; small fields enclosed by ancient hedgerows and a wealth of evidence of human settlement over millennia. Despite intrusions of human activity in the twentieth and twenty first centuries, the area retains a sense of tranquillity in terms of minimal noise, light and development intrusion.

Colchester has a rich biodiversity with many sites designated for their nature conservation interest. Much of the coastline is designated under international and European notifications including the Mid-Essex Estuaries Special Area of Conservation, the Mid-Essex Special Protection Area, the Blackwater Estuary Special Protection Area and Abberton Reservoir Special Protection Area. The Special Area of Conservation and Special Protection Areas are notified under the Habitats Directive (92/43/EEC) and Birds Directive (79/409/ECC) respectively. They are also notified as Ramsar sites under the Ramsar Convention.

Abberton Reservoir is a large, shallow, freshwater storage reservoir approximately 6 miles south-west of Colchester. It is built in a long, shallow valley and is the largest freshwater body in Essex. It is one of the most important reservoirs in Britain for wintering wildfowl, with a key role as a roost for wildfowl and waders feeding in adjacent estuarine areas. The site is also important for winter feeding and autumn moulting of waterbirds. The margins of parts of the reservoir have well-developed plant communities that provide important opportunities for feeding, nesting and shelter. Abberton Reservoir is

important especially as an autumn arrival area for waterbirds that subsequently spend the winter elsewhere. Abberton Reservoir is a public water supply reservoir. Reduced water availability, and increased demand, in recent years has led to generally low water levels; greater numbers of waders therefore use the site, and as a result no decrease in wildfowl has been attributed to low water levels. Water entering the site has elevated nitrate levels, leading in most summers to algal blooms, but there is no evidence of impacts on wildlife. The Water Company has a consultative committee which addresses conservation issues at all its sites, and the Abberton Reservoir Committee (involving Essex Wildlife Trust and Natural England) addresses local issues.

The Blackwater Estuary is the largest estuary in Essex and is one of the largest estuarine complexes in East Anglia. Its mud-flats are fringed by saltmarsh on the upper shores, with shingle, shell banks and offshore islands a feature of the tidal flats. The surrounding terrestrial habitats; the sea wall, ancient grazing marsh and its associated fleet and ditch systems, plus semi-improved grassland, are of high conservation interest. The diversity of estuarine habitats results in the sites being of importance for a wide range of overwintering waterbirds, including raptors, geese, ducks and waders. The site is also important in summer for breeding terns. Water based recreation and in particular jet skis are identified as one of the site's sensitivities. The main threat to the site is erosion of intertidal habitats due to a combination of sea level rise and isostatic forces operating on the land mass of Great Britain. The situation is worsened with increasing winter storm events, whilst the hard sea walls along this coastline are preventing the saltmarsh and intertidal areas from migrating inland. This situation is starting to be addressed by alternative flood defence techniques. A shoreline management plan has been prepared for the Essex coast which seeks to provide a blueprint for managing the coastline sustainably.

The Colne Estuary is located in the southern end of Colchester's coastal area. It is a comparatively short and branching estuary, with five tidal arms that flow into the main channel of the River Colne. The Colne Estuary encompasses a diversity of soft coastal habitats, dependent upon natural coastal processes. The vulnerability of these habitats is linked to changes in the physical environment: the intertidal zone is threatened by coastal squeeze and changes to the sediment budget, especially up drift of the site. Limited beach feeding is under way to alleviate the sediment problem. The site is vulnerable to recreational pressures which can lead to habitat damage (saltmarsh and sand dunes) and to disturbance of feeding and roosting waterfowl. Pressures for increased use and development of recreational facilities are being addressed through the planning system and under the provisions of the Habitat Regulations. Jet and water-skiing are largely contained by the Harbour Authorities. Most grazing marshes are managed under ESA/Countryside Stewardship Agreements, but low water levels are of great concern, and low freshwater flows into the estuary, may be affecting bird numbers and/or distribution. This is being addressed through reviews of consents under the Habitats Regulations. Unregulated samphire harvesting is being addressed by notifying all pickers of the legal implications of uprooting

plants without the consent of landowners. To secure protection of the site, an Estuarine Management Plan is in preparation, which will work alongside the Essex Shoreline Management Plan and the emerging Marine Scheme of Management. The Environment Agency aim to reduce the nutrient enrichment arising from sewage and fertiliser run-off.

In December 2013 the Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone was designated. Marine Conservation Zones (MCZs) are designated marine areas to protect species and habitats found within them from the most damaging and degrading of activities, taking into account local needs. The Blackwater, Crouch, Roach and Colne Estuaries MCZ has been designated specifically for four features: to maintain in favourable condition 'intertidal mixed sediments' and 'Clacton Cliffs and Foreshore' and to recover to favourable condition the 'Native Oyster' and the 'Native Oyster beds'.

There are also ten Sites of Special Scientific Interest (SSSIs) notified in Colchester. These are nationally important ecological/geological sites designated under the Wildlife & Countryside Act 1981 with further protection provided through the Countryside & Rights of Ways Act 2000.

Following a review in 2008, 168 Local Wildlife sites have been designated in the Borough along with 10 local nature reserves. These are non-statutory nature conservation sites which along with the statutory sites play a key role in helping conserve the Borough's biodiversity in both urban and rural locations.

Whilst the Borough of Colchester is extensively rural, the majority of the population live in the towns and villages. As a result, it is the built up areas which figure most prominently in many people's lives and the appearance and quality of their urban surroundings is an important factor in their quality of life. There are four Air Quality Management Areas in Colchester, located in the following areas:

**Area 1** - Central Corridors (including High Street Colchester; Head Street; North Hill; Queen Street; St. Botolph's Street; St. Botolph's Circus; Osborne Street; Magdalen Street; Military Road; Mersea Road; Brook Street; and East Street).

**Area 2** - East Street and the adjoining lower end of Ipswich Road.

**Area 3** - Harwich Road/St Andrew's Avenue junction.

**Area 4** - Lucy Lane North, Stanway; Mersea Road; and Brook Street.

In 2012/13 41.54% of all household waste collected was recycled, reused or composted. This exceeds the annual target of 40% but is slightly disappointing considering that the mid-year figure was 44%.

Colchester's potable drinking water comes from Ardleigh Reservoir. National daily domestic water use (per capita consumption) according to the WWF is 150 litres. Nationally we are expected to reduce per capita consumption of water to an average of 130 litres per person per day by 2030. Amendments to building regulations in 2010 require per capita consumption of water to be limited to 125 litres.

Total greenhouse gas emissions across the Borough have decreased over the past 5 years, despite an increase in population. In 2012/13 there were 6,895.35 tonnes of CO<sub>2</sub>; in 2008/9 total CO<sub>2</sub> emissions were 10,150 tonnes.

Colchester is committed to reducing climate change both within the Borough and through its in-house operations through various schemes. In 2010 the Council prepared a Climate Risk Assessment, which outlined climate change predictions for Colchester and considered the risks to the Borough from a changing climate. The climate change predictions were derived from Colchester specific data from UKCP09. UKCP09 is the working name for the UK climate projections. It is funded by Defra and uses data from the Met Office Hadley Centre and the UK Climate Impacts Programme (UKCIP) to predict the future climate of the UK under three different emissions scenarios (high, medium and low).

The short term climate change risks for Colchester are:

- Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3°C and 6% increase in winter precipitation);
- Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3°C and 7% decrease in summer precipitation);
- More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9°C);
- More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);
- Significant decrease in soil moisture content in summer;
- Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and
- Possible higher wind speeds.

The IPCC's sixth synthesis report was published in November 2014. It provides an overview of current knowledge on climate change, and advises that spatial planning can be a key mitigation approach. It reported that in high growth areas mitigation strategies based on spatial planning and efficient infrastructure supply can avoid the 'lock-in' of high emission patterns. The following can reduce direct and indirect energy use: mixed-use zoning, transport-oriented development, increased density, and co-located jobs and homes. High density development can preserve land carbon stocks and land for agriculture and bioenergy.

### **Likely evolution without the Local Plan**

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Local Plans provide certainty to those



involved in the development of land. Without a Local Plan a policy vacuum would exist and could lead to planning by appeal.

Local Plans must set the objectively assessed need for housing. Housing targets are no longer set at regional level and so without a Local Plan Colchester Borough Council will not be able to set and thus meet its objectively assessed housing need. Housing shortfall is likely to continue without a positive and proactive approach to local housing through the Local Plan, which includes assessing the capacity and feasibility of developing existing brownfield land. A coordinated local spatial strategy to housing allocation would maximise the use of previously developed land, whilst protecting and enhancing priority habitats and species.

Co-ordinated, planned development is more likely to lead to balanced economic and residential growth in a properly integrated fashion with new infrastructure including transport improvements but also environmental, community and cultural improvements.

Monitoring has shown that the number of affordable homes delivered has reduced in recent years, principally due to viability issues. Without a Local Plan that includes a requirement and target for affordable housing very limited numbers of affordable homes would be delivered. To ensure that affordable housing can continue to be delivered in the future the Council reduced its affordable housing target from 35% to 20% through the Focussed Review. This figure was determined through a Community Infrastructure Levy (CIL) viability testing exercise.

In 2012/13 98.4% of planning approvals in the Borough were within 30 minutes of community facilities. This is largely because the Council's adopted planning policies direct development to the most accessible locations. Without a Local Plan it is likely that more dispersed patterns of development would occur, which would increase the need to travel and lead to a subsequent increase in congestion and greenhouse gas emissions.

Climate change is one of the most pressing issues that we face internationally and the Local Plan can play its part in helping to mitigate and adapt to the effects of climate change. For example, through policies that direct development to accessible locations that reduce the need to travel, a requirement for more sustainable buildings, and the provision of open space to help species adapt to a warming climate.

Without the benefits of an adopted Local Plan it will be more difficult to manage the effects of development on flood risk, although all developments would need to take account on national policy on flood risk.

Colchester Borough has a rich natural environment, which includes coastal sites notified at European and international level through to local wildlife sites, which provide habitats in the urban area. Whilst it is likely that the most important environmental sites would continue to be protected through international, Community and national law there is a risk that local wildlife

sites, which do not have statutory protection, would be lost to development without a Local Plan protecting them.

With the population of the Borough increasing, pressure on recreation and wildlife areas is likely to be exacerbated. Without an up to date Local Plan, there is less opportunity to adopt a co-ordinated, spatial approach to the development of green infrastructure, i.e. open green spaces/green networks for recreation, walking and cycling networks, and wildlife.

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.

Without a Local Plan necessary infrastructure to serve new development would not be forthcoming. Various studies have demonstrated the high cost of providing comprehensive infrastructure, with for example the Haven Gateway Partnership estimating that £2.5 billion is needed to fund infrastructure in the area to 2021. This would only be forthcoming in full if supported by planning policies ensuring adequate contributions from development.

With the population of the Borough increasing, pressures on existing schools are likely to rise. Adopting a spatial approach to the allocation of development will ensure development is located in areas where existing education capacity is good and identify those areas where new facilities are required. This will ensure that new housing development is planned in parallel with the provision of new schools/upgrades to existing facilities, and are provided within walking distance via a safe route.

In recent years a considerable amount of development in Colchester has taken place on brownfield land; protecting greenfield land and landscape character. The adopted Local Plan includes two urban extensions (North Colchester and Stanway) and further development of greenfield land will be required in the future to meet housing need. Dedham Vale AONB is located within the Borough, which is a high value landscape recognised nationally. There is concern that without a Local Plan protecting this important landscape, and its setting, or other high quality landscapes across the Borough, development will adversely affect landscape character.

To summarise, the likely evolution without a Local Plan would be: planning by appeal, very limited numbers of new affordable homes, dispersed patterns of development that would increase the need to travel, failure to mitigate and adapt to the impacts of climate change, loss of biodiversity, infrastructure shortfall, adverse impacts on landscape character, increased risk of flooding, adverse impacts on wildlife and recreation, pressure on school places and adverse impact on the historic environment.

## **Key Sustainability Issues**

As part of the SA it is necessary to identify the key sustainability issues facing the area that the Local Plan should address. These issues have been identified through the collection and analysis of the baseline data, evidence and consultation with stakeholders.

At the scoping workshop many of the stakeholders commented that the sustainability issues identified as part of the SA of the Core Strategy, Site Allocations and Development Policies are still relevant. Previous sustainability issues have therefore been retained but updated and added to.

### **Social Issues**

The **provision of housing to meet local needs** is a major issue in Colchester. Identifying the objectively assessed housing need, particularly in light of recent issues with other Local Plans throughout the country, is also an important issue.

Meeting the **demand for affordable housing**, including allocation of **sites for gypsies and travellers**, will also need to be considered and met.

It will be important to ensure that **Colchester does not lose its identity** as it continues to expand and that new communities are well integrated within the town.

It will be increasingly important to **match the population growth with economic growth** within the Borough. As projections indicate an **aging population** the impact of smaller, older households on services and housing will need to be managed. Projections from the ONS show that the number of people aged over 65 years in the Borough is projected to increase from 29,000 in 2012 to 46,000 in 2032; an increase of around 50%. It is also important to recognise and manage the other potential impacts that an aging population may have on the Colchester community. These will include a greater stress on health services, on the local economy and on other key services such as retail, education, public transport, leisure and tourism. It is likely that many of these impacts can be positive if planned for and managed correctly.

The Vision for Essex recognises that population growth and demographic change is placing **unsustainable pressure on all services** across Essex, particularly health and care services. The population of Colchester increased by 11.1% and the population of Essex increased by 6.3% over the period 2001 – 2011. The number of people aged 85 and over is forecast to grow by 49% between 2011 and 2021 in the Borough and 47% across Essex, while the number of adults with learning disabilities will increase by over 18% across Essex. The burden of financing services is falling increasingly on a relatively diminishing working-age group.

Linked to the above issue, ensuring that **school places**, including early years, are available in the right locations is a key issue. It is also important to ensure that there is good accessibility to schools via safe direct routes by sustainable modes of transport. Essex County Council does not have the capital to fund new schools and expects developers to contribute to the pupil places likely to be generated from new development.

For a number of reasons access to a variety of services and facilities can be an issue for Colchester residents. The Indices of Multiple Deprivation measure social inclusion by considering and scoring a whole range of issues, from access to certain facilities, to income and employment. The score provides an indication of how deprived an area is. On a national level Colchester Borough scores very low. In relation to other Essex districts, Colchester as a whole had decreased in relative deprivation for average score, average rank and local concentration measures. Despite this there are **areas in the Borough where deprivation** exists and which contrast with the surrounding more affluent areas. In the 2010 Index of Multiple Deprivation two small areas were in the top 10% most deprived in England. These were Magnolia in St Andrew's ward and St Anne's Estate in St Anne's ward. It is therefore important to encourage social inclusion through the design of new communities and to ensure adequate community infrastructure and services are available.

**Air quality** in Colchester needs to be improved, particularly in the air quality management areas. Poor air quality is a social and environmental issue.

As Colchester has a large rural area **rural isolation** can be an issue. Rural areas often have limited services and facilities, including limited broadband. This, coupled with poor public transport links, can prevent those without access to a car accessing the facilities they need.

Access to recreation, leisure and open space, including a well connected public rights of way network, is as important as access to formal health facilities like hospitals, doctor's surgeries and NHS dentists in **promoting healthy lifestyles**. An aging population will increase demands on health and social care, particularly the need for residential nursing care. However, it will also impact upon other sectors of the Borough such as the local economy, the increased housing demand and an increase on public transport and other key services.

Tackling **fear of crime** in Colchester is an issue. Planning can help to ensure that new development is designed to reduce the fear and incidence of crime.

## **Economic Issues**

The Vision for Essex recognises that we cannot take economic growth for granted. Historic growth across Essex has been driven by sectors such as construction, finance and the public services. These sectors may not deliver substantial job growth in the future. Essex will need to **attract investment** into those parts of the local economy that offer the greatest potential growth

while **helping existing businesses to overcome barriers to success**: escalating energy costs; greater competition from across the world; and a shortfall of skills in the local labour market.

Whilst the Core Strategy target of 14,200 new jobs has been met, a key issue for the Borough's economy is that the **rate of job creation**, whether full-time or part-time, and it is increasingly part-time, **is less than the rate of growth of the working age population**. This means that unless we get more jobs within the Borough there will be more out-commuting and higher levels of unemployment.

Town centre uses are directed to Colchester Town Centre in the first instance inline with the retail hierarchy set out in adopted planning policies. This approach has come under increasing pressure in recent years. If Colchester's District Centres continue to expand this could have an **adverse impact on the Town Centre**. The rise of internet shopping could also have an impact on the Town Centre and District Centres.

The rural economy has been affected in recent years by falling incomes from farming. As a significant part of the Borough is rural, there is a need to support the **revitalisation of the rural economy** including diversification schemes and training schemes such as the Abberton Training initiative.

If current car ownership and usage trends continue it will be important to avoid the creation of further dispersed growth patterns in Colchester that often result in high car dependency. **Improved transportation and attractive travel links** are a major issue for Colchester and it is essential that planning for transport is an integral part of the Local Plan to reduce congestion into and around Colchester. It will be particularly important to improve and maintain Colchester's transportation infrastructure so that the Borough can continue to attract businesses, retailers, tourists and home buyers, therefore boosting the local economy.

Supporting the **growth plans of the University of Essex** is an issue. The university's growth plans will need to be balanced with the need to protect the surrounding countryside and the long established objective to avoid coalescence with Wivenhoe.

## Environmental Issues

**Maintaining and enhancing the natural and built environment** of the Borough (including the historic and built heritage) are very important to the residents and communities of Colchester. The **cost of maintaining Colchester's heritage** is also a potential issue. All future developments will need to take account of current cultural and heritage assets as well as continuing to protect and enhance them. One key consideration will be the preservation of countryside areas and **strategic green gaps** between settlements.

The natural environment of the Borough has been shaped by land management and as a result there is a variety of high quality landscapes and habitats, supporting a diverse range of species including internationally significant areas of saltmarsh, oyster fishery and coastline. Protecting the **setting of important landscapes**, particularly the Dedham Vale AONB, is essential. Within the Borough there are three Special Protection Areas (Colne Estuary, Blackwater Estuary and Abberton Reservoir), which are also notified as Ramsar Sites and one Special Area of Conservation (Essex Estuaries). New development has the potential to lead to the loss of habitat and species and to **indirectly affect these important international sites** through increased water usage, increased wastewater and recreational disturbance. There are also many Local Wildlife Sites throughout the Borough, which could be lost or adversely affect through increased levels of disturbance as a result of population growth.

There is **pressure for the development of greenfield land** in order to meet Colchester's objectively assessed housing need.

Climate change is increasing the magnitude and frequency of intense rainfall events that cause **flooding** and the risk of flooding from the River Colne is also heightened by increased winter precipitation. Colchester has grown up around the River Colne and there is a risk of flooding from a number of sources: fluvial, tidal and pluvial. The River Colne is fluvial in the upper reaches and tidally influenced in the lower reaches, extending as far upstream as East Mill. There are four major tributaries and many creeks and brooks in the tidally influenced region of the river. Tidal flood risk is concentrated along the coastal frontage adjacent to Mersea Island, which is low lying. Tidal flood sources are the most dominant in Colchester and tidal flooding can result from a storm surge, high spring tides or both events combined over defended and undefended land.

The main pathway of fluvial flooding is from high river flows resulting in out of bank flows. Flood defences and control structures could potentially fail and actually increase flood risk. Fluvial flooding was recorded by the Environment Agency as occurring in 1903, 1939, 1947, 1959, 1979, 1987, 2000 and 2001. These events were of various scale and severity and were mostly caused by high rainfall events.

**Pluvial flooding** can occur as a result of severe storms, which create run-off volumes that temporarily exceed the natural or urbanised sewer and drainage capacities, creating flash flooding. This is likely to increase as a result of higher intensity rainfall, more frequent winter storms and increased urban development.

Climate change is leading to **more frequent droughts**, with consequent reduced water availability. The Environment Agency has identified that the catchment area of Anglian Water Services, which provides water (and wastewater treatment) to the Borough, is seriously **water stressed**. Furthermore, work carried out by the Environment Agency showed that there will be a significant impact on average river flows across England and Wales

by the 2050s as a result of climate change. By 2050 river flows in winter may increase by 10 – 15% but with lower flows in most rivers from April to December. River flows in the late summer and early autumn could fall by over 50% and by as much as 80% in some catchments.<sup>4</sup>

Climate change is leading to **higher average temperatures and more extremely hot days**. Research by the Met Office has demonstrated that temperatures experienced in the summer 2003 heatwave will be about average by the 2040s and will be considered cool by the 2060s.<sup>5</sup> The modified land surface in towns and cities affects heat transfers and so towns and cities are generally warmer than surrounding rural areas. This is known as the urban heat island effect. In addition to heat transfers the urban heat island effect may also be affected by changes in water runoff, pollution and aerosols.<sup>6</sup>

**Water quality** is another important issue for the Borough. As a result of the Water Framework Directive there is a requirement for all inland and coastal waters to reach "good status" by 2015. However, it is understood that this requirement will not be met in full.

The amount of **waste** produced in Colchester is increasing as the Borough grows, and at the same time the land available to dispose of this waste (landfill sites) is reducing. However, the actual average waste per household has decreased in recent years from 650kg in 2006/7 to 448kg in 2012/13.

Colchester's growing population is predicted to lead to a **rise in carbon dioxide emissions** from domestic, commercial and transport sources. However, the UK has committed to reducing CO<sub>2</sub> emissions by 20% by 2020 and 80% by 2050. The economic downturn and the government's announcement in April 2014 of its decision to wind down the Code for Sustainable Homes have made it increasingly **difficult to promote sustainable design and construction**.

**Large scale renewable energy schemes** are an environmental and social issue. Many communities resist large scale renewable energy schemes due to concerns about landscape impact, noise and visual impact.

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<sup>4</sup> Environment Agency, Water resources in England and Wales – current state and future pressures, December 2008.

<sup>5</sup> The Met Office Hadley Centre, Climate change and the greenhouse gas effect, December 2005.

<sup>6</sup> IPCC Fourth Assessment Report, Working Group 1: The Physical Science Basis, 2007.

## **Sustainability Framework**

At the scoping workshop stakeholders commented that the previous sustainability objectives, which were used in the SA of the Core Strategy, Site Allocations, Development Policies, and numerous SPDs were still relevant. Whilst the SA of the Local Plan is a chance to start from the beginning and review all previous SA work undertaken there is no merit in ignoring previous SA work that is still relevant. Accordingly the SA framework from the Council's previous SA work has been used as a starting point.

The objectives and assessment criteria have been amended to take into account comments from the SA workshop; the evidence base; the review of relevant policies, plans and programmes; and past SA experience. The indicators have been amended to reflect the indicators monitored as part of the AMR. This will ensure that the SA can be annually monitored over the lifetime of the plan.

The SEA themes that each SA objective relates to have been listed in the final column. This clearly demonstrates that the SA Framework incorporates all of the SEA Directive's themes.

<b>Objectives</b>	<b>Assessment Criteria</b>	<b>Indicators</b>	<b>SEA Themes</b>
1. To provide a sufficient level of housing to meet the 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	Will it deliver the number of houses needed to support the existing and growing population?	The number of net additional dwellings	Material assets Climatic factors
	Will it provide more affordable homes across the Borough?	Affordable housing completions	
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	Percentage of residential completions that are two or three bedroom properties	
	Will it deliver well designed and sustainable housing?	Number of zero-carbon homes completed	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	Number of new homes completed at ward level within Growth/Regeneration Areas  Amount of new employment development completed at ward level in Growth/Regeneration Areas	Material assets Landscape
	Will it reduce the need for development on greenfield land?	Percentage of new and converted dwellings on previously developed land	
	Will it provide good accessibility by a range of modes of transport?	% of new development within 30 minutes of community facilities	
	Will densities make efficient use of land?	Amount of development > 30 dwellings per hectare	
	Will a mix of uses be provided?		



3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	Amount of floorspace developed for employment, sq <sup>m</sup>	Material assets Population Cultural heritage
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	Amount of completed retail, office and leisure development delivered in the town centre  Amount of completed retail, office and leisure development across the Borough	
	Will it support business innovation, diversification, entrepreneurship and changing economies?	Amount of floorspace developed for employment, sq <sup>m</sup>	
	Will it support tourism, heritage and the arts?	Amount of completed retail, office and leisure development delivered in the town centre  Amount of completed retail, office and leisure development	
	Will it help sustain the rural economy?	Number of jobs created in rural areas	
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	Population Climatic factors Air Human health
	Will the levels of sustainable travel increase?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
	Will it improve sustainable transport infrastructure and linkages?	Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport	
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	Financial contributions towards community facilities	Population Human health Biodiversity Flora Fauna
	Will it place pressure on school places, including early years?		
	Will existing open spaces be protected & new open spaces be created?	Contributions received towards open space	
	Will it improve the skills of the Borough's population?	Number of people qualified to level 2  Number of people qualified to level 4	
6. To improve and reduce	Will it reduce actual crime and fear	All crime – number of	Population

inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	of crime?	crimes per 1000 residents per annum	Human health
	Will it provide equitable access to employment opportunities?	% of new residential development within 30 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	
	Will it encourage healthy lifestyles?	Number of people participating in sport	
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	Number of listed buildings demolished	Cultural heritage including architectural and archaeological heritage
		Number of locally listed buildings demolished	
		New Conservation Area Appraisals adopted	
		New and extended Conservation Areas	
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?	Number of Buildings at Risk	
	Will it protect and enhance the historic character of the Town Centre?		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?		Landscape Biodiversity Flora Fauna Soil Water
	Will it protect and enhance designated areas of the countryside and coastal environment?	Amount of development in designated areas	
		Number of SSSIs in favourable condition	
	Will it protect and improve biodiversity?	Amount of development in designated areas	
	Will it improve environmental quality in terms of water, air and soil quality?	Number of SSSIs in favourable condition	
		Area of land offset for biodiversity	
		Quality of Rivers (number achieving ecological good status)	
		Number of Air Quality Management Areas	

		Contaminated land brought back into beneficial use, hectares	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	Total CO <sub>2</sub> emissions	Climatic factors Air
	Will it support the delivery of renewable energy schemes?	Renewable Energy Installed by Type	
	Will it help to reduce, reuse and recycle resources and minimise waste?	Amount of domestic waste recycled	
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality	Climatic factors Water Soil Biodiversity Flora Fauna
	Will it deliver effective SUDS and improve drainage?	Number of SUDS schemes approved by ECC	
	Will it affect the amount of water available for extraction?		
	Will it promote water efficiency and reduce water usage levels per household?	Number of zero carbon homes delivered	
	Will it improve water quality?	Number of SUDS schemes approved by ECC	

## **Likely significant effects of growth options**

### **Options**

There are six growth options identified in the Issues and Options Paper, which are as follows:

#### **Option 1A Development to the East and West**

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

#### **Option 1B Development to the East and West**

A separate sustainable settlement to the west of Colchester town  
A separate sustainable settlement to the east of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

#### **Option 2A Development to the West**

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

#### **Option 2B Development to the West**

A separate sustainable settlement to the west of Colchester town  
Urban development on sites in and around the existing urban area  
Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea  
A proportional element of rural growth across the Borough's villages

#### **Option 3A Development to the East and North**

A separate sustainable settlement to the east of Colchester town  
A significant urban extension to the north of Colchester town, crossing the A12  
In addition to an extension to the north, other urban development in and around the existing urban area  
Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

#### **Option 3B Development to the East and North**

A separate sustainable settlement to the east of Colchester town  
A significant urban extension to the north of Colchester town, crossing the A12  
In addition to an extension to the north, other urban development in and around the existing urban area

## Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

A proportional element of rural growth across the Borough's villages

### Summary

This stage of the SA has enabled the growth options included in the Issues and Options document to be compared. All options are very similar and it has been difficult to draw out differences between the options. Owing to the very strategic level and early stage in the Local Plan process it has also been difficult to have a degree of certainty over potential impacts. At this stage only very broad locations are known and the exact level and type of development is unknown. The SA does not yet make a recommendation of a preferred option, nor does it discount options from further consideration. This will be done as part of the next stage of the SA once options have been progressed, statutory consultees have commented on the options and the evidence base has developed further.

The SA has used the evidence base and past experience of planning within the Borough to accurately predict the likely effects of the six different options. Further SA work, at a more detailed level, will help to refine options and ensure that mitigation and enhancement measures are incorporated. Positively, the SA has identified important issues that will need to be addressed in developing options further, suggested mitigation and enhancement measures and suggested policies that will be needed in the Local Plan.

All options will deliver the number of houses needed to support the growing population and ensure a 15 year housing land supply. However, there is a risk with options 2A and 2B that with such a large proportion of the total land supply being tied up in one large site (the sustainable settlement to the west) which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a 5 year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years.

All options include separate settlements, which will include a mix of uses, including employment, leisure and community uses. The option of a settlement to the east is likely to deliver employment uses linked to the University of Essex. This will contribute to Colchester's economy and job market, and should help to retain skilled workers.

Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is located within the broad search area for the development to the east. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A,

1B, 3A or 3B are taken forward, land south of the A133 would be an appropriate barrier to development.

All options will lead to adverse effects on landscape character. It is likely that the landscape impact would be less severe for the development of a settlement to the west, than a development on the east and the northern urban extension. The Landscape Character Assessment (LCA) includes a sub-area of the Easthorpe Farmland Plateau, which comprises a linear settlement corridor extending westwards from the western edge of Colchester. The LCA states that the landscape character to the west of Colchester is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line.

All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all options cannot be ruled out.

The potential area of growth to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. Owing to the extensive area covered by Wivenhoe Park, development south of the A133 would have a negative impact on biodiversity. There is concern that Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site would be adversely affected by development in this area as they are located centrally within the broad area of search. Particularly Home Wood, which has species rich ground flora. The potential area of growth to the west of Colchester includes fewer nature conservation areas than land to the east of the town. However, it includes Marks Tey Brickpit, which is a Site of Special Scientific Interest (SSSI) in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance. The northern urban extension area of search includes two Local Wildlife sites: Langham Road Grassland and Kiln Wood, although it is likely that these sites could be avoided.

All options show generally positive impacts in relation to the provision of housing and employment and negative impacts in relation to landscape and biodiversity. The SA objectives are not weighted and are all important. However, significant weight must be given to the need to identify and allocate the Borough's objectively assessed need for housing as set out in paragraph 47 of the NPPF. If any of the options are unlikely to result in a 5 year supply of deliverable sites or a 15 year supply of developable sites they must be discounted as non-reasonable options.

### **District settlements**

Development on the edges of all of the Borough's district settlements will result in adverse effects on landscape character. However effects as a result

of development on the edge of Tiptree are likely to be less severe than development on the edge of Wivenhoe and West Mersea. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which is a designation made in the existing Local Plan. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline.

Essex County Council has identified Mersea Island as a place which is very difficult to accommodate in terms of the provision of school places. Conversely, there may be spare capacity within Tiptree to accommodate some future growth in this location.

The Borough's Rural District Centres are all bounded in part by nature conservation sites. Expansion of the Rural District Centres will have an adverse impact on these nature conservation sites through increased levels of disturbance. The extent of the damage will depend on the amount and specific location of development. It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work.

Owing to the sensitive environmental designations surrounding Mersea any expansion should be small scale rather than proportional. The planning guidelines from the Landscape Character Assessment must be taken into account to minimise the landscape impacts of new development.

### **Rural communities expansion**

Housing development within rural communities could help to ensure the delivery of affordable housing across the Borough rather than this being concentrated within urban areas. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes.

Whilst proportional expansion of rural communities largely relates to housing development new housing in villages may lead to the development of new employment uses. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.

Small scale housing development could be difficult to accommodate within existing schools. Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's school provision in terms of primary and secondary school provision. The provision of school places could therefore be a major issue for proportional development of the Borough's rural communities.

Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes of transport and so development within the rural communities will not provide good accessibility by a range of modes of transport.

There are numerous Local Wildlife Sites around the Borough, which may be effected by development within the rural communities.

### **Mitigation and enhancement measures**

It will be essential when planning the detailed design of large scale new development that education, recreation and community facilities are located at accessible locations within the site and can be conveniently accessed by foot and cycle. Sustainable transport connections should be the starting point for the design of large scale development and a range of sustainable transport infrastructure is expected.

Employment areas will need to be planned into any new settlement from the outset. Locations should be at the most appropriate locations within the settlements to provide good access by a range of modes of transport, to ensure good accessibility. Every opportunity should be taken to ensure links to the knowledge gateway as part of a development to the east. If options 1B, 2B or 3B are taken forward, consideration should be given to requiring an element of employment uses and/or services in addition to housing as part of the proportional expansion of rural settlements to provide a more significant positive impact on the rural economy.

Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network. Green infrastructure has multiple benefits, including recreation, transport, habitat enhancement and flood alleviation.

There are areas of open space in the potential growth areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west).

If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect landscape character.

The Local Plan should address design, including sustainable design, through a specific policy. The sustainable design policy should consider including requirements relating to energy efficiency, water efficiency, renewable energy and district heating.

An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.

The full appraisal of the growth options is included in Appendix 4.



As part of this consultation we would like your thoughts on the Appraisal. If you disagree with any of the findings of this early appraisal please detail why, including reference to evidence if appropriate.

### **Next steps**

Following the close of the Issues and Options consultation on Friday 27 February, the Spatial Policy team will collate and summarise the representations received through the Issues and Options consultation, including comments to this SA Report. The comments will then be used alongside the evidence we will be gathering to produce the Local Plan Preferred Options Paper for consultation. The preferred Options Paper will be in the form of a draft Local Plan.

SA will be used to develop Preferred Options and a SA Report will be prepared to support the draft Local Plan.

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## Appendix 1. Review of relevant plans and programmes and sustainability objectives

### International

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
All	Review of the European Sustainable Development Strategy, European Commission, 2009	<p>In July 2009 the Commission adopted the 2009 Review of EU SDS. It underlines that in recent years the EU has mainstreamed sustainable development into a broad range of its policies. In particular, the EU has taken the lead in the fight against climate change and the promotion of a low-carbon economy. At the same time, unsustainable trends persist in many areas and the efforts need to be intensified. The review takes stock of EU policy measures in the areas covered by the EU SDS and launches a reflection on the future of the EU SDS and its relation to the Lisbon strategy.</p> <p>The Commission defines sustainable development as: meeting the needs of present generations without jeopardizing the ability of future generations to meet their own needs – in other words, a better quality of life for everyone, now and for generations to come.</p>	<p>The European Council in December 2009 confirmed that "Sustainable development remains a fundamental objective of the European Union under the Lisbon Treaty. As emphasised in the Presidency's report on the 2009 review of the Union's Sustainable Development Strategy, the strategy will continue to provide a longterm vision and constitute the overarching policy framework for all Union policies and strategies. A number of unsustainable trends require urgent action. Significant additional efforts are needed to:</p> <ul style="list-style-type: none"> <li>- curb and adapt to climate change,</li> <li>- to decrease high energy consumption in the transport sector; and</li> <li>- to reverse the current loss of biodiversity and natural resources.</li> </ul>
Biodiversity, flora, fauna, soil, water	EU Biodiversity Strategy to 2020, European Commission, 2012	The 2012 Biodiversity Strategy follows on from the 2006 Biodiversity Action Plan. It is an ambitious strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets, and 20 actions to help Europe reach its goal. Biodiversity loss is an enormous challenge in the EU, with around one in	<p>The six targets cover:</p> <ul style="list-style-type: none"> <li>• Full implementation of EU nature legislation to protect biodiversity</li> <li>• Better protection for ecosystems, and more use of green infrastructure</li> <li>• More sustainable agriculture and forestry</li> </ul>

		<p>four species currently threatened with extinction and 88% of fish stocks over-exploited or significantly depleted.</p> <p>The strategy stresses the need to integrate biodiversity concerns into all EU and national sectoral policies, in order to reverse the continuing trends of biodiversity loss and ecosystem degradation.</p>	<ul style="list-style-type: none"> <li>• Better management of fish stocks</li> <li>• Tighter controls on invasive alien species</li> <li>• A bigger EU contribution to averting global biodiversity loss.</li> </ul>
All	Environment 2010: Our Future, Our Choice (2003)	<p>This document outlines the European Commission's four environmental priorities and some of the actions to address them, along with proposed new ways of achieving our environmental challenges. It is not only about protecting the environment for now and the future; it is also about improving the quality of life for us all.</p> <p>The document states that in short, we need to aim for a society where cars do not pollute the atmosphere, waste can be recycled or safely disposed of and energy production does not lead to climate change. Our children must not take in harmful chemicals from their toys or food. Landscapes and wildlife should not be endangered by development.</p> <p>The following 4 themes for action have been identified: Tackle climate change Protect nature and wildlife Address environment and health issues Preserve natural resources and manage waste.</p>	<p>Tackling Climate Change objectives:</p> <ul style="list-style-type: none"> <li>■ In the short to medium term we aim to reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008-12 (as agreed at Kyoto);</li> <li>■ In the longer term we need to reduce global emissions even further by approximately 20-40% on 1990 levels by 2020;</li> <li>■ For the first time the Programme recognises the need to tackle the longterm goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change.</li> </ul> <p>Protecting Nature and Wildlife objectives:</p> <ul style="list-style-type: none"> <li>■ Protect our most valuable habitats through extending the Community's Natura 2000 programme;</li> <li>■ Put in place action plans to protect biodiversity;</li> <li>■ Develop a strategy to protect the marine environment;</li> <li>■ Extend national and regional programmes to further promote sustainable forest management;</li> <li>■ Introduce measures to protect and restore landscapes;</li> <li>■ Develop a strategy for soil protection;</li> <li>■ Co-ordinate Member States' efforts in handling accidents and natural disasters.</li> </ul>

			<p>Action for the Environment and Health objectives:</p> <ul style="list-style-type: none"> <li>■ Improve our understanding of the link between environmental pollution and human health through better research;</li> <li>■ Look at health standards to account for the most vulnerable groups of society;</li> <li>■ Reduce the risks from the use of pesticides;</li> <li>■ Develop a new strategy on air pollution;</li> <li>■ Reform our system for controlling the risk from chemicals.</li> </ul> <p>Natural Resources and Waste objectives:</p> <ul style="list-style-type: none"> <li>■ Identify hazardous substances and make producers responsible for collecting, treating and recycling their waste products;</li> <li>■ Encourage consumers to select products and services that create less waste;</li> <li>■ Develop and promote a European Union-wide strategy on waste recycling, with targets and monitoring to compare progress by Member States;</li> <li>■ Promote markets for recycled materials;</li> <li>■ Develop specific actions, under an Integrated Product Policy approach, to promote the greening of products and processes. One example is the promotion of intelligent product design that reduces the environmental impacts of products from their conception to the end of their useful life.</li> </ul>
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**National**

<b>SEA Theme</b>	<b>Document title, author &amp; date</b>	<b>Summary</b>	<b>Relevant aims, objectives, targets, priorities for the Local Plan &amp; SA</b>
Climatic factors	Adapting to Climate Change: Ensuring Progress in Key	This strategy highlights how the climate is changing and the impacts are likely to affect	Adaptation (or changing behaviour) should be built into planning and risk management.

	Sectors, Defra, 2013	almost everyone in some way during our lifetime. The strategy recognises that there have always been natural fluctuations in climate, but the current rates of change are far greater than those experienced in recent history. The strategy suggests that adaptation (or changing behaviour) should be built into planning and risk management; and that all organisations will benefit from considering risks to their operations and consider the actions necessary to adapt to climate change. This strategy confirms that 'bodies with a function of public nature' and 'statutory undertakers' (reporting authorities) must be taking appropriate action to adapt to the future impacts of climate change.	
All	National Planning Policy Framework (NPPF), DCLG, 2012	The NPPF was published on 27 March 2012 and replaces almost all of the previous national planning policy included in Planning Policy Statements and circulars. A description of the NPPF is included in the SA Report.	There are 12 core planning principles which are summarised below: <ul style="list-style-type: none"> <li>- be genuinely plan led</li> <li>- not simply be about scrutiny</li> <li>- proactively support sustainable economic development</li> <li>- secure high quality design</li> <li>- take account of the roles &amp; character of different areas</li> <li>- support the transition to a low carbon future</li> <li>- contribute to conserving &amp; enhancing the natural environment</li> <li>- encourage the effective use of land</li> <li>- promote mixed use developments</li> <li>- conserve heritage assets</li> <li>- actively manage patterns of growth to make the fullest possible use of sustainable modes of transport</li> <li>- support strategies to improve health</li> </ul>
All	National Planning Practice	In March 2014 DCLG published planning practice	NPPF core planning principles, above, are

	Guidance, DCLG, 2014	guidance online. The guidance covers a wide range of issues and cannot be summarised and so a link to the guidance is included below. <a href="http://planningguidance.planningportal.gov.uk/">http://planningguidance.planningportal.gov.uk/</a>	relevant.
Climatic factors	National Energy Policy Statement EN1, DECC, 2011	This sets out the Government's policy for delivery of major energy infrastructure. It sets out the need for and role of various different types of renewable/ low carbon energy. Potential impacts of renewable energy are listed, along with a summary of how the IPC will make decisions.	Legally binding target to cut greenhouse gas emissions by at least 80% by 2050, compared to 1990 levels.
All	Neighbourhood Planning, DCLG, 2012	This document provides a brief summary of neighbourhood planning, including the main stages: defining the neighbourhood plan area, preparing the plan, independent check, community referendum, legal force.	This document does not contain any targets, aims, objectives or priorities. However, it is important that the Local Plan and SA recognise the key role of neighbourhood planning.
Biodiversity Flora Fauna	UK Post-2010 Biodiversity Framework, JNCC/Defra, 2012	This framework sets out a common purpose and shared priorities to address the challenge of biodiversity loss. It recognises that globally we fell short of reaching the 2010 target to reduce the rate of biodiversity loss, but it was an important driver for conservation action, including in the UK where we saw improvements in the populations of widespread bats and breeding woodland birds, in the condition of protected sites and in the area of land managed under environmental schemes.	<p>In Nagoya, Japan, in Autumn 2010 the 192 parties to the Convention on Biological Diversity renewed their commitment to take action to halt the alarming global declines of biodiversity and to ensure that by 2020 our natural environment is resilient and can continue to provide the ecosystem services that are essential for life.</p> <p>Vision: By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people.</p> <p>Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society.</p> <p>Goal B: Reduce the direct pressures on biodiversity and promote sustainable use.</p> <p>Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic</p>



			<p>diversity.</p> <p>Goal D: Enhance the benefits to all from biodiversity and ecosystems.</p> <p>Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.</p>
All	Mainstreaming Sustainable Development – the Government's vision and what this means in practice, Defra, 2011	This document sets out the coalition government's vision of sustainable development, which means making the necessary decisions now to realise our vision of stimulating economic growth and tackling the deficit, maximising wellbeing and protecting our environment, without negatively impacting on the ability of future generations to do the same. It builds on the 2005 sustainable development strategy. It recognises that natural capital is an essential part of a productive economy and we need to value appropriately the goods and services it provides.	Sustainability is recognised as a core strategic priority.
Population	Planning policy for traveller sites, DCLG, March 2012	This document sets out the governments planning policy for traveller sites.	<p>The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.</p> <p>The Government's aims in respect of traveller sites are:</p> <ul style="list-style-type: none"> <li>•that local planning authorities should make their own assessment of need for the purposes of planning</li> <li>•to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites</li> <li>•to encourage local planning authorities to plan for sites over a reasonable timescale</li> </ul>

			<ul style="list-style-type: none"> <li>•that plan-making and decision-taking should protect Green Belt from inappropriate development</li> <li>•to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites</li> <li>•that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies</li> <li>•to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply</li> <li>•to reduce tensions between settled and traveller communities in plan-making and planning decisions</li> <li>•to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure</li> <li>•for local planning authorities to have due regard to the protection of local amenity and local environment.</li> </ul>
Cultural heritage	PPS5 Planning for the historic environment practice guide, DCLG, March 2010	<p>Whilst the NPPF replaced all PPSs and most guidance this practice guide remains relevant and useful in the application of the NPPF.</p> <p>The document sets out the government's objectives for the protection of the historic environment. It explains that the historic environment provides a tangible link with our past and contributes to our sense of national, local and community identity. It also provides the character</p>	That the value of the historic environment is recognised by all who have the power to shape it; that Government gives it proper recognition and that it is managed intelligently and in a way that fully realises its contribution to the economic, social and cultural life of the nation. (The Government's Statement on the Historic Environment for England 2010)

		and distinctiveness that is so important to a positive sense of place. It can support the regeneration and sustainable economic and social development of our communities. It can assist in the delivery of housing, education and community cohesion aims. It is a key part of England's tourism offer. Through all this it enhances the quality of our daily lives.	
Water	Flood and Water Management Act, Defra, 2009	<p>The Act seeks to ensure a healthier environment, better service and greater protection of water resources.</p> <p>The Act puts in place the recommendations from the Pitt Review into the floods of summer 2007. There is a move towards risk management. The impacts of climate change in terms of increased flood risk will be addressed through the Act and water companies will have the power to conserve water earlier during a drought period.</p> <p>The Act will end the automatic right to connect to sewers for surface water drainage and new sustainable drainage systems will be maintained by local authorities.</p> <p>The Environment Agency must publish a national flood and coastal erosion risk management strategy.</p>	<p>The aims of the Act are to:</p> <ul style="list-style-type: none"> <li>• reduce the likelihood and impacts of flooding;</li> <li>• improve authorities ability to manage the risk of flooding;</li> <li>• improve water quality;</li> <li>• give water companies better powers to conserve water during drought;</li> <li>• reduce red tape and other burdens on water and sewerage companies;</li> <li>• improve the overall efficiency and management of the industry; and</li> <li>• reduce pollution.</li> </ul>
Soil	Safeguarding our soils, Defra, 2009	This document sets out Defra's strategy to safeguard and improve the country's soils. The document states that development inevitably leads to soil sealing, but states that poor construction practices can lead to further soil degradation, e.g. compaction and pollution. During construction soils can be compacted	<ul style="list-style-type: none"> <li>- Ensure soil ecosystem services are fully valued in the planning system.</li> <li>- Ensure appropriate consideration is given to the protection of good quality agricultural soils from development.</li> <li>- Encourage better management of soils through all stages of construction.</li> </ul>

		through machinery use and are at risk of erosion from rain and wind when exposed. Compacted soils in urban areas can increase run off and surface water flooding.	
Material assets	Community Infrastructure Levy Guidance, DCLG, April 2013	<p>This document sets out national guidance for the implementation of CIL. Section 206 of the Planning Act 2008 (The Act) confers the power to charge the Community Infrastructure Levy on certain bodies known as charging authorities. The charging authority's responsibilities, if they decide to levy the Community Infrastructure Levy, will be to:</p> <ul style="list-style-type: none"> <li>• prepare and publish a document known as the "charging schedule" which will set out the rates of Community Infrastructure Levy which will apply in the authority's area. This will involve consultation and independent examination</li> <li>• apply the levy revenue it receives to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area, and;</li> <li>• report to the local community on the amount of levy revenue collected, spent and retained each year.</li> </ul>	The Government expects that charging authorities will implement the levy where their 'appropriate evidence' includes an up-to-date relevant Plan for the area in which they propose to charge.
Biodiversity, fauna, flora, water, climatic factors	UK Marine Policy Statement, HM Government, March 2011	<p>This Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It will contribute to the achievement of sustainable development in the United Kingdom marine area. It has been prepared and adopted for the purposes of section 44 of the Marine and Coastal Access Act 2009.</p> <p>The process of marine planning will:</p> <ul style="list-style-type: none"> <li>• Achieve integration between different objectives;</li> </ul>	<p>The MPS will facilitate and support the formulation of Marine Plans, ensuring that marine resources are used in a sustainable way in line with the high level marine objectives and thereby:</p> <ul style="list-style-type: none"> <li>• Promote sustainable economic development;</li> <li>• Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change and ocean acidification and adapt to their effects;</li> <li>• Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems</li> </ul>

		<ul style="list-style-type: none"> <li>• Recognise that the demand for use of our seas and the resulting pressures on them will continue to increase;</li> <li>• Manage competing demands on the marine area, taking an ecosystem-based approach;</li> <li>• Enable the co-existence of compatible activities wherever possible; and</li> <li>• Integrate with terrestrial planning.</li> </ul>	<p>and protects marine habitats, species and our heritage assets; and</p> <ul style="list-style-type: none"> <li>• Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues.</li> </ul> <p>A Marine Plan is not currently being prepared for the Borough's coast, however it will be important to be aware if work does begin during plan preparation.</p>
Population Human health Landscape Air Climatic factors	The Rights of Way Circular 1/09, Department for Environment, Food & Rural Affairs, October 2009	The Circular was published by DEFRA and gives advice to local authorities on recording, managing and maintaining, protecting and changing public rights of way. It recognises that rights of way enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquillity of large parts of the countryside to which they would not otherwise have access and help reduce congestion.	The government has the aim of better provision for cyclists, equestrians, walkers and people with mobility problems.
Population Human health	Encouraging Sustainable Travel, Highways Agency	This plan represents the Highways Agencies policies on sustainable transport. It confirms that horses are accepted as being a sustainable method of transport. It states that horse riding is an important part of daily recreational life, especially in rural areas. However, the standard of facilities to accommodate equestrians, either crossing or riding along the trunk road, is of variable standard. Heavy traffic and excessive speed can give rise to grave danger and discouragement for horses and their riders.	<p>Objective: To provide improved facilities for horse riders, particularly in terms of crossing the trunk road network.</p> <p>Actions will include: Establishing, in collaboration with other parties, the particular requirements of horse riders at both ground-level crossings and flyovers. Developing advice for all Highways Agency staff on horse riders' facilities. Establishing a strategy for verges that link up bridleways that terminate at the trunk road. Considering how provision for horse riding 'along' the trunk road can be made outside the highway boundary.</p>

Soil	Planning Policy Statement 10: Planning for Sustainable Waste Management, DCLG, March 2011	This document sets out the governments planning policy for waste management. It states that positive planning has an important role in delivering sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources; and, by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time.	<p>The overall objective of Government policy on waste, as set out in the strategy for sustainable development, is to protect human health and the environment by producing less waste and by using it as a resource wherever possible.</p> <p>All planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:</p> <ul style="list-style-type: none"> <li>– help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for;</li> <li>– provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities;</li> <li>– help implement the national waste strategy, and supporting targets, are consistent with obligations required under European legislation and support and complement other guidance and legal controls such as those set out in the Waste Management Licensing Regulations 1994;</li> <li>– help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations;</li> <li>– reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness;</li> <li>– protect green belts but recognise the particular locational needs of some types of waste</li> </ul>
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			<p>management facilities when defining detailed green belt boundaries and, in determining planning applications, that these locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permission;</p> <ul style="list-style-type: none"> <li>– ensure the design and layout of new development supports sustainable waste management.</li> </ul>
Biodiversity Flora Fauna	Biodiversity 2020: a strategy for England's wildlife and ecosystems services, Defra, August 2011	Biodiversity 2020 sets out how the quality of England's natural environment will be improved up to the year 2020, and develops policies introduced in the Natural Environment White Paper (published in June 2011). It also represents the government's response to international commitments agreed at the 2011 UN Convention on Biological Diversity. The strategy provides a detailed road map to halt the loss of biodiversity by 2020 and to strengthen and enhance ecosystem services. The importance of ecosystem services was highlighted in the UK National Ecosystem Assessment also published in June 2011.	<p>The mission for the strategy is: "to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people". To do this, the strategy has focused on four main themes:</p> <ul style="list-style-type: none"> <li>o Theme 1 - A more integrated large-scale approach to conservation on land and at sea.</li> <li>o Theme 2 - Putting people at the heart of biodiversity policy.</li> <li>o Theme 3 - Reducing environmental pressures.</li> <li>o Theme 4 - Improving our knowledge.</li> </ul>
Material assets	A12/ A120 Route based strategy, Highway Agency, March 2013	This strategy shows that the A12/A120 has national, regional and local significance. It supports the national and regional economy through providing the link between London and the South East to the ports at Harwich and Felixstowe, and then into Europe. Locally it is used as a commuter route, serving the growing	<p>In order to reduce the number of incidents and improve journey reliability, the strategy has identified the following key areas in the short term to improve:</p> <ul style="list-style-type: none"> <li>- improved management of the route</li> <li>- improved technology along the route</li> <li>- Improvements to lay-by and road user facilities</li> </ul>

		<p>towns of Chelmsford, Colchester and Ipswich.</p> <p>The strategy shows that the A12/A120 is an ageing route which has several key maintenance issues. It will also be functioning above capacity by 2021 and will clearly struggle to keep up with demand if the large amount of growth proposed for the towns and cities is built. There is a significant level of growth planned along the route both in terms of jobs and houses. The key areas are around Chelmsford and Colchester.</p> <p>The strategy, whilst not identifying specific schemes, has identified key areas that need to be reviewed and investigated both in the short and long term. This includes assessing the capacity of those junctions that will be affected by the planned growth.</p>	<ul style="list-style-type: none"> <li>- Collision reduction and incident management maintenance</li> <li>- junction improvements</li> <li>- Development of an investment strategy for the route.</li> </ul> <p>Longer term priorities:</p> <ul style="list-style-type: none"> <li>- Develop and deliver a junction optimisation strategy</li> <li>- Direct accesses to the route</li> <li>- modal shifts</li> <li>- improvements to local roads</li> <li>- Investigate a major upgrade to the A120 between Braintree and Marks Tey.</li> </ul>
Material assets	East of England Route Strategy Evidence Report, Highways Agency, April 2014	The Evidence Report concludes that the East of England route described in the document is shown to be a focal point for future growth around a number of dispersed, large and medium-sized urban centres, plus other key centres including Braintree and Colchester. The report is thus of considerable importance to the balanced manner in which the Local Plan Review will need to be prepared if it is to produce an appropriate balance of homes, jobs and infrastructure. Particular note is made of the lack of capacity on the A12 between Chelmsford and Colchester and on the A120 between Braintree and Marks Tey.	

**Regional**

SEA Theme	Document title, author & date	Summary	Relevant aims, objectives, targets, priorities for the Local Plan & SA
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Water	Anglian Water Business Plan 2015 – 2020, December 2012	This document sets out Anglian Water's business plan for the next five years. The plan explains that customers expect a safe, clean water supply and a reliable wastewater service; fair and affordable bills; reduced leakage; and security of future water supplies to meet the challenge of population growth and changing, more extreme weather patterns. Over the plan period Anglian Water will spend a total of £4,647m to look after customers' water supply, protect the environment and prepare the region for future challenges such as population growth and climate change. This is achieved while holding increases in the average household bills to 1.8% p.a. below inflation.	Halve the embodied carbon in new assets we build by 2015, from a 2010 baseline.
Water	Draft Water Resources Management Plan 2015- 2040, Anglian Water, 2014	<p>This plan shows how Anglian Water are going to maintain the balance between supply and demand over the next 25 years, as well as deal with the longer term challenge of population increase, climate change and growing environmental needs. Over the next 25 years, Anglian Water's supply-demand balance is at risk from growth, climate change and the reductions in deployable output that they will make to restore abstraction to sustainable levels. In the worst case, the impact could approach 567 Ml/d, equivalent to approximately 50% of the water we put into supply in 2012/13. We also have to manage risks from drought, deteriorating raw water quality and the impact of cold, dry weather on our distribution system and customer supply pipes.</p> <p>The plan forecasts that under dry year annual average conditions and without investment to maintain the supply-demand balance, Colchester will be in deficit by 2039-40. Six feasible options to</p>	Overall, Anglian Water's objective is to develop a flexible and adaptive water resource management system in our region, in which the needs of customers and the environment are balanced in a sustainable and affordable way.

		<p>maintain Colchester's supply-demand balance have been developed as follows:</p> <p>SE1 is to treat effluent from Colchester Water Recycling Centre to an extremely high (near potable) standard and discharge to the River Colne to supplement river flows and permit increased abstraction. A new pipeline and pumping station would be required to convey the water to the water treatment works, which would require additional treatment capacity.</p> <p>SE2 transfer of 12Ml/d of water from Ipswich in the East Suffolk RZ to Colchester via a new 22km long pipeline.</p> <p>SE4 Amendment to Ardleigh agreement, which is shared with Affinity Water.</p> <p>SE6 utilise an existing licenced borehole in the Colchester area. New treatment facilities would be required.</p> <p>SE7 An extension to an existing reservoir utilising disused mineral abstraction pits to provide additional storage. Additional treatment capacity and transfer pipelines would also be required.</p> <p>SE8 East Suffolk WRZ transfer (2Ml/d) - This option is similar to option SE2 but requires a smaller pipeline.</p>	
Water	Haven Gateway Water Cycle Study: Stage 1 Report, Royal Haskoning on behalf of the Haven Gateway Partnership, 2008	<p>The study was commissioned in order to ensure that water supply, water quality, sewerage and flood risk management issues can be properly addressed to enable the substantial growth proposed in the East of England Plan (EEP) to 2021 to be accommodated in a sustainable way. It covers wastewater collection and treatment; water resources and supply; water quality and environmental issues; flood risk management; and demand management.</p>	<p>Objectives:</p> <ul style="list-style-type: none"> <li>- Ensure that adequate water supply and waste water infrastructure is in place to support housing and employment growth planned for HGSR to 2021 in the emerging East of England Plan and the HG Programme of Development Framework for Growth.</li> <li>- Any additional infrastructure is provided in accordance with a strategic rather than a piecemeal approach.</li> </ul>

			<ul style="list-style-type: none"> <li>- There is a strategic approach to the management and use of water.</li> <li>- The environment has sufficient capacity to receive increased waste water discharges.</li> <li>- The potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised.</li> </ul>
Water	Anglian River Basin Management Plan, Environment Agency, 2009	The Anglian River Basin Management Plan is about the pressures facing the water environment in this river basin district, and the actions that will address them. It has been prepared in consultation with a wide range of organisations and individuals and is the first of a series of six-year planning cycles.	<ul style="list-style-type: none"> <li>- By 2015, 16 per cent of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element.</li> <li>- By 2015 19 per cent of surface waters will be at good ecological status/potential and 45 per cent of groundwater bodies will be at good status.</li> <li>- At least 30 per cent of assessed surface waters will be at good or better biological status by 2015.</li> </ul>
Material assets	Haven Gateway Programme of Development: A Framework for Growth 2008 - 2017, Haven Gateway Partnership, 2007	This joined up framework is a project management tool to guide the local delivery of an increased supply of housing and economic development, is a means of articulating key infrastructure needs to support this growth and forms a basis for bidding for growth funding from government.	<p>Objectives:</p> <ul style="list-style-type: none"> <li>- To promote the development of the Haven Gateway as a New Growth Point.</li> <li>- To demonstrate how port expansion and other employment growth can be integrated with housing growth within the unique estuarine setting of the Gateway.</li> <li>- To facilitate the delivery of housing and employment growth and infrastructure investment proposed in the EEP and the Regional Economic Strategy.</li> <li>- To establish a basis for support from central government and other agencies and a mechanism for prioritising bids for investment within the Haven Gateway New Growth Point.</li> </ul>
Material assets	Haven Gateway Integrated Development Programme, Haven Gateway Partnership, December 2008	This document provides a single delivery plan for capital-led investment which will allow for appropriately phased development in the period to 2021 and, indicatively, beyond.	<p>Vision for the Haven Gateway:</p> <p>A high quality environment for its residents, workers and visitors by capitalising on its location as a key gateway, realising its potential for</p>

			significant sustainable growth, addressing its needs for economic regeneration, creating an additional focus for growth of hi-tech, knowledge-based employment and protecting and enhancing its high quality, attractive and natural assets.
Material assets	South East LEP Growth Deal and Strategic Economic Plan, March 2014	<p>This plan outlines the LEPs ambition to spearhead with Government a massive £10 billion investment programme into East Sussex, Essex, Kent, Medway, Southend and Thurrock over the next 6 years to generate 200,000 private sector jobs and finance 100,000 new homes.</p> <p>The proposal is about the renewal of the physical and intellectual capital of our area. Alongside the upgrade of our roads, railways, harbours and homes, we put forward plans to raise educational and skills attainment to develop a workforce poised to grasp the new business and high-level job opportunities presented by our growth sectors and industries.</p>	<p>By 2021, the aim is to:</p> <ul style="list-style-type: none"> <li>• Generate 200,000 private sector jobs, an average of 20,000 a year or an increase of 11.4% since 2011;</li> <li>• Complete 100,000 new homes, increasing the annual rate of completions by over 50% compared to recent years; and,</li> <li>• Lever investment totalling £10 billion, to accelerate growth, jobs and homebuilding.</li> </ul>
Material assets	A120 Wider Economic Impacts Study, prepared for EEDA by Atkins, 2008	<p>The study concluded that “The time savings and reduced vehicle operating costs will result in substantial economic benefits for all road users – people in the course of commuting and leisure trips, business users travelling by car and freight. The business case, prepared for the Highways Agency, forecast that these benefits would total some £725 million. These benefits would be particularly concentrated in centres of economic activity in the region, including Colchester”.</p> <p>It also found that the increased levels of congestion and delay on the A120 are likely to result in increased diversion onto other local roads that are less suitable for this traffic, with resulting</p>	Objectives of the study are to assess the wider economic benefits of the scheme and consider the scope for making the case that for re-classification of the A120 as a route of strategic national importance.

		environmental degradation and safety problems, as well as longer journey times. There is clear evidence that in future, the A120 will be a major bottleneck on the road network in the East of England.	
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**County**

<b>SEA Theme</b>	<b>Document title, author &amp; date</b>	<b>Summary</b>	<b>Relevant aims, objectives, targets, priorities for the Local Plan &amp; SA</b>
Landscape Biodiversity Flora Fauna	Living Landscapes, Essex Wildlife Trust	The Wildlife Trusts recognise that to help species adapt to climate change the whole landscape needs to be addressed. Landscape needs to be addressed. Landscape needs to alleviate floods, control pollution and help cope with temperature extremes. This scheme identifies areas to protect for wildlife and seeks to enlarge/ improve them and link them up. The project will form part of the green infrastructure network. Nationally over 100 landscapes have been identified as part of the project.	<ul style="list-style-type: none"> <li>- Secure water supplies.</li> <li>- Make land use truly sustainable.</li> <li>- Let the environment adapt to climate change.</li> <li>- Rebuild a wildlife rich countryside.</li> <li>- Connect people to nature.</li> </ul> <p>Three sites in Colchester Borough have been identified:</p> <ul style="list-style-type: none"> <li>- Roman River Valley, which is one of the best preserved river valley systems and supports a rich variety of wildlife.</li> <li>- Abberton Reservoir.</li> <li>- Tiptree Heath Complex.</li> </ul>
Water	Combined Essex Catchment Abstraction Management Strategy, Environment Agency, 2013	Catchment Abstraction Management Strategies (CAMS) set out how the EA will manage the water resources of a catchment and contribute to implementing the Water Framework Directive (WFD). The objectives of the Directive include preventing deterioration of the status of water bodies and protecting, enhancing or restoring all water bodies with the aim of achieving good status.	The Water Framework Directive's main objectives are to protect and enhance the water environment and ensure the sustainable use of water resources for economic and social development. Catchment Abstraction Management Strategies (CAMS) set out how the EA will manage the water resources of a catchment and contribute to implementing the WFD.
Material assets Landscape Biodiversity,	Essex Design Guide, Essex Planning Officers Association, 2005	This is an update to the Essex Design Guide for Residential and Mixed Use Areas, originally published in 1973 and updated in 1997. The 1973 guide was produced as a response to concern	<p>Objectives:</p> <ul style="list-style-type: none"> <li>- A site appraisal is required for all sites.</li> <li>- Any residential development larger than 500 dwellings must provide an element of mixed use</li> </ul>

flora & fauna Cultural heritage		over the design quality of new developments and their failure to integrate into existing built form. The document is intended to help those involved in the built environment understand that development should have a sense of place, by legible, pedestrian friendly and sustainable, which will help to create successful living environments.	development. - Sustainability issues must be addressed. - The layout and structure of development must be legible and permeable. - In densities over 20 dph there is a need for continuity of built frontages. - Schemes must be designed with crime prevention in mind. - Access for the disabled must be provided in certain situations. - Car free development should be promoted.
Water	North Essex Catchment Flood Management Plan, Environment Agency, 2009	<p>This CFMP gives an overview of the flood risk in the North Essex CFMP area and sets out the EAs preferred plan for sustainable flood risk management over the next 50 to 100 years. It identifies flood risk management policies to assist all key decision makers in the catchment. The report includes a section on Colchester.</p> <p>There are different sources of flood risk in the North Essex CFMP area. The main flood risk is from river flooding after heavy, short storms or widespread rainfall.</p> <p>The River Colne has defences through Colchester. Colchester is also protected against tidal surge and flooding by the Colne Barrier which was constructed in 1994. Currently there are 171 properties at risk from the 1% annual probability river flood. There is no agricultural land at risk of flooding, but some parts of the A133 are at risk of flooding in the 1% annual probability river flood.</p> <p>Flood risk management planning needs to be</p>	The Water Framework Directive's main objectives are to protect and enhance the water environment and ensure the sustainable use of water resources for economic and social development.

		linked closely with regeneration and redevelopment, so that policies can be put in place to create green corridors, and to incorporate flood resilience measures into the location, layout and design of development.	
Water	Essex and South Suffolk Shoreline Management Plan (second phase), Environment Agency, 2011	A Shoreline Management Plan is a high-level policy document that aims to identify the most appropriate ways to manage flood and erosion risk to people and the developed, historic and natural environment over the next 100 years up to 2105.	Key aims: <ul style="list-style-type: none"> <li>- set out the risks from flooding and erosion to people and the developed, historic and natural environment</li> <li>- identify a management policy for the shoreline that achieves the best possible and achievable balance of all the different interests around the shoreline, over the next 100 years, and</li> <li>- meet international and national nature conservation obligations.</li> </ul>
Landscape	Dedham Vale AONB and Stour Valley Management Plan 2010 – 2015, Dedham Vale AONB & Stour Valley Project	This plan sets out guidelines to co-ordinate the management of the area to protect and enhance its natural beauty. This management plan runs from 2010 to 2015 and a plan is being prepared to cover the period 2016 – 2020. The plan includes a delivery plan of co-ordinated activity to maintain and enhance the qualities of the area. The production of this management plan meets the statutory duty placed on the local authorities under the Countryside and Rights of Way Act 2000 to produce such a plan for local authorities that have part of their administrative area designated as an AONB.	It is the aim of this plan that by 2025 the Dedham Vale AONB and Stour Valley is recognised as a distinctive working landscape, (one that maintains a viable agricultural production as its core function), and retains its special character. This character should be understood and appreciated by those that choose to live in, work and visit the area.
Material assets	Commissioning school places in Essex 2013/18, Essex County Council, April 2014	This plan sets out the requirement for places in maintained primary and secondary schools in Essex until 2018, and identifies the areas where providers will need to match supply with demand.  It provides the context for the future organisation	Achieve a balance between the number of places available and the number of pupils for whom they are required.

		<p>of school places in Essex and sets out the principles that need to be given serious consideration when commissioning school places.</p> <p>The document is reviewed and updated annually to ensure the projections of demand for school places are as accurate as possible.</p>	
Material assets	Developers' Guide to Infrastructure Contributions 2010 Edition, Essex County Council, 2010	<p>This document details the scope and range of the financial contributions towards infrastructure which Essex County Council may seek from developers, through section 106 agreements, in order to make development acceptable in planning terms. A formulaic approach has been used for County Services wherever possible.</p> <p>Contributions will be sought towards the following infrastructure:</p> <ul style="list-style-type: none"> <li>- early years &amp; childcare</li> <li>- the schools service</li> <li>- community services</li> <li>- libraries</li> <li>- adult learning</li> <li>- youth services</li> <li>- archives</li> <li>- adult social care</li> <li>- highways and transportation</li> <li>- waste management</li> <li>- green infrastructure</li> <li>- public art.</li> </ul>	The Developers' Guide is an integral component of ECC's overall vision for Essex called Essex Works, seeking the best quality of life in Britain.
Material assets	Education Contribution Guidelines Supplement, Essex County Council	The Education Contribution Guidelines Supplement is a companion document to the Essex County Council Developers' Guide to Infrastructure Contributions and contains additional information regarding education contributions.	Based on April 2009 costs the 'worst case scenario' is £8,823 per house and £4,411 per flat. For early years & childcare contributions towards commercial developments the figure is £548 per employee.



		<p>Monies and/or land may be sought toward providing facilities for childcare, early years, primary school, secondary school and post-sixteen provision. Works in lieu of contributions may be acceptable in some circumstances, subject to EU Procurement regulations. Developments may also be required to contribute towards school transport or the provision of safe routes to schools.</p> <p>Housing developments including a net increase of ten or more dwellings may be expected to contribute. Commercial developments likely to employ twenty-five or more people may also be expected to contribute towards early years and childcare provision.</p>	
All	Vision for Essex 2013 – 2017: Where innovation brings prosperity, Essex County Council	This document sets out a new vision for Essex, articulating ECCs commitment to the county, the principles that will guide ECCs work and the priorities in which ECCs work will be rooted.	<p>Vision: We want Essex to be a county where innovation brings prosperity.</p> <p>The challenges ahead strengthens our resolve to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> increase educational achievement and enhance skills;</li> <li><input type="checkbox"/> develop and maintain the infrastructure that enables our residents to travel and our businesses to grow;</li> <li><input type="checkbox"/> support employment and entrepreneurship across our economy;</li> <li><input type="checkbox"/> improve public health and wellbeing across Essex;</li> <li><input type="checkbox"/> safeguard vulnerable people of all ages;</li> <li><input type="checkbox"/> keep our communities safe and build community resilience; and</li> <li><input type="checkbox"/> respect Essex's environment.</li> </ul>
All	Corporate Outcomes	ECCs Corporate Outcomes Framework translates	Essex County Council has set out a clear Vision

	Framework 2014 - 2018 Essex County Council, February 2014	<p>the Cabinet's political ambitions – outlined in their Vision for Essex – into a set of outcomes and supporting indicators that can guide the work of commissioners across ECC.</p> <p>The 'whole Essex' outcomes set out what ECC want to achieve for Essex as a whole and how progress will be monitored. It will be for ECC's elected Members and commissioners to determine how best to secure this progress.</p>	<p>for Essex – we want to be a county where innovation brings prosperity.</p> <p>7 outcomes:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Children in Essex get the best start in life</li> <li><input type="checkbox"/> People in Essex enjoy good health and wellbeing</li> <li><input type="checkbox"/> People have aspirations and achieve their ambitions through education, training and lifelong-learning</li> <li><input type="checkbox"/> People in Essex live in safe communities and are protected from harm</li> <li><input type="checkbox"/> Sustainable economic growth for Essex communities and businesses</li> <li><input type="checkbox"/> People in Essex experience a high quality and sustainable environment</li> <li><input type="checkbox"/> People in Essex can live independently and exercise control over their lives</li> </ul>
Soil	Essex and Southend Waste Local Plan, Essex County Council, 2001	The Essex and Southend Waste Local Plan sets out waste planning policies and proposals in accordance with the governments principles of sustainability. Six key waste management sites are identified and the plan outlines how planning applications for waste management facilities are considered.	<p>Consistent with the aims of sustainable development to achieve a balance between:</p> <ul style="list-style-type: none"> <li>- minimising waste by recycling/composting and other means;</li> <li>- making adequate provision of necessary waste management facilities; and</li> <li>- safeguarding the environment of Essex, and the quality of life of its residents.</li> </ul>
Soil	Essex and Southend-on-Sea Replacement Waste Local Plan, Essex County Council, adoption expected 2015	<p>The Replacement Waste Local Plan provides the strategy and policies for waste planning in Essex and Southend until at least 2031, plus allocations of sites for development and a Policies (previously Proposals) Map. The Plan includes:</p> <ul style="list-style-type: none"> <li>·The Waste Core Strategy, setting out the long-term direction for waste development and the plan to deliver this strategy</li> <li>·Development Management Policies for waste</li> </ul>	<p>The Preferred Strategic Objectives are:</p> <p>SO1: To work with partner organisations to maximise waste prevention</p> <p>SO2: To increase quantity as well as the quality of waste that is re-used, recycled and recovered to meet our local targets</p> <p>SO3: To achieve net self sufficiency by 2031 &amp; a substantial reduction in the disposal of London's waste</p>

		<p>planning particularly when considering applications.</p> <ul style="list-style-type: none"> <li>·Strategic Site Allocations for waste-related development</li> <li>·Non-Strategic Site Allocations for other preferred sites for waste processing plus any associated safeguarding</li> <li>·The Policies (previously Proposals) Map</li> </ul> <p>Existing waste management facilities deemed to be strategic are proposed to be safeguarded, along with a small number of additional facilities to meet identified capacity needs. The Plan's Preferred Approach does not propose to take any site allocations for landfill forward within the Waste Local Plan at this stage. The evidence base signals there is a substantial shift away from the need for additional landfill capacity, with waste being diverted away from landfill to the network of existing and permitted waste management facilities. This is due to a mixture of reduced amounts of waste arisings, re-assessment of existing capacity within the Plan Area and the diversion of waste away from landfills to the network of existing and permitted waste management facilities. A further Preferred Approach consultation on the Replacement Waste Local Plan is scheduled to take place in Autumn 2014.</p>	<p>SO4: To safeguard and encourage the enhancement of existing strategic waste facilities</p> <p>SO5: To allocate suitable strategic sites to meet the capacity gap by additional transfer stations, Construction and Demolition recycling, composting, treatment facilities &amp; landfill</p> <p>SO6: To reduce carbon emissions by energy recovery and utilisation, and by reducing transport distances</p> <p>SO7: To maximise opportunities for sustainable economic growth by using waste as a resource for local industry and as a source of energy</p> <p>SO8: To ensure new waste facilities are sustainably designed, constructed and well operated to reduce potential adverse effects.</p>
Soil	Essex Minerals Local Plan, Essex County Council, July 2014	The aims of the Minerals Local Plan are to provide a sustainable planning framework allowing for the supply of basic raw materials at least cost to the Essex environment, provide policies and proposals for non-land won supply, and ensure extraction is matched by a high standard of	<p>Aims:</p> <ol style="list-style-type: none"> <li>1. To promote sustainable development.</li> <li>2. To promote a reduction in greenhouse gas emissions including carbon, and to ensure that new development is adaptable to changes in climatic conditions.</li> </ol>

		restoration/ site clearance. The plan period is 2012 – 2029.	<p>3.To promote social inclusion, human health and well-being.</p> <p>4. To promote the efficient use of minerals by using them in a sustainable manner and reducing the need for primary mineral extraction.</p> <p>5. To protect and safeguard existing mineral reserves, existing permitted mineral sites and Preferred and Reserved Sites for mineral extraction, as well as existing and proposed sites for associated mineral development.</p> <p>6. To provide for a steady and adequate supply of primary minerals to meet future requirements.</p> <p>7. To protect and enhance the natural, historic and built environment in relation to mineral extraction and associated development.</p> <p>8. To reduce the impact of minerals extraction and associated development on the transport system.</p>
Biodiversity Flora Fauna	The Essex Biodiversity Action Plan 2010 – 2020, Essex Biodiversity Project, 2011	<p>The Biodiversity Action Plan process has been in operation since the mid 1990s and has proven to be an effective way of working within Essex, developing practical projects on the ground with partners, and involving every sector and level of the community. From 2012 when Government launched its Biodiversity 2020 Strategy the original target based approach has been replaced with "Outcomes" to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.</p> <p>Different Action Plan are included for different habitat groups.</p>	<p>Vision for Essex Hedgerows:</p> <ul style="list-style-type: none"> <li>. Hedges, hedgerow trees and buffers are managed for biodiversity and have been re-created or reestablished where beneficial and sustainable.</li> <li>. Hedgerows and associated linear habitats are encouraged and appropriately managed as biodiversity corridors between fields of crops and alongside roads, drains, rivers and other features.</li> <li>. Arable crops and margins are managed appropriately with techniques to reduce the use of pesticides and other chemicals.</li> <li>. Buffer zones and other measures are adopted to reduce erosion and pollution of the wider environment.</li> </ul> <p>Vision for Essex Arable Field Margins:</p> <p>.An actively farmed countryside that benefits</p>

			<p>biodiversity and the farming community. The uptake and implementation of Environmental Stewardship is widespread and successful.</p> <p>.Land use is sustainable and rich in wildlife with an increase in habitat diversity and species.</p> <p>. Linear habitats are encouraged and sympathetically managed as biodiversity corridors between fields of crops and alongside roads, drains, rivers and other features.</p> <p>. Arable fields and crops themselves are managed with techniques to reduce the use of pesticides and other chemicals.</p> <p>Vision for Essex Traditional Orchards:</p> <p>.Safeguarded, improved and extended habitats appreciated for their wealth of wildlife</p> <p>.The decline in orchards has been halted and sites are restored and recreated with appropriate traditional varieties and management techniques in place</p> <p>.Educational activities reconnect communities with their orchard heritage through creation of school and community orchards and other initiatives</p> <p>Vision for Essex Lowland Heathlands and Dry Acid Grasslands:</p> <p>. Existing heaths have been extended and are managed in a favourable way, with grazing animals where possible.</p> <p>. Extensive heathlands re-created in areas where this habitat had become fragmented or lost altogether.</p> <p>. Heathland sites are appreciated by the public as places for quiet recreation and to see wildlife.</p> <p>. Populations of key national and Essex species have increased and are spread more widely</p>
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			<p>throughout the county.</p> <p>Vision for Essex Lowland Meadows:</p> <ul style="list-style-type: none"> <li>. Safeguarded, improved and extended lowland meadows habitats appreciated for their wealth of wildlife.</li> <li>. Lowland meadows and grasslands are encouraged and sympathetically managed for their biodiversity and as corridors between fields of crops and alongside roads, drains, rivers and other features.</li> <li>. Existing grasslands extended and managed in a favourable way, with grazing animals and appropriate cutting regimes where possible.</li> </ul> <p>Vision for Essex Lowland Heathlands and Dry Acid Grasslands:</p> <ul style="list-style-type: none"> <li>. Existing heaths have been extended and are managed in a favourable way, with grazing animals where possible.</li> <li>. Extensive heathlands re-created in areas where this habitat had become fragmented or lost altogether.</li> <li>. Heathland sites are appreciated by the public as places for quiet recreation and to see wildlife.</li> <li>. Populations of key national and Essex species have increased and are spread more widely throughout the county.</li> </ul> <p>Vision for Essex Ponds:</p> <ul style="list-style-type: none"> <li>. Village and farm ponds are managed for biodiversity and have been re-created or re-established where beneficial and sustainable.</li> <li>. Buffer zones and other measures are adopted to reduce erosion and pollution from the wider environment.</li> </ul>
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			<p>.New, clean water ponds are created to help replace those lost through man-made and natural processes.</p> <p>.Populations of key national and Essex pond-associated species have increased and are spread more widely throughout the county.</p> <p>Vision for Essex Floodplain and Coastal Grazing Marsh:</p> <ul style="list-style-type: none"> <li>. Safeguarded, improved and extended habitats appreciated for their wealth of wetland wildlife.</li> <li>. Water levels are managed to benefit wildlife at all seasons.</li> <li>. Populations of key national and Essex species have increased and are spread more widely throughout the county.</li> </ul> <p>Vision for Essex Lowland Raised Bogs:</p> <ul style="list-style-type: none"> <li>. Safeguarded, improved and extended raised bog habitats appreciated for their wealth of wetland wildlife.</li> <li>- Water levels are managed to benefit wildlife at all seasons.</li> <li>. Populations of key national and Essex species have increased and are spread more widely throughout the county.</li> </ul> <p>Vision for Essex Reedbeds:</p> <ul style="list-style-type: none"> <li>. Safeguarded, improved and extended habitats appreciated for their wealth of wetland wildlife.</li> <li>. Water levels are managed to benefit wildlife at all seasons and sites restored and used to hold water in the landscape and benefit wildlife.</li> <li>. Populations of key national and Essex species have increased and are spread more widely throughout the county.</li> </ul>
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			<p>Vision for Essex Coastal Saltmarsh:</p> <ul style="list-style-type: none"> <li>- Coastal saltmarsh has been enhanced and extended, in response to sea level rise and other threats creating a sustainable network for wildlife.</li> <li>- Sustainable development on all parts of the coastline has created a coastal environment that benefits people and wildlife.</li> <li>- The importance of coastal and marine biodiversity for tourism and the local economy has been recognised.</li> </ul>
Water	Colchester Town Surface Water Management Plan, Capita Symonds for Essex County Council and Colchester Borough Council, 2012 Draft report	<p>This document forms the Surface Water Management Plan (SWMP) for Colchester. The report outlines the predicted risk and preferred surface water management strategy for Colchester. In this context surface water flooding describes flooding from sewers, drains, groundwater, and runoff from land, small watercourses and ditches that occurs as a result of heavy rainfall.</p>	<p>The objectives of the SWMP are to:</p> <ul style="list-style-type: none"> <li>□ Develop a thorough understanding of surface water flood risk in and around the study area, taking into account the implications of climate change, population and demographic change and increasing urbanisation in and around Colchester town;</li> <li>□ Identify, define and prioritise Critical Drainage Areas, including further definition of existing local flood risk zones and mapping new areas of potential flood risk;</li> <li>□ Make recommendations for holistic and integrated management of surface water management which improve emergency and land use planning, and support better flood risk and drainage infrastructure investments;</li> <li>□ Establish and consolidate partnerships between key stakeholders to facilitate a collaborative culture, promoting openness and sharing of data, skills, resource and learning, and encouraging improved coordination and collaborative working;</li> <li>□ Engage with stakeholders to raise awareness of surface water flooding, identify flood risks and assets, and agree mitigation measures and</li> </ul>



			<p>actions; and</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Deliver outputs to enable practical improvements or change where partners and stakeholders take ownership of their flood risk and commit to delivering and maintaining the recommended measures and actions.</li> </ul>
Material assets	Essex Transport Strategy: the Local Transport Plan for Essex, Essex County Council, June 2011	<p>The Local Transport Plan sets out the approach for transport in Essex. It sets out aspirations for improving travel in the county, demonstrating the importance of meeting these aspirations to achieving sustainable long-term economic growth in Essex and enriching the lives of our residents.</p> <p>This third Local Transport Plan is wider in scope than previous plans, providing a framework for the effective and efficient delivery of all transport services provided by or on behalf of Essex County Council. It will inform and guide work with other organisations and local communities across Essex, ensuring that transport services are delivered in ways which effectively respond to local needs and offer good value for money to local taxpayers.</p>	<p>Vision:</p> <p>Our Vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.</p> <p>Strategic transport priorities</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Identifying an agreed and deliverable solution to address congestion at the Thames Crossing and adjacent M25 junction 30/31;</li> <li><input type="checkbox"/> Lobbying Government for enhancements to the A12;</li> <li><input type="checkbox"/> Lobbying Government for enhancements to the A120 to access Harwich port and between the A12 and Braintree;</li> <li><input type="checkbox"/> Lobbying Government for additional capacity on the Great Eastern Main Line and West Anglia mainline to accommodate growing commuter demand, the provision of competitive journey times for Essex Thameside services, and an enhanced local role in the rail franchise process.</li> </ul> <p>Countywide priorities</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Reducing the number of people killed or seriously injured on Essex roads;</li> <li><input type="checkbox"/> Continuing to work with the Essex Casualty and Congestion Board;</li> <li><input type="checkbox"/> Working with partners to promote a safe and secure travelling environment;</li> <li><input type="checkbox"/> Maintaining the Essex highway network and</li> </ul>

			<p>other transport assets;</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Keeping the transport network safe and operational;</li> <li><input type="checkbox"/> Managing the impact of planned works on the highway network.</li> </ul> <p>Transport priorities for the Haven Gateway</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Providing the transport improvements needed to accommodate housing and employment growth in a sustainable way;</li> <li><input type="checkbox"/> Tackling congestion within Colchester (including the provision of Park &amp; Ride facilities);</li> <li><input type="checkbox"/> Improving the availability, reliability and punctuality of local bus services;</li> <li><input type="checkbox"/> Improving the attractiveness of public spaces to support regeneration, particularly within the coastal towns;</li> <li><input type="checkbox"/> Improving and promoting cycle networks; and improving the availability of travel choices and awareness of them;</li> <li><input type="checkbox"/> Improving journeys for commuters travelling to London from Colchester and Braintree; particularly by improving access to railway stations and improving facilities for passengers;</li> <li><input type="checkbox"/> Improving transport access to Harwich to enable low carbon expansion of the port and wind port.</li> </ul>
Material assets	Development Management Policies, Essex County Council, February 2011	For many years Essex has had Transport Development Control Policies to deal with development pressures, which have served the County well. These policies reflect the balance between the need for new housing and employment opportunities, the regeneration and growth agenda, and protecting the transport network for the safe movement of people and	<p>Aims:</p> <ul style="list-style-type: none"> <li>• Protect and maintain a reliable and safe highway infrastructure.</li> <li>• Improve access to services in both rural and urban locations.</li> <li>• Offer where possible alternative travel options to the private car.</li> <li>• Support and enhance public transport provision.</li> </ul>

		<p>goods.</p> <p>This document contains 22 development management policies. The document has been adopted as Essex County Council Supplementary Guidance.</p>	<ul style="list-style-type: none"> <li>• Address the impact of commercial vehicles on the highway network and communities.</li> <li>• Support the aims and objectives of the County Council as the Highway Authority.</li> </ul>
Material assets	Essex Economic Growth Strategy, Essex County Council, September 2012	<p>ECCs Essex Economic Growth Strategy (the EGS) sets out an economic vision for the County and how can take this forward. Building upon the ambition in Essex Works, the County Council's Corporate Plan, the EGS is a step change in ECCs approach to growth. It shows what ECC propose to do, working with our partners: to unlock growth now, secure jobs and earnings tomorrow, and create the conditions for long term economic growth and strengthening communities. The EGS sets out how the County Council will lead efforts to promote economic growth, building on our proximity to London and our excellent international transport links.</p>	<p>Vision:</p> <p>Essex is an economically vibrant and successful entrepreneurial county. Our economic vision is of a county where businesses and our residents can grow and fulfil their potential, making Essex the best place to live and work.</p> <p>Objectives:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Essex businesses are enabled and supported to be more productive, innovate and grow, creating jobs for the local economy;</li> <li><input type="checkbox"/> Essex businesses are enabled to compete and trade internationally;</li> <li><input type="checkbox"/> individuals are equipped and able to access better paid jobs through an education and skills offer that meets the needs of businesses;</li> <li><input type="checkbox"/> the life chances of people in our most deprived areas are improved by ensuring that residents are able to access jobs and public services; and</li> <li><input type="checkbox"/> securing the highways, infrastructure and environment to enable businesses to grow</li> </ul> <p>Principles:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Aim high: We will set high ambitions for all our work with businesses, colleges, and our residents.</li> <li><input type="checkbox"/> Promote an economy driven by knowledge, skills and innovation: Our economic</li> </ul>

			<p>success will depend on businesses that harness knowledge and expertise to transform brilliant ideas into commercial opportunities.</p> <p>□ Think global, act local: International markets are our greatest opportunity as well as our greatest threat. Our businesses need to be at the cutting edge of technological change with world class skills to compete in the world economy</p> <p>□ Promote environmentally sound growth: Environmentally sound economic growth is creating new opportunities for Essex businesses. New markets include the development of renewable energy sources and energy conservation, and enabling more energy efficient car and public transport.</p> <p>□ Improve infrastructure: We will continue to promote transport, communications and utility infrastructure improvements that are essential to Essex businesses.</p> <p>□ Be a voice for Essex: make the case to government and other public agencies for the freedoms, powers and the investment and / or financial tools that we need to realise our economic potential. We will also celebrate Essex as a place to live, work and visit.</p>
Material assets	The Greater Essex Integrated County Strategy, Essex County Council, December 2010	The Integrated County Strategy (ICS) provides a shared and agreed vision for Greater Essex, to identify the real priorities and outcomes needed to achieve increased economic growth. By producing the ICS, Greater Essex is taking a clear lead in responding to the current economic climate. When there is limited money available it is essential that investment is effectively	<p>Our ambition for Greater Essex is to create a highly performing and competitive economy that makes a significant contribution to UK economic growth and recovery, provides for the successful regeneration of Essex communities, and provides a high quality of life for our residents.</p> <p>The key transformational changes required to</p>

		<p>prioritised. The ICS will ensure that any funding available to Essex is invested in projects and priorities which are most likely to generate long- term economic growth.</p> <p>The aim of the ICS is to develop a collection of priorities that is agreed by all partners, and closely relates to the key strengths and weakness of Greater Essex which can direct investment to achieve the greatest benefits for the area. This document will outline how the ICS priorities were developed.</p>	<p>deliver this vision are,</p> <ul style="list-style-type: none"> <li>□ GE1 – Delivering sustainable growth by providing for a balanced pattern of development which promotes housing choice, provides affordable housing, and properly matches homes with jobs, infrastructure, and public services and creates prosperous places</li> <li>□ GE2 – Providing for a transition to a low carbon economy which reduces carbon consumption, provides for low carbon development, updates energy infrastructure, supports business innovation, improves the supply of 'low carbon' related skills, and exploits new UK markets for low carbon products and services</li> <li>□ GE3 – Strongly supporting those key economic sectors and drivers which are likely to provide for significant economic and employment growth over the long term, economic inward investment opportunities, and which in turn provide for increased local income and prosperity and act as levers to promote regeneration</li> <li>□ GE4 – Significantly improving the quality of life of our residents by regenerating town centres and local communities; increasing the number, quality and choice of local jobs; improving the skills levels of the resident workforce; making best use of the opportunities provided by the London business and job market; and providing a high quality natural and built environment</li> <li>□ GE5 – Substantially improving connectivity by promoting more sustainable travel patterns, introducing urban transport packages to increase transport choice,</li> </ul>
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			providing better public transport infrastructure and rail/bus services, enhanced inter-urban transport corridors, providing improved digital infrastructure including broadband, and by improving mobile phone coverage
Population, biodiversity, landscape, climatic factors, air	Essex Public Rights of Way Improvement Plan, Essex County Council	<p>The Rights of Way Improvement Plan (RoWIP) is the result of the Countryside and Rights of Way (CROW) Act 2000, which placed a duty on Essex County Council (ECC) to set out a 10 year strategy for improving access to the countryside through rights of way. RoWIPs are intended to be the means by which local highway authorities will identify improvements and management changes to be made to their local rights of way network in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility problems.</p> <p>It acknowledges that a good public rights of way network promotes health and social benefits to local communities and states there needs to be a particular focus "on the provision of bridleways".</p> <p>The PROWIP identified that one method of obtaining suitable funds was via the planning route and, in particular, the benefits of funding provided under the terms of s106 Agreements [and now also the CIL].</p>	<p>The County Council has defined two general aims:</p> <ul style="list-style-type: none"> <li>• Improving quality of life</li> <li>• Strengthening the economy of Essex.</li> </ul> <p>The Rights of Way Improvement Plan can make a significant contribution to improving quality of life, as it will promote walking and cycling, healthier lifestyles and reductions in the impact of transport on landscapes and biodiversity. Better maintained carriageways and pathways benefit all users which leads to improved quality of life for the people of Essex.</p> <p>Objectives: Environment</p> <ol style="list-style-type: none"> <li>1 To re-use and recycle, where feasible, and promote sustainable measures Improved accessibility</li> <li>2 To incorporate approved pathways into the public rights of way network</li> <li>3 To better integrate rights of way with other access provision, initiatives and facilities</li> </ol>

			<p>4 To reduce fragmentation in the public rights of way network</p> <p>5 To improve accessibility on the public rights of way network Safety</p> <p>6 To assist in providing 'safer routes to schools'</p> <p>7 To promote safety</p> <p>Quality of life and good health</p> <p>8 To promote improved health and quality of life through the use of the public rights of way network</p> <p>Tourism and economy</p> <p>9 To stimulate tourism and the local economy</p> <p>Communities and partnership</p> <p>10 To increase community involvement in the management of the public rights of way network.</p>
Soil	Joint Municipal Waste Management Strategy for Essex 2007 – 2032, Essex County Council, 2008	This Strategy sets out Essex's approach to dealing with municipal waste up to 2032. It sets out a waste hierarchy which follows reduce, re-use, recycle, recover and dispose.	The strategy sets out recycling targets which include recycling 60% of household waste by 2020 and reducing the amount of biodegradable waste sent to landfill to 131,386 tonnes by 2020 (386,319 tonnes were sent in the 2002 baseline year).
Water	Local Flood Risk Management Strategy, Capita Symons on behalf of Essex County Council, February 2013	This document outlines ECCs approach to managing flood risk from surface and groundwater flooding, as well as flooding from ordinary watercourses.	<p>The Local Strategy defines nine objectives for management of Local Flood Risk:</p> <ol style="list-style-type: none"> <li>1. To provide a clear explanation of all stakeholder's responsibilities in flooding issues</li> <li>2. To develop a clearer understanding of the risks</li> </ol>

		A specific report relating to Colchester Borough has also been prepared and this is also included in the review.	<p>of flooding from surface runoff, groundwater and ordinary watercourses and to consider how best to communicate and share the information that becomes available</p> <p>3. To define and explain the criteria by which areas at risk of flooding from surface runoff, groundwater and ordinary watercourses are assessed and resources are prioritised.</p> <p>4. To state how risk management authorities will share information and resources</p> <p>5. To set out clear and consistent plans for risk management so that communities and businesses can make informed decisions about the management of the residual risk</p> <p>6. To ensure that planning decisions are properly informed by flooding issues and the impact future planning may have.</p> <p>7. To encourage innovative management of flood and coastal erosion risks, taking account of the needs of communities and the natural and built environment</p> <p>8. To ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond properly to flood warnings</p> <p>9. To highlight where information regarding other forms of flooding can be found</p>
Population	Essex Gypsy and Traveller and Travelling Showpeople Accommodation Needs Assessment 2014: Update Report, Opinion Research Services on behalf of Essex Planning Officers Association, September 2014	<p>Since the publication of the Final Report in July 2014 there have been a number of changes in circumstances in some of the local authorities who commissioned the study, including Colchester. It was therefore felt necessary to update the original findings in light of these changes.</p> <p>Within Colchester Borough there are currently 12</p>	Over the period 2013 – 2033 there is a gross requirement for 18 pitches in Colchester Borough.



		local authority pitches, 15 private pitches and 1 tolerated pitch. There are currently no unauthorised pitches in Colchester.	
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**Local**

<b>SEA Theme</b>	<b>Document title, author &amp; date</b>	<b>Summary</b>	<b>Relevant aims, objectives, targets, priorities for the Local Plan &amp; SA</b>
Climatic factors	Environmental Sustainability Strategy 2014 – 2018, Colchester Borough Council, 2014	The Environmental Sustainability Strategy sets out the ways in which CBC can consider the environmental impact from its services and how to reduce waste, encourage energy efficiency, provide sustainable transport options and encourage greener lifestyle choices. The priorities and action points within the strategy relate to Council services, staff, buildings and partners, as well as providing a clear direction for our residents and local organisations.	<ol style="list-style-type: none"> <li>1. Support local communities <ol style="list-style-type: none"> <li>a) promote behaviour change</li> <li>b) support community groups &amp; organisations to develop projects</li> <li>c) support transition groups (&amp; other local initiatives)</li> <li>d) provide advice &amp; support on technologies &amp; incentive schemes</li> <li>e) Improve access to Government initiatives to promote installation of energy efficiency measures (currently Green Deal and ECO)</li> <li>f) Take action to help reduce fuel poverty</li> <li>g) Adapt the built environment</li> </ol> </li> <li>2. Reducing CO2 emissions from Council buildings, operations and services <ol style="list-style-type: none"> <li>a) Ensure that Council buildings and vehicles are as efficient as possible resulting in minimal environmental impact</li> <li>b) Delivering Council services in a more efficient and environmentally sustainable way</li> </ol> </li> <li>3. Minimising climate change risks <ol style="list-style-type: none"> <li>a) water scarcity</li> <li>b) flooding</li> <li>c) overheating risks</li> <li>d) fuel poverty</li> </ol> </li> <li>4. Develop, create and promote opportunities for developing environmental understanding which will help retain rural skills and grow the local</li> </ol>

			green economy
All	Colchester's Core Strategy, Colchester Borough Council, 2008	The Core Strategy sets out the Council's strategic planning policies. The CS establishes a long-term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. It comprises the spatial vision and objectives, a spatial strategy, core policies and a section setting out how the strategy will be implemented and monitored. Its effectiveness will be monitored on an annual basis through the Annual Monitoring Report and it will be reviewed when necessary.	<p>Objectives:</p> <ul style="list-style-type: none"> <li>- Focus new development at sustainable locations to support existing communities, local businesses, sustainable transport and promote urban regeneration to protect greenfield land.</li> <li>- Provide the necessary community facilities and infrastructure to support new and existing communities.</li> <li>- Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.</li> <li>- Promote active and healthy lifestyles and strive for excellence in education and culture.</li> <li>- Reduce the Borough's carbon footprint and respond to the effects of climate change.</li> <li>- Create a prestigious regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations.</li> <li>- Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment.</li> <li>- Provide decent and affordable housing at accessible locations to accommodate our growing community.</li> <li>- Provide a range of housing options to meet the diverse needs of the whole community.</li> <li>- Revitalise rundown areas and create inclusive and sustainable new communities.</li> <li>- Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology.</li> <li>- Improve streetscapes, open spaces and green</li> </ul>

			<p>links to provide attractive and accessible spaces for residents to live, work and play.</p> <ul style="list-style-type: none"> <li>- Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel.</li> <li>- Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region.</li> <li>- Provide excellent public transportation, walking and cycling connections between centres, communities and their needs.</li> <li>- Improve the strategic road network and manage traffic and parking demand.</li> <li>- Protect and enhance Colchester's natural environment, countryside and coastline.</li> <li>- Support appropriate local employment and housing development in villages and rural communities.</li> <li>- Encourage renewable energy and the efficient use of scarce resources.</li> <li>- Reduce, reuse and recycle waste.</li> </ul>
All	Development Policies, Colchester Borough Council, 2010	This document was produced in conjunction with the other documents in Colchester's Local Development Framework. The Development Policies DPD includes policies which add further detail to the Core Strategy policies.	This document provides further detail to the Core Strategy and so the Core Strategy objectives are relevant.
All	Colchester's Site Allocations, Colchester Borough Council, 2010	This document was produced in conjunction with the other documents in Colchester's Local Development Framework (LDF). The Site Allocations sets out the criteria for the boundaries and provides area specific allocations. Each site has been evaluated and the document then outlines the policy that has informed the Site Allocations and new policies that are proposed for	<p>The objectives of the Site Allocations DPD are to:</p> <ul style="list-style-type: none"> <li>• Set out the criteria for the boundaries shown on the Proposals Map</li> <li>• Provide area specific allocations in line with the overall strategy set by the Core Strategy.</li> </ul>

		each area.	
Cultural heritage	Creative Colchester: Developing the Vision, Tom Fleming Creative Consultancy on behalf of Colchester Borough Council, 2012	Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the main opportunities are set out for the development of the creative industries over the next five years.	<p>In five years Colchester will:</p> <ul style="list-style-type: none"> <li>◊ Continue to have a strong, resilient cultural infrastructure based on a set of core cultural and heritage institutions</li> <li>◊ Be recognised locally and more widely as a town where culture is valued and appreciated for the range of benefits it brings to everyone</li> <li>◊ Place culture at the heart of helping to tackle the core social and economic challenges faced by the borough</li> <li>◊ Continually grow the market for culture through a strategic approach to engaging new and existing audiences through new technology and new types of engagement</li> <li>◊ Have cultural activity happening in every community, with a special focus on those areas with the greatest needs</li> <li>◊ Be a destination town, attracting visitors to its strong and connected leisure, shopping and cultural programme</li> <li>◊ Be a great place to develop a creative career or business, with schools, further and higher education, cultural organisations and private businesses working together in the development of progression routes and programmes of support</li> <li>◊ Have a vibrant, buzzy cultural quarter feeding off and into the success of firstsite.</li> </ul>
All	Colchester Borough Council's Strategic Plan 2012-2015, Colchester Borough Council, February 2012	Our Strategic Plan is the council's most important document because it sets out how we will play our part in making Colchester a place where people want to live, learn, work and visit.	<p>Overarching vision for the borough: Colchester, the place to live, learn, work and visit</p> <p>It has the following broad aims: Colchester as a vibrant borough with a bright future wants to be known for:</p>

			<ul style="list-style-type: none"> <li>• Leading for the future</li> <li>• Creating opportunities for all its residents</li> <li>• Inspiring and innovating</li> <li>• Being cleaner and greener</li> <li>• Listening and responding.</li> </ul> <p>It has the following priorities:</p> <p>Leading our communities</p> <ul style="list-style-type: none"> <li>Regenerating our borough through buildings, employment, leisure and infrastructure</li> <li>Improving opportunities for local business to thrive including retail</li> <li>Giving local people the chance to improve their skills</li> <li>Promoting sustainability and reducing congestion</li> <li>Showing tolerance and changing behaviours to create better local communities</li> <li>Supporting tourism, heritage and the arts</li> <li>Bringing investment to the borough</li> <li>Working in partnerships to help tackle health and crime issues.</li> </ul> <p>Delivering high quality, accessible services:</p> <ul style="list-style-type: none"> <li>Delivering an efficient benefits service</li> <li>Reducing, reusing and recycling our waste</li> <li>Providing more affordable homes across the borough</li> </ul>
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			<p>Improving our streets and local environment</p> <p>Tackling anti-social behaviour and using enforcement to support priorities</p> <p>Enabling local communities to help themselves</p> <p>Supporting more vulnerable groups</p> <p>Providing sport and leisure for all, alongside good quality green spaces and play areas</p> <p>Engaging with the voluntary sector.</p>
Water	Haven Gateway Water Cycle Study: Stage 1 Report, Royal Haskoning on behalf of the Haven Gateway Partnership, 2008	The study was commissioned in order to ensure that water supply, water quality, sewerage and flood risk management issues can be properly addressed to enable the substantial growth proposed in the East of England Plan (EEP) to 2021 to be accommodated in a sustainable way. It covers wastewater collection and treatment; water resources and supply; water quality and environmental issues; flood risk management; and demand management.	<p>Objectives:</p> <ul style="list-style-type: none"> <li>- Ensure that adequate water supply and waste water infrastructure is in place to support housing and employment growth planned for HGSR to 2021 in the emerging East of England Plan and the HG Programme of Development Framework for Growth.</li> <li>- Any additional infrastructure is provided in accordance with a strategic rather than a piecemeal approach.</li> <li>- There is a strategic approach to the management and use of water.</li> <li>- The environment has sufficient capacity to receive increased waste water discharges.</li> <li>- The potential for grey water reuse and implementation of Sustainable Drainage Systems (SuDS) is fully realised.</li> </ul>
Water	Strategic Flood Risk Assessment (SFRA), Scott Wilson on behalf of Colchester Borough Council, 2007	The SFRA enables the Council to identify sites away from vulnerable flood risk areas. Sites surrounding the urban area have been appraised for their risk of different types of flooding. The SFRA considers the situation in 100 years time, with the effects of climate change, and models	The key objective of an SFRA is to avoid developing in areas at risk of flooding.

		what would happen in the event of breaches in key areas.	
Human health, Landscape	PPG17: Colchester Open Space, Sport and Recreation Study, PMP on behalf of Colchester Borough Council November 2007	This study is an audit and assessment of open space, sport and recreation facilities in the Borough. It was carried out in accordance with the requirements of PPG17 and its companion guide.	<p>The prime objectives of the study are to:</p> <ul style="list-style-type: none"> <li>• provide a robust assessment of the demand for open space and recreation facilities throughout the Borough, addressing issues of quantity, quality and accessibility</li> <li>• provide an analysis of identified surpluses or deficiencies and other issues of provision across the Borough</li> <li>• provide clear recommendations for the setting of locally derived quantitative and qualitative standards for open space, sport and recreation facilities</li> <li>• provide evidence for the Borough's emerging Core Strategy</li> <li>• inform the preparation of planning policies</li> <li>• underpin the development of the Council's Parks and Green Space Strategy.</li> </ul>
Human health	Safer Colchester Partnership Annual Partnership Plan 2013-14, Colchester Borough Council	Safer Colchester Partnership is a multi-agency group put together to tackle crime and disorder throughout the borough. Safer Essex is the County partnership which addresses issues of crime, disorder and drugs and alcohol as identified by Essex residents. Safer Essex also fulfils the function of a County Group with defined statutory membership deriving from key partner agencies.	<p>Objectives:</p> <p>Support the work of the Women's Safety Worker within the Integrated Domestic Abuse Programme.</p> <p>Raise awareness and support victims of Domestic Abuse.</p> <p>Increase awareness of Domestic Abuse reporting mechanisms amongst those living in CBH homes.</p> <p>Reduce adult re-offending rates by working more effectively in partnership.</p> <p>Reduce crime &amp; offending caused by alcohol misuse.</p> <p>Reduce all crime in Colchester.</p> <p>Local residents in the Borough have the opportunity to report concerns to their Neighbourhood Action Panels.</p>

			Engage local residents & agencies in 3 Community Days of Action and Safer Colchester projects. Delivery of 'Night of Action' in the Town Centre. Engage with Young People on issues of community safety.
Cultural heritage, Landscape	Townscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, June 2006	<p>The Townscape Character Assessment provides a basis for promoting the integration of sensitively and appropriately designed new buildings and spaces into the existing urban fabric of the Borough's main settlements through the planning process. In this context, the key applications of the Study include:</p> <ul style="list-style-type: none"> <li>· As an evidence base for informing the preparation of the Council's new Local Development Framework</li> <li>· Providing a tool for informing development control decisions, the preparation of area masterplans and the design of new buildings and public realm spaces</li> <li>· Providing a framework for more detailed character studies, including Conservation Area Appraisals, and strategies concerned with the conservation and enhancement of the historic built environment and urban green spaces</li> <li>· Providing a basis for informing design guidance to promote higher quality architectural and urban design.</li> </ul>	<p>The key objectives of the Study are to:</p> <ul style="list-style-type: none"> <li>· Provide a factual description of the location of each settlement, its regional context and its population.</li> <li>· Analyse the historical development of each settlement and identify surviving landscape features.</li> <li>· Undertake a visual analysis of each settlement according to plan form and skyline.</li> <li>· Define broad generic Townscape Character Types and particular character areas, and identify any unusual features of the settlement.</li> <li>· Identify broad principles for integrating new development within different areas of townscape character and at the urban fringe.</li> <li>· Develop a framework to enable the yearly monitoring of the impact of new development on the townscape within each settlement.</li> </ul>
Landscape	Landscape Character Assessment, Chris Blandford Associates on behalf of Colchester Borough Council, November 2005	This study identifies the Borough's different landscape character areas. 'Character' is defined as a distinct, recognisable and consistent pattern of elements that make each landscape or townscape different. Character is influenced by particular combinations of visual, ecological, historical, settlement, built components, and other	<p>The key objectives of the study are to:</p> <ul style="list-style-type: none"> <li>· Provide a consistent 'database' of landscape character information across the Borough;</li> <li>· Provide a robust basis for underpinning justification for retaining existing/updated CCAs within the new development plan (see separate technical report);</li> </ul>



		intangible aspects such as tranquillity and sense of place.	<ul style="list-style-type: none"> <li>• Provide planning guidelines to inform decisions about the potential scale and location of urban expansion around the fringes of Colchester and other identified settlements;</li> <li>• Provide landscape management guidelines to inform land management actions by farmers, estate owners and other major land owners/managers;</li> <li>• Incorporate the issues and concerns of key stakeholder organisations.</li> </ul>
Material assets	Affordable Housing SPD, Colchester Borough Council, August 2011	The planning policies adopted by Colchester Borough Council enable the Council to ask developers to provide affordable housing on site or make a financial contribution towards it. The purpose of this Supplementary Planning Document (SPD) is to give clear guidance on the Council's expectations for the provision of affordable housing and the process for delivering this.	35% affordable housing target, however this has been superseded by the Focussed Review affordable housing target of 20%.
Material assets, Human health	Provision of Community Facilities SPD, Colchester Borough Council, September 2009 & updated July 2013	<p>This SPD expands upon the Council's existing and emerging planning policy on the provision of appropriate infrastructure requirements contained within the Local Plan.</p> <p>For the purposes of this SPD a community facility is defined as a building or space where community led activities for community benefit are the primary use and the facility is managed, occupied or used primarily by the voluntary and community sector. Community facilities can be located in a wide range of venues. These can include purpose-built structures such as community centres and village halls, as well as adapted venues, including: historic listed buildings, converted houses, flats, shops, scout</p>	<p>The purpose of this Supplementary Planning Document (SPD) is to:</p> <ul style="list-style-type: none"> <li>• highlight the importance of community facilities to the well-being of residents and as a mechanism for building community cohesion;</li> <li>• ensure adequate provision of community facilities to satisfy the needs of local communities and the borough as a whole;</li> <li>• inform developers and other interested parties about what the Council will expect regarding contributions to community facilities within the Borough of Colchester.</li> </ul> <p>The following contributions towards community facilities are sought: Studios &amp; 1 bedroom dwelling £466.09</p>

		huts and rooms or halls attached to faith buildings.	2 bedroom dwelling £932.18 3 bedroom dwelling £1398.27 4 bedroom dwelling £1864.36 5 bedroom dwelling £2330.45 6 bedroom dwelling £2796.54
Cultural heritage, Material assets	Better Town Centre Colchester, Colchester Borough Council, December 2012	The Strategy sets out the Council's aspirations and plans for Colchester's Town Centre. It provides a comprehensive approach to the reinvigoration of spaces, uses and activity Colchester's historic centre during the day, evening and at night that will ensure its continued vitality.	<p>Objectives:</p> <p>Sustainability – Promoting sustainability in its widest sense, including prioritising reductions in the town centre's carbon footprint, enhancing the resiliency of Town Centre commercial and social businesses, and promoting social inclusion.</p> <p>Innovation – Ensuring that development in Colchester Town Centre promotes and secures innovation in new techniques for enabling sustainable growth, including encouraging the local business community to implement them.</p> <p>Activity – Supporting uses for a lively 21st century town centre;</p> <p>Diversity – Ensuring a healthy mix of retail, leisure/culture, business and residential uses.</p> <p>Retail: Retail is the key driver of the town centre economy, and maintaining an appropriate balance between different types of successful retail uses (including both national chains, independent retailers and market traders) and between other activities in the main Town Centre shopping areas will be critical to securing its future vitality.</p> <p>Leisure/Culture: Expansion of leisure and cultural offerings appropriate to different areas of the Town Centre (ie arts-related activities in St.</p>

			<p>Botolph's Quarter, entertainment/restaurants in the Shopping Core) outdoor spaces offering multi functional areas for informal recreation and relaxation, and use of social media to publicise and promote these attractions.</p> <p>Offices and Residential: Supporting the provision of office and living space based on the Town Centre's high quality environment, accessibility, and state-of-the-art digital connectivity.</p> <p>Creating welcoming spaces and events through the day and into the evening –Providing a wide range of facilities and spaces for events and activities that bring people into the town centre throughout the day and year. Developing the evening economy so that the town feels safe and inviting after dark.</p> <p>Heritage and Design – Enhancing the old, creating tomorrow's heritage;</p> <p>Identity and Unique Character – Reinforcing, interpreting and safeguarding the distinctive character and identity of Colchester and its rich heritage, including its Roman core street grid, unique views, changes in elevation, historic buildings, green spaces, and street scenes.</p> <p>Enriching the existing environment using a creative and dynamic approach to new spaces and buildings.</p> <p>Amenity – Providing a safe, attractive and accessible town centre that is well maintained.</p>
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			<p>Quality – Providing a set of design principles for all new development within the town centre to promote a continuous and consistent high quality well-maintained environment.</p> <p>Movement – Creating a safe and accessible town centre;</p> <p>Shared spaces – Managing interaction between pedestrians; cycles; wheelchair/mobility scooters; and vehicles to prioritise pedestrian provision in the heart of the town centre while accommodating reduced vehicular access to support the vision for the Town Centre.</p> <p>Interchanges - Enhancing public transport and facilitating transitions between modes to improve access to and from the town centre</p> <p>Connectivity – Promoting vitality in the town centre by providing well-designed, lively, and accessible links between town centre buildings and activities.</p>
Climatic factors	Sustainable Design & Construction SPD, Colchester Borough Council, June 2011	This Supplementary Planning Document (SPD) provides guidance and advice for those involved in development in Colchester to help them deliver sustainable design. It adds more detail to the Core Strategy and Development Policies Development Plan Documents (DPDs) policies relating to sustainable design. The SPD will help applicants by setting out what the Council expects from development and will help development management officers discuss the sustainability issues at an early stage and assess the sustainability of a proposal.	<p>Code for Sustainable Homes expectations: Level 3 from 2010, level 4 from 2013 &amp; level 6 from 2016.</p> <p>BREEAM expectations: Major development encouraged to achieve 'very good' from 2010, all development encouraged to achieve 'very good' from 2013 &amp; all development encouraged to achieve 'excellent' from 2016.</p>

Air, Human health, Climatic factors	Colchester Cycling Delivery Strategy, Colchester Borough Council, January 2012	In 2008 Colchester was designated as a Cycling Town. The project has enabled the Council, working in partnership with Essex County Council, to improve the town's cycle network, increase the number of cycle parking spaces and deliver a number of training and promotional campaigns. The Borough Council wishes to continue this good work and the Supplementary Planning Document (SPD) sets out how it intends to do so.	The purpose of this SPD is to: <ul style="list-style-type: none"> <li>• support sustainable growth in line with the adopted Core Strategy</li> <li>• promote the importance of cycling facilities, training and promotional activities</li> <li>• ensure the provision of cycle facilities, training and promotion</li> <li>• inform developers what can be expected regarding contributions for cycling</li> <li>• protect and improve existing cycling facilities</li> <li>• attract investment from other sources.</li> </ul>
Material assets	Colchester Housing Strategy, Colchester Borough Council, 2012/13	Every three years CBC produces a Housing Strategy. This shows how housing will help achieve our priorities. Our Housing Strategy sets out needs, resources, options, priorities and action plans for housing. It considers all types of housing in the borough - rented, owned, empty, in use, general needs and housing with support. It also looks at housing needs which are not yet met - for example homeless households and people living in shared homes who would prefer not to.	Vision for Housing in Colchester Borough: To make Colchester a place where people choose to live in a decent, safe home which meets their needs at a price they can afford and in locations and neighbourhoods that are sustainable and desirable. To balance the housing market so that supply of housing meets market demand and housing need.  Priorities: <ul style="list-style-type: none"> <li>- Clearly set out what kind of housing is needed in terms of size and quality of properties and associated facilities to ensure the housing delivered in the market is attractive and meets the needs of Borough residents, creating neighbourhoods and communities which are sustainable.</li> <li>- Develop a balanced housing market in the Borough of Colchester where supply meets demand at a price that is affordable to residents of the Borough</li> <li>- Develop new initiatives and housing products, which meet housing need and demand between affordable rented and outright home ownership, to</li> </ul>

			<p>enable a fully functioning housing ladder where demand meets supply at a price that is affordable to households on below average incomes</p> <ul style="list-style-type: none"> <li>- Implement Colchester's Local Development Framework to seek 35% of all new homes to be affordable on sites with 3 or more homes in rural areas and 10 or more in urban areas</li> <li>- Use private rented housing to meet need and offer more housing choice to households in the Borough</li> <li>- Make best use of the existing housing stock by returning as many long term empty properties to use in the private sector through a combination of advice, grants, enforcement and loans</li> <li>- Use regulation to improve standards and improve the desirability of private rented accommodation by setting up and managing a private rented accreditation scheme for local landlords</li> <li>- Reduce and prevent homelessness</li> <li>- Ensure investment including Housing Related Support directed investment meets the strategic priorities of CBC based on a robust understanding of our residents needs and is an effective use of resources.</li> </ul>
Air	Air quality progress report, Chelmsford City Council on behalf of Colchester Borough Council, July 2013	Part IV of the Environment Act 1995 places a statutory duty on local authorities to review and assess the Air Quality within their area and take account of government guidance when undertaking such work. The fifth round of Review and Assessment began with the Updating and Screening Assessment (USA), which was completed in May 2012. This report assessed monitoring data for 2011 and confirmed that all monitoring locations with relevant exposure	The Air Quality Objectives applicable to Local Air Quality Management (LAQM) in England are set out in the Air Quality (England) Regulations 2000 (SI 928) and the Air Quality (England) (Amendment) Regulations 2002 (SI 3043).

		<p>outside the Air Quality Management Areas were meeting the Air Quality Objectives except one location (St Johns Street). This Progress Report is the latest report in this round and covers the monitoring data for 2012. Colchester Borough Council monitored at one automatic monitoring site and 58 locations using diffusion tubes supplied by Gradko International using 20% TEA in water analysis method. The results from the monitoring data confirm that all monitoring locations with relevant exposure as meeting the Air Quality Objectives outside the Air Quality Management Areas. A review of other activities in the Council area has confirmed that there are no new pollution sources that may have detrimental effect on the Air Quality within the area. Hence this report confirms that there is no requirement to conduct a Detailed Assessment and the next Progress Report will be delivered in April 2014.</p>	
Landscape	<p>Developing a Landscape for the Future: A Strategy for Landscape Planning of Development Sites within Colchester Borough, Colchester Borough Council, September 2013</p>	<p>Colchester Borough Council has developed this Strategy to chart a course for planning Colchester's landscape over the lifecycle of the Local Plan Schedule, when it is anticipated that the East of England will grow faster than any other region in the country with Colchester as one of its, and the nations, fastest growing local authority areas.</p> <p>This Strategy deals essentially with the landscape planning carried out by the Council's Planning Services when addressing the practical expansion of the Borough. This landscape design planning ideally starts at the earliest stages of planning individual development sites selection and extends through to the detailed landscape design</p>	<p>Our Vision is for the Borough to be recognised as having the optimal policy framework and service delivery strategy for successful landscape development planning, design and delivery within the East of England and that this planning fully embraces the spirit of localism through the ideals of leadership of place and its advocacy of integrated community involvement.</p> <p>The following objectives have been identified as crucial to the implementation of our Vision:</p> <ol style="list-style-type: none"> <li>1. To incorporate this strategic landscape planning approach both within and beyond the Council's targeted regeneration areas, including any future urban fringe land adopted as an offset against development, in order to help manage the</li> </ol>

		stages and the securing of its implementation and future management.	<p>expansion of Colchester in such a way as to achieve a high quality, well designed, sustainable, naturally bio-diverse and productive environment.</p> <p>2. To ensure the landscape elements of new development seamlessly weave together identified social &amp; economic considerations with existing and perceived environmental factors. We will ensure that through this process development respects existing or underlying historic landscape character; both within the site and its wider landscape context.</p> <p>3. To encourage a clearer understanding of best landscape planning practice and design with stakeholder groups through discussion, promotion and education. The development process will thus promote both local aspirations and professional best practice in landscape planning and design.</p> <p>4. To secure a high standard of landscape design, implementation and management within all development. Thereby facilitating a high quality and attractive landscape, the professional implementation and monitoring of landscape schemes and the influencing of good practice in landscape management within new development and where possible the wider landscape.</p>
Climatic factors	Colchester Borough Council's Comprehensive Climate Risk Assessment, Colchester Borough Council, March 2010	This report outlines the results of Colchester Borough Council's comprehensive climate risk based assessment. The report begins by outlining the climate change predictions for Colchester; it then identifies risks and looks at existing and potential actions to reduce risks. The purpose of this risk based assessment is to firstly understand the risks, secondly to assess the risks and finally to identify and take actions to address these risks.	<p>The short term climate change risks for Colchester are:</p> <ul style="list-style-type: none"> <li>• Milder, wetter winters (central estimate shows an increase in mean winter temperature of 1.3oC and 6% increase in winter precipitation);</li> <li>• Hotter, drier summers (central estimate shows an increase in mean summer temperature of 1.3oC and 7% decrease in summer</li> </ul>



			<p>precipitation);</p> <ul style="list-style-type: none"> <li>• More frequent extreme high temperatures (central estimate shows an increase in the mean temperature of the warmest day of 0.9oC);</li> <li>• More frequent downpours of rain (central estimate shows an increase of 5% precipitation on the wettest day);</li> <li>• Significant decrease in soil moisture content in summer;</li> <li>• Sea level rise and increases in storm surge height (central estimate for sea level rise in the East of England shows a 9.7cm increase under the medium emissions scenario and a 11.5cm increase under the high emissions scenario); and</li> <li>• Possible higher wind speeds.</li> </ul>
Biodiversity, Flora, Fauna, Water	Habitat Regulations Assessment Survey and Monitoring Programme, Final Report, Colchester Borough Council, December 2013	<p>In accordance with the Habitat Regulations 2004 (as amended) Colchester Borough Council, Tendring District Council and Braintree District Council (hereafter the local authorities) have all carried out Appropriate Assessments of their spatial plans. The key purpose of an Appropriate Assessment is to ascertain whether a plan or program will have an adverse affect on the integrity of a Natura 2000 site.</p> <p>The Appropriate Assessments of the local authorities' spatial plans all identified recreational disturbance, as a result of a growing population, as a potential impact on the integrity of Natura 2000 sites. In order for the local authorities to be able to conclude no adverse effects on Natura</p>	<p>The objectives of the study are to:</p> <ol style="list-style-type: none"> <li>1. Establish baseline data on visitors to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>2. Investigate visitor trends to Natura 2000 sites in Colchester Borough and Tendring District.</li> <li>3. Identify whether there is a link between site condition and housing completions.</li> <li>4. Identify management measures needed to mitigate and manage the impacts of increased visitor numbers.</li> </ol> <p>Key findings:</p> <ul style="list-style-type: none"> <li>• Across all sites visitor numbers have remained fairly constant.</li> </ul>

		<p>2000 sites an agreement was reached with Natural England to undertake a programme of survey and monitoring of visitors at the Natura 2000 sites within Colchester Borough and Tendring District.</p> <p>A 3 year baseline has been established, which sets out visitor trends across the Natura 2000 sites in Colchester and Tendring.</p>	<ul style="list-style-type: none"> <li>• The number of visitors at Abberton Reservoir has increased steadily between November 2010 and June 2103. This is likely to be because of the opening of the new visitor centre and expansion of the reservoir.</li> <li>• Weather affects the number of visitors.</li> <li>• Over 75% of visitors visit the sites surveyed throughout the year.</li> <li>• For most of the sites there is generally little difference between the number of visitors during winter and spring.</li> <li>• Generally there was little difference between visitor numbers during the week and at the weekend with the exception of Stour Estuary.</li> <li>• There were larger groups sizes at Cudmore Grove and Walton-on-the-Naze.</li> <li>• Some groups travel in excess of 30 miles to visit at Cudmore Grove and Walton-on-the-Naze.</li> <li>• The most common purpose of visiting was to walk and dog walk.</li> <li>• Close to home was the most popular reason for visiting a site.</li> <li>• The presence of a rare bird significantly increased visitors.</li> <li>• Old Hall Marshes and Kirby Quay are very quiet sites, predominantly visited by local people walking their dogs.</li> <li>• Almost a third of total visitors surveyed said that they do not visit</li> </ul>
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			<p>alternative sites regularly.</p> <ul style="list-style-type: none"> <li>• In terms of alternative sites visited people generally visit sites close to home.</li> <li>• 10% of total visitors surveyed said that they do not have good access to open space close to home.</li> </ul>
Material assets	Strategic Housing Market Assessment (SHMA), David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	<p>The purpose of a SHMA is to provide each Council with robust and credible information and data that it can use as part of its evidence base to inform future policies and decision-making related to housing and planning.</p> <p>Such assessments should consider housing market areas, and therefore need to be prepared jointly between neighbouring authorities. Braintree, Brentwood, Chelmsford, Colchester and Maldon have worked collectively on this and have recently completed their respective SHMAs.</p> <p>The SHMA is part of the evidence which each Council will use when coming to a decision on its 'objectively assessed need' for housing. Objectively assessed need is a new term used in Government guidance which means using robust, verifiable, independent evidence to make an assessment of the need for market and affordable housing in an area. The SHMA is one part of the evidence base, but it in itself does not reach any final conclusions on the 'objectively assessed need' (OAN) for each Council. Further work will be required by each authority to enable them to arrive at their OAN.</p>	<p>Overall Housing Targets:</p> <ul style="list-style-type: none"> <li>□ The population projection analysis carried out by Edge Analytics suggests that the dwellings projection figure for Colchester is 1,244 per annum over the Plan period.</li> <li>□ The SHMA stock flow analysis suggests a range of 1,065 to 1,225 dwellings per annum over a 5 year and 20 year period.</li> </ul> <p>Market Housing Targets:</p> <ul style="list-style-type: none"> <li>□ The 2013 housing needs survey identified a shortfall of 721 market units per annum, based on market demand and supply data.</li> </ul> <p>Affordable Housing Targets:</p> <ul style="list-style-type: none"> <li>□ The 2013 Affordable Housing Assessment Model identified a shortfall of 344 units a year. The CIL Viability assessment suggests that the CIL impact may reduce the affordable target from 35% to 20%.</li> </ul> <p>Affordable Tenure Mix Targets:</p> <ul style="list-style-type: none"> <li>□ The overall affordable tenure target balance set at 80% for social rent (including affordable rents) and 20% intermediate housing supports the level of demand for intermediate housing.</li> </ul> <p>Property Size Targets:</p>

			<ul style="list-style-type: none"> <li>□ Consider social rented housing property size targets of 80% for small units (45% 1 bedroom and 35% two bedrooms) to meet the needs of single, couple and small family households.</li> <li>□ 20% of social rented units should be three and four bedroom houses to address the needs of larger families.</li> <li>□ Intermediate market housing should be 60% one bedroom and 40% three bedroom units.</li> <li>□ Developers are expected to bring forward proposals which reflect demand in order to sustain mixed communities. It would be reasonable to consider providing policy guidance for future delivery in the market sector of 60% one and two bedroom properties to meet the needs of single, couple and small family households.</li> <li>□ 40% of market units should be three and four bedroom houses to address the needs of larger families and to provide a balanced market sector stock.</li> </ul> <p>Housing Strategy:</p> <ul style="list-style-type: none"> <li>□ Meeting the affordable accommodation requirements of families and those with priority needs should be as important as the larger scale numerical need for smaller units for single and couple households.</li> <li>□ To address the under occupation of around 800 social housing units across the Borough, continue to develop housing strategies to make best use of the existing stock by providing positive incentives to improve the turnover of houses to address the needs of overcrowded and waiting list families.</li> <li>□ New social sector delivery should be closely linked to the needs of older tenants and in resolving the under occupation of family sized</li> </ul>
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			<p>properties.</p> <p>Older Persons' Housing Needs:</p> <ul style="list-style-type: none"> <li>□ There is an inextricable link between ageing and frailty and the forecast rise in the retired population means that the housing and support needs of older and disabled households is important to consider at a strategic level.</li> <li>□ In line with the strategic priorities already established, resources should focus on the provision of home based support services and adaptations for older people living at home in both social rented, private rented and owner occupied housing.</li> <li>□ Although a high proportion of older people may have their own resources to meet their accommodation and care needs some may need financial support to enable them to access housing support services.</li> <li>□ As part of the ongoing development for Older People consider: The type of existing sheltered stock in meeting today's housing standards and preferences and the scale of need and demand for 852 units by 2018 and the large future ongoing requirement for 'extra care' accommodation to meet the significant growth in the number of people over 85.</li> </ul>
Material assets	Retail and Town Centre Uses Study Colchester Borough Council: Retail Update 2013, Nathaniel Litchfield Partners on behalf of Colchester Borough Council, March 2013	<p>This update was undertaken in light of changes to national planning policy. The NPPF says that LPAs should undertake an assessment of the need to expand town centres to ensure sufficient supply of suitable sites.</p> <p>The quantitative assessment of the potential capacity for new retail floorspace suggests that</p>	<p>Recommended phasing of food store development in Colchester urban area is as follows:</p> <ul style="list-style-type: none"> <li>• up to 2016 – implementation of commitments plus one further large food store;</li> <li>• 2016 to 2021 – implementation of one further large food store;</li> <li>• 2021 to 2026 – implementation of one further</li> </ul>

		there is scope for new retail development within the Colchester urban area and the rest of the Borough, over and above commitments. The capacity figures suggest there is limited need for food store development outside Colchester urban area.	<p>large food store.</p> <p>The recommended phasing of comparison goods retail development in Colchester urban area is:</p> <ul style="list-style-type: none"> <li>• up to 2016 – implementation of commitments/town centre proposals and the reoccupation of vacant units;</li> <li>• 2016 to 2021 – implementation of up to 13,000 sq m gross of comparison retail floorspace;</li> <li>• 2021 to 2026 – implementation of up to a further 19,000 sq m gross comparison retail floorspace.</li> </ul>
Landscape, fauna, flora, biodiversity, human health, soil	Colchester Borough Green Infrastructure Strategy, Land Use Consultants on behalf of Colchester Borough Council, October 2011	This GI strategy covers the period up to 2025. The strategy is Borough wide and draws on the rich environment of the Borough. It includes an Action Plan for delivering green infrastructure across Colchester Borough, which includes numerous projects. The GI strategy aims to identify high quality accessible green infrastructure within a landscape structure; identify ecological networks and links between habitats to improve quality of life, help address climate change and improve access to habitats and greenspace; and deliver community wellbeing.	<p>The following projects have been identified:</p> <ul style="list-style-type: none"> <li>• Dedham gateway enhancement</li> <li>• A12 greening</li> <li>• Woodland enhancement zone</li> <li>• Urban Colne valley project</li> <li>• Colne estuary</li> <li>• Communal greening</li> <li>• Enhancing gateways into Colchester</li> <li>• North Colchester growth area</li> <li>• Woodland necklace within the Rowan river valley</li> <li>• Mersea Island green chain</li> </ul> <p>Considerable detail about each project is included in the GI strategy.</p>
Cultural heritage	Colchester Borough Historic Environment Characterisation Project, Essex County Council, 2009	This project was developed to primarily serve as a tool for Colchester Borough to use in the creation of the Local Development Framework. The report reveals the sensitivity, diversity and value of the historic environment resource within the Borough. The report should facilitate the development of positive approaches to the integration of historic environment objectives into spatial planning for the Borough. It will be used in the production of the Local Plan.	<p>Benefits of the project:</p> <ul style="list-style-type: none"> <li>- Provide the opportunity to safeguard and enhance the historic environment as an integrated part of development within Colchester Borough.</li> <li>- Provide Guidance to Planners at the early stages of development proposals.</li> <li>- Provide a means for local communities to engage with their historic environment.</li> </ul>

		Extracts from the report are included in the baseline section to outline the historic environment of Colchester over different time periods.	
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**Neighbouring authorities**

<b>SEA Theme</b>	<b>Document title, author &amp; date</b>	<b>Summary</b>	<b>Relevant aims, objectives, targets, priorities for the Local Plan &amp; SA</b>
Material assets	An Economic Strategy for Tendring, Regeneris Consulting Ltd on behalf of Tendring District Council, October 2013	<p>This document sets out a 10 year Economic Strategy for Tendring. It was developed by Regeneris Consulting following detailed research and consultation during the summer of 2013. It captures the commitment of Tendring District Council and its partners to create the conditions to stimulate economic growth and to deliver changes in Tendring's economy that will benefit businesses, residents, the workforce and visitors over the next 10 years and beyond.</p> <p>This Strategy seeks to:</p> <ul style="list-style-type: none"> <li>□ Promoting diversification within the local business base, recognising the need to target new sector specialisms which can support a more buoyant and resilient economy.</li> <li>□ Recognising and promoting Tendring's role in regional and national economies and celebrating the district's contribution.</li> <li>□ Valuing places within Tendring and ensuring that they are able to evolve as modern and effective economic locations.</li> <li>□ Recognising the importance of Tendring residents to the area's economic future; ensuring that they have necessary skills and aspirations to participate in the areas economic evolution.</li> </ul>	<p>The focus of the document is long term systematic change, with the aim of ensuring that economic growth is sustained beyond the 10 year lifespan of this document. This means setting strong foundations and adopting new approaches to embed long-term change.</p> <ul style="list-style-type: none"> <li>□ Objective 1: Supporting Tendring's Growth Locations - outlines the vision for target locations over the next 10 years. Based on the evidence available and consultation with stakeholders, initial target locations are Harwich, Clacton and the West of Tendring.</li> <li>□ Objective 2: Targeting Growth Sectors - outlines the approach to supporting growth in target sectors in the district. The two key target growth sectors for Tendring are Offshore Energy and Care &amp; Assisted Living.</li> <li>□ Objective 3: Ensure Residents Have the Skills and Information to participate - outlines the need to support residents so that they have the skills and aspiration to participate in the opportunities promoted within this strategy. This includes recommendations on education, skills provision and employment.</li> <li>□ Objective 4: Support Modernisation,</li> </ul>

		<p>□ Recognising that it is Tendring's businesses who will deliver economic growth in the next decade and beyond. Collaboration with businesses is fundamental to the Strategy's success.</p> <p>□ Promoting improved partnership working, particularly between Tendring DC, regional partners and the business community.</p> <p>□ Recognising that difficult decisions will have to be made and risks taken to secure future economic success.</p>	<p>Diversification and Growth within the Business Base – outlines the approach to creating a more dynamic, diverse and future facing business base in Tendring. Improvements in business liaison, innovation and inward investment are the focus of this objective.</p> <p>□ Objective 5: Facilitate population growth where this supports economic objectives – recognises the link between population and economic growth in Tendring and outlines how some housing development could stimulate economic growth in the future.</p>
Material assets, population	Strategic Housing Market Assessment update, Planning & Development on behalf of Tendring District Council, May 2013	This study provides an update of the original SHMA undertaken in 2008 and the subsequent 2009 report.	To obtain an accurate and realistic figure for the objectively assessed need in Tendring the consultants have derived a population and household projections using components of the pre-existing nationally published projections to best reflect the situation in Tendring. This approach has produced an objectively assessed need 685 homes per year in Tendring (between 2013 and 2029).
All	Babergh Adopted Core Strategy and Adopted Policies (2011 – 2031) Local Plan Document (2014)	The Core Strategy & Policies (Part 1 of the new Local Plan) provides a high-level, strategic plan for Babergh for 20 years from 2011-2031. The policies are intended to be broad and general, overarching policies outlining the strategy for growth and steering growth to sustainable locations.	<p>Vision:</p> <p>Babergh will continue to be an attractive, high quality place in which to live and work, and to visit. The local character and distinctiveness of South Suffolk will be further enhanced by a strong economy and healthier environment providing the framework for a well connected network of places that is made up of mixed and balanced communities.</p>
All	Braintree District Core Strategy, September 2011	The Core Strategy is the principal document and sets out the overall spatial vision and objectives, spatial strategy, core policies and how the strategy will be implemented and monitored.	The vision for the Braintree District is that by 2026 a more sustainable future will have been secured for all the people and places in Braintree District. The three towns will be thriving with regenerated town



			centres and new growth delivered. The key service villages will have provided local housing, jobs and services, with regeneration taking place on identified sites. All development in the District will have been built to the highest design and energy efficiency standards, which will have enhanced historic towns and villages and minimised the impact on the local and global environment. The aims of the Core Strategy reflect those in the Sustainable Community Strategy. In order to deliver these, the strategy identifies twelve key objectives which reflect and underpin the vision and aims for Braintree District. These objectives form the basis for the policies set out in this Core Strategy.
Material assets	Braintree District Strategic Housing Market Assessment, David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	See description in Colchester section	Braintree's SHMA includes a target of 761 dwellings per annum.
Material assets	Maldon District Strategic Housing Market Assessment, David Couttie Associates on behalf of the following LPAs: Braintree, Brentwood, Chelmsford, Colchester & Maldon, June 2014	See description in Colchester section	Maldon's SHMA includes a target of 335 dwellings per annum.
Material assets	Braintree District Economic Development Prospectus 2013/2026, Braintree District Council, 2013	<p>This Prospectus sets out how Braintree District Council intend to create the conditions for economic growth and deliver a prosperous Braintree District from 2013 to 2026.</p> <p>The A120 is referred to as a barrier to growth and the Prospectus states that this road needs to be dualled. Securing improvements to, and dualling of, the A120 between Braintree and the A12, as</p>	Braintree's Core Strategy includes a target of 14,000 new jobs by 2026.

		part of the development of the wider A120 economic corridor, to improve safety reliability and encourage inward investment is one of the priorities.	
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## Appendix 2. Baseline Data

## Colchester's Baseline Data

Indicator	Colchester	Essex	East of England	England	Source
<b>Population</b>					
Population of area	177,626	1,396,600	5,862,400	53,107,200	2013 Mid Year Population Estimates, ONS 2014. A net increase of 1,618 since the 2012 Mid-Year population estimates
Population projection in 2021	200,000	1,542,000	6,458,000	57,688,00	Regional & Country Profiles: Population and Migration, ONS 2013
% of males	49.3%	48.8%	49.2%	49.2%	2011 Census, ONS 2012
% of females	50.7%	51.2%	50.8%	50.8%	2011 Census, ONS 2012
Total number of births	2,353	16,860			Commissioning school places in Essex 2013/18, 2012 figures
Life expectancy males	79.6 years	79.7 years	79.6 years	78.6 years	Life expectancy at birth by health and local authority, ONS, 2011
Life expectancy females	83.5 years	83.3 years	83.2 years	85.6 years	Life expectancy at birth by health and local authority, ONS, 2011
Population density (people per sq km)	528	403	307	408	Regional & Country Profiles: Population and Migration, ONS 2013
% of population over the age of 65	15.9%	18.5%	17.6%	16.4%	Regional & Country Profiles: Population and Migration, ONS 2013
% of population over the age of 65 in 2021	18.3%	21.4%	20.3%	18.7%	Regional & Country Profiles: Population and Migration, ONS 2013
Total people > 65 years old	29,000				2012-based Subnational Population Projections, ONS 2014
Projected number of people > 65	46,000				2012-based Subnational Population Projections, ONS 2014

years old in 2032					
% of population in an ethnic minority group (excluding 'other white')	12.5%	9.2%	14.7%	20.2%	2011 Census, ONS 2012
Inflow migration	8,900				Internal migration by local authority, mid-2011, ONS 2012
Outflow migration	8,400				Internal migration by local authority, mid-2011, ONS 2012
<b>Housing</b>					
Number of households	71,634	581,600	2,423,000	22,063,000	Census 2011, ONS 2012
Number of 1 bed households	7,669				Census 2011, ONS 2012
Number of 2 bed households	19,833				Census 2011, ONS 2012
Number of 3 bed households	28,190				Census 2011, ONS 2012
Number of 4 bed households	12,300				Census 2011, ONS 2012
Number of 5 bed + households	3,460				Census 2011, ONS 2012
% privately owned houses*	66.3%	71.4%	67.6%	63.4%	* Does not include shared equity households. Census 2011, ONS 2012
% rented accommodation*	32.2%	26.9%	30.4%	34.5%	* Does not include shared equity households or households living rent-free. Census 2011, ONS 2012
Average household size	2.3	2.4	2.4	2.4	Census 2011, ONS 2012
Average number of rooms	5.5	5.6	5.6	5.4	Census 2011, ONS 2012
% of households with an occupancy	3.1%	3.1%	3.6%	4.8%	Census 2011, ONS 2012

rating of -1 or less					
Housing completions per annum (net)	617				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Housing completions over previous 5 years, 2008/9 – 2012/13	3870	20291			Local Plan progress in Essex and identified housing requirements as at February 2014, Essex County Council
Average annual rate over past 5 years, 2008/9 – 2012/13	774	4058			Local Plan progress in Essex and identified housing requirements as at February 2014, Essex County Council
% of residential completions of previously developed land	93%				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Affordable housing completions	366				Annual Monitoring Report 2012, Colchester Borough Council 2012
Average house prices	£202,717*	£194,901	£183,285	£170,000§	House Prices Index, Land Registry February 2014 * Data from Colchester is from April 2013 and so a direct comparison cannot be made § Average for England & Wales
% of households with one or more car or van	79.4%	82.0%	81.5%	74.2%	Census 2011, ONS 2012
Average distance travelled to work, km	14.6				Census 2011, ONS 2012
% that travel <5km to work	40				Census 2011, ONS 2012

Average gross household income (£)	£27,592	£30,193	£27,980	£27,302	Annual Survey of Hours and Earnings (2012 provisional results), ONS 2012
<b>Economy</b> (percentages relate to people aged 16-64 years old)					
% economically active	77.4%		79.9%	76.6%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013 § Average for England & Wales
% in employment	70.5%		74.3%	70.5%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% classed as employees	60.3%		63.3%	60.5%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% classed as self-employed	9.8%		10.5%	9.6%§	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% claiming Jobseekers Allowance	2.8%		3.1%	3.1%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% economically active but unemployed	7.1%		6.9%	7.9%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% economically inactive	22.6%		20.1%	23.3%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% of economically inactive people classified as 'wanting a job'	25.2%		26.0%	24.4%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
% of economically inactive people classified as 'not wanting a job'	74.8%		74.0%	75.6%	Nomis Official Labour Market Statistics, Annual Population Survey, Oct 2011 to Sept 2012, ONS 2013
Gross average weekly income	£524.9		£531.0	£508.0	Nomis Official Labour Market Statistics, Annual Survey of Hours and Earnings, ONS 2012

Job Density (jobs per person)	0.72		0.75	0.77	Nomis Official Labour Market Statistics, ONS 2010
Number of VAT registered businesses	5,975				March 2012, Annual Monitoring Report 2013
<b>Floorspace</b>					
Retail (count)	1,380	10,840	48,560	527,860	Business floorspace statistics, Valuation Office Agency May 2012
Office (count)	1,120	7,260	33,060	340,890	Business floorspace statistics, Valuation Office Agency May 2012
Industrial (count)	1,160	12,280	48,600	424,910	Business floorspace statistics, Valuation Office Agency May 2012
Other bulk premises (count)	420	3,760	16,640	136,110	Business floorspace statistics, Valuation Office Agency May 2012
Retail sqm (000s)	435	2,571	11,661	111,198	Business floorspace statistics, Valuation Office Agency May 2012
Office sqm (000s)	208	1,452	7,805	89,250	Business floorspace statistics, Valuation Office Agency May 2012
Industrial sqm (000s)	644	6,682	33,299	304,853	Business floorspace statistics, Valuation Office Agency May 2012
Other bulk premises sqm (000s)	110	904	4,147	39,114	Business floorspace statistics, Valuation Office Agency May 2012
<b>Human health</b>					
Number of doctors' surgeries	33				nhs.uk, 2014
Number of dentists	27				nhs.uk, 2014
Number of opticians	18				nhs.uk, 2014
Number of pharmacies	32				nhs.uk, 2014
Number of hospitals	2				nhs.uk, 2014
Index of Multiple Deprivation Rank	205				1 = least deprived Indices of Multiple Deprivation, 2010

<b>Schools</b>					
Number of primary schools	64				Commissioning school places in Essex 2013/18
Number of secondary schools	11				Commissioning school places in Essex 2013/18
Total nursery & primary school pupils	13,720	108,731			Number of pupils in schools 2013, Commissioning school places in Essex 2013/18
Total secondary school pupils	10,238	85,940			Number of pupils in schools 2013, Commissioning school places in Essex 2013/18
Forecast primary school pupils with housing 2017/18	16,008	118,653			Forecast 2017/18 with housing, Commissioning school places in Essex 2013/18
Forecast secondary school pupils with housing 2017/18	11,037	88,354			Forecast 2017/18 with housing, Commissioning school places in Essex 2013/18
<b>Crime</b>					
Number of recorded offences	10,565				Recorded crime at local authority level, 2012/13, Home Office
Number of crimes per 1,000 residents per annum	60				Recorded crime at local authority level, 2012/13, Home Office
Number of dwelling burglaries per annum	631				Recorded crime at local authority level, 2012/13, Home Office
<b>Cultural Heritage</b>					
Number of listed buildings	2,560				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of listed	37	224			Heritage at Risk Register, December 2013, Essex County Council



buildings at risk, Essex Register					
Number of listed buildings at risk, English Heritage Register	7	62	5699		Heritage at Risk Register, English Heritage, 2013
Number of conservation areas	22				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of Scheduled Ancient Monuments	42				Annual Monitoring Report 2012, Colchester Borough Council 2012
Number of parks on the National Register of Special Historic Interest	4				Annual Monitoring Report 2012, Colchester Borough Council 2012
<b>Biodiversity, fauna &amp; flora</b>					
Areas of ancient woodland	70 (568Ha)				Annual Monitoring Report 2012, Colchester Borough Council 2012
<b>Landscape</b>					
% of residential development on greenfield land	7%				Annual Monitoring Report 2013, Colchester Borough Council 2012/13
Total amount of open space in Colchester Borough, ha	1,198.10				Colchester Borough Council's Land Management Schedule, last updated October 2011
Public open space, ha	249.07				Colchester Borough Council's Land Management Schedule, last updated October 2011

Country parks & wildlife area, ha	847.42				Colchester Borough Council's Land Management Schedule, last updated October 2011
Sports & playing fields, ha	101.6				Colchester Borough Council's Land Management Schedule, last updated October 2011
Allotments, ha	24.45				Colchester Borough Council's Land Management Schedule, last updated October 2011
Length of footpaths, km	490.37				The Essex Public rights of Way Improvement Plan (the PROWIP), 2009
Length of bridleways, km	48.86				The Essex Public rights of Way Improvement Plan (the PROWIP), 2009
<b>Climatic factors</b>					
Annual average domestic consumption of gas	14,932kWh		15,434kWh	15,311kWh	Sub-national energy consumption statistics, Department of Energy and Climate Change 2009
Annual average domestic consumption of electricity	4,512 kWh		4,663kWh	4,553kWh	Sub-national energy consumption statistics, Department of Energy and Climate Change 2009
Total greenhouse gas emissions, tonnes	6,895.35				Colchester Borough Council GHG reporting emissions data for 2012/13
<b>Soil, water &amp; air</b>					
Number of Air Quality Management Areas	4				Annual Monitoring Report 2012, Colchester Borough Council 2012
% of domestic waste that has been recycled	41.54%				Annual Monitoring Report 2013, Colchester Borough Council 2012/13

### Appendix 3: Scoping Report consultation summary

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 &amp; 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 &amp; 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>

	<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.</p> <p>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.</p>	throughout the Borough.	
Wendy Bixby, Sustainability and Projects Officer, Colchester Borough Council	<p>1. The correct title of the environment strategy is Environmental Sustainability Strategy (ESS).</p> <p>2. There are a number of sustainability issues identified within the Environmental Sustainability strategy (ESS) which are not mentioned within the scoping report.</p>	<p>1. Noted</p> <p>2. The Environmental Sustainability Strategy has been reviewed and all relevant sustainability issues have been referred to in the Scoping Report.</p>	Correct title of Environmental Sustainability Strategy on page 9.
East Donyland Parish Council	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.	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	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 Tendring'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	Comments noted and will be considered as part of future SA work appraising options	None

	<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>		
Heidi Kelly, Rydon Homes Ltd	<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 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 Regan, Dedham Parish 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"> <li>- Transportation. The bus service is at a bare minimum and regularly under threat of withdrawal.</li> <li>- Communications. Parts of the village have no mobile phone coverage or a service which is unreliable or poor.</li> <li>- Roads. The surfaces are poorly maintained and road safety is compromised by the lack of regular cutting of hedges and verges.</li> <li>- the threat to businesses in the High Street from increased business rates and parking charges.</li> <li>- 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.</li> <li>- 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.</li> </ul> <p>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. 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



<p>Wooldridge, English Heritage</p>	<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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	consistent with national policy to refer to heritage assets, rather than historic assets.		
Essex Bridleways Association	<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 &amp; 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>	1. Suggested documents added to the review.
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>	None

	<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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<p>Carolyn McSweeney, Tiptree Parish Council</p>	<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>	<p>None</p>
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	<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>		
Matthew Jericho, Spatial Planning Manager, Essex County Council	<p>1. A cross check should be made of plans listed on pages 8, 9 &amp; 10 and Appendix 1.</p> <p>2. The following plans should be added to the review:</p> <ul style="list-style-type: none"> <li>- SEA Directive</li> <li>- Birds Directive</li> <li>- Waste Framework Directive</li> <li>- Air Quality Directive</li> <li>- Habitats Directive</li> <li>- Planning Policy for Traveller Sites</li> <li>- PPS10 Sustainable Waste Management</li> <li>- England's Biodiversity Strategy</li> <li>- clarity sought in relation to the LEP growth deal</li> <li>- Joint Municipal Waste Management Strategy for Essex</li> <li>- Essex Gypsy and Traveller Accommodation Assessment</li> <li>- Various amendments suggested to the summaries of County documents</li> <li>- Local Flood Risk Management Strategy</li> </ul> <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>

	<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"> <li>- The indicators should ensure they reflect the issues raised from the SHMA.</li> </ul> <p>17. Objective 2.</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- Reference to infrastructure provision such as water, sewerage, electricity and gas could be included as part of this objective.</li> </ul> <p>18. Objective 3</p> <ul style="list-style-type: none"> <li>- Could an indicator be the number and/or type of jobs created across the borough or in specific growth/regeneration areas?</li> </ul> <p>19. Objective 4</p> <ul style="list-style-type: none"> <li>- 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</li> </ul>	<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"> <li>- 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.</li> <li>- Reference to AQMAs and reducing pollutants might be an appropriate assessment criteria and indicator for this objective.</li> </ul> <p>20. Objective 7</p> <ul style="list-style-type: none"> <li>- This could refer to archaeology in the assessment criteria in light of the Borough's rich archaeological heritage.</li> </ul> <p>21. Objective 10</p> <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> </ul>		
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"> <li>1. Referencing would be easier if the report contained paragraph numbers.</li> <li>2. MCC acutely recognises one of the biggest</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted, this will be considered when drafting future SA Reports.</li> <li>2. Noted</li> <li>3. Noted</li> <li>4. Noted, the future of the Town Centre, including its boundary will be considered as part of the Local Plan.</li> <li>5. Noted, we will continue to work closely with Essex County Council as Education Authority.</li> <li>6. Agree that nature conservation sites should</li> </ol>	



	<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	1. There is no mention of the A120 Wider Economic Impacts Study produced by Atkins for	1. Agreed 2. Report not accessible, however if it becomes	1. Add review of this document.

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, co-ordinated 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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## **Appendix 4: Initial appraisal of Growth Options**

### **Growth Options**

There are six growth options identified in the Issues and Options Paper, which are as follows:

#### **Option 1A Development to the East and West**

- A separate sustainable settlement to the west of Colchester town
- A separate sustainable settlement to the east of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres - Wivenhoe, Tiptree and West Mersea

#### **Option 1B Development to the East and West**

- A separate sustainable settlement to the west of Colchester town
- A separate sustainable settlement to the east of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
- A proportional element of rural growth across the Borough's villages

#### **Option 2A Development to the West**

- A separate sustainable settlement to the west of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea

#### **Option 2B Development to the West**

- A separate sustainable settlement to the west of Colchester town
- Urban development on sites in and around the existing urban area
- Proportional expansion of the Rural District Centres – Wivenhoe, Tiptree and West Mersea
- A proportional element of rural growth across the Borough's villages

**Option 3A Development to the East and North**

A separate sustainable settlement to the east of Colchester town

A significant urban extension to the north of Colchester town, crossing the A12

In addition to an extension to the north, other urban development in and around the existing urban area

Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

**Option 3B Development to the East and North**

A separate sustainable settlement to the east of Colchester town

A significant urban extension to the north of Colchester town, crossing the A12

In addition to an extension to the north, other urban development in and around the existing urban area

Proportional expansion of Rural District Centres – Wivenhoe, Tiptree and West Mersea

A proportional element of rural growth across the Borough's villages

Objectives	Assessment Criteria	Opt. 1A	Opt. 1B	Opt. 2A	Opt. 2B	Opt. 3A	Opt. 3B	General Evaluation	Advisory comments/ mitigation
1. To provide a sufficient level of housing to meet the 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	Will it deliver the number of houses needed to support the existing and growing population?	++	++	+	+	++	++	All options will deliver the number of houses needed to support the growing population. The options identified will meet Colchester's OAN through a combination of developments. However, there is a risk with option 2A and 2B that with such a large proportion of the total land supply being tied up in one large site which would be for a completely new settlement, that there could be a point in the plan period where the Council could struggle to maintain a five year land supply, as a result of the lead-in time required for a large and completely new settlement, before housing could start coming forward. The sustainable settlement to the west would also not be entirely aligned with the plan period as development of such a large scale would involve development over a period in excess of 15 years. The impact for options 1A, 1B, 3A & 3B is therefore more positive as whilst all	All development across the Borough will be expected to be high quality and incorporate sustainable design measures. The Local Plan should address design, including sustainable design, through a specific policy.
	Will it provide more affordable homes across the Borough?	+	+/-	+	+/-	+	+/-		
	Will it deliver a range of housing types to meet the diverse needs of the Borough?	++	++	++	++	++	++		

	Will it deliver well designed and sustainable housing?	+	+	+	+	+	+	<p>options will ensure a 15 year housing land supply, these options will ensure a 5 year housing land supply throughout the plan period by identifying two large sites (options 1A &amp; 1B include 2 sustainable new settlements &amp; options 3A &amp; 3B include 1 sustainable settlement and a large urban extension).</p> <p>All options rely on working with other local planning authorities as part of the duty to co-operate. There is a risk that delays or a change in administration would affect the delivery of both of the proposed sustainable new settlements.</p> <p>All options will provide affordable housing and a range of housing types as part of the housing mix. In 2012/13 22% of housing completions were affordable homes. Large sites are more likely to deliver a greater mix than smaller sites where the mix of housing types is often limited. All options include sustainable new settlements where a mix of housing will be delivered. Housing development within the rural areas could help to ensure the delivery of affordable housing across the Borough. However, it could have the opposite effect by reducing the number of rural exception schemes coming forward owing to landowner aspirations for predominantly market housing schemes. Thus a mixed impact has been identified for options 1B, 2B &amp; 3B which include a proportional element of rural growth across the Borough's rural communities.</p>	
2. To ensure that development is located sustainably and makes efficient use of land	Will it promote regeneration?	0	0	0	0	0	0	<p>Whilst all options include urban development in and around the existing urban area, which will result in an element of regeneration, Colchester's spatial strategy over recent years and regeneration programmes have exhausted large amounts of brownfield land. The existing development plan, which includes housing</p>	The following types of schemes will deliver sustainable transport connections (this should not be treated as a definitive list of
	Will it reduce the need for development on greenfield land?	--	--	--	--	--	--		

								<p>growth up to 2023 and includes significant brownfield development has relied on greenfield sites in North Colchester and Stanway to accommodate growth in the later stages of the plan period. Therefore the impact on the regeneration sub-objective is neutral.</p> <p>All options include significant amounts of development on greenfield land.</p> <p>Owing to the large greenfield sites included in each of the six options accessibility at the current time is poor. However, it would be too simplistic to give each of the options a negative score as sustainable new settlements are expected to provide major sustainable transport connections. There is potential for future residents to access the railway network from Marks Tey station as part of options 1A, 1B, 2A &amp; 2B, which include a sustainable settlement to the west of Colchester. All options include urban development, which should provide future residents with good accessibility by a range of modes of transport. All options also include proportional expansion of district settlements. District settlements in the Borough are generally well served by bus routes, with for example buses from Wivenhoe to the Town Centre every 15 minutes and buses from Tiptree and West Mersea to the Town Centre every 30 minutes. However, access by pedestrian and cycle routes from the Borough's district settlements into Colchester Town Centre and main railway station is poor. Existing residents in the Borough's villages rely heavily on the private car owing to poor accessibility by alternative modes and so options 1B, 2B &amp; 3B, which include a proportional element of rural growth across the Borough's villages will not provide good accessibility by a range of modes of transport.</p>	<p>transport infrastructure required to support growth):</p> <p><b>Development to the West</b>  <u>Public Transport</u>  Marks Tey station: capacity improvements required at the station to allow for growth and an improved passenger transport interchange; capacity and journey time improvements have been identified for the Great Eastern mainline as part of the Anglia Rail Study; A new bus network would be needed; A new development should have access to a Park and Ride facility in west Colchester</p> <p><u>Road Infrastructure</u>  Capacity improvements required to the A12; Improvements to the A120 between the</p>
	Will it provide good accessibility by a range of modes of transport?	+	+/-	+	+/-	+	+/-		
	Will densities make efficient use of land?	+	+	+	+	+	+		
	Will a mix of uses be provided?	++	++	++	++	++	++		



								<p>All development will make efficient use of land. Density will be related to the location, with urban locations expected to be built at a higher density than rural development.</p> <p>All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. The proposed sustainable settlement to the east is likely to deliver employment uses linked to the University of Essex (options 1A, 1B, 3A &amp; 3B), which will result in a range of highly skilled jobs.</p>	<p>A12 and Braintree; Improvements to the A120 junction with the A12; Any improvements to these routes must include measures that enable pedestrians and cyclists to cross these routes safely and maintain good access to the key services and facilities in the development).</p> <p><b>Development to the East</b></p> <p><u>Public Transport</u></p> <p>The rail line from Clacton on Sea/Walton to Colchester has capacity to accommodate growth. However, access to the rail line is difficult and the nearest stations are at Wivenhoe and the Hythe;</p> <p>Large scale development provides opportunity to create a new public transport</p>
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									<p>system linking the development area, the University and existing urban Colchester. The system should combine a high frequency quality rapid transit system, linking into new and or improved rail stations, an improved transport interchange, and an eastern park and ride site;</p> <p><u>Road Infrastructure</u> Development to the east is likely to impact on the Strategic and Local road network. The package of public transport measures associated with new development would be used to help control traffic impact; The development may predicate the need for a new road to link together the A120 and the A133 to allow a new vehicle access to the</p>
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									<p>development and the University.</p> <p><b>Development to the North</b></p> <p><u>Public Transport</u> Existing bus services are limited and would need to be enhanced including improved access to Colchester Station.</p> <p><u>Road Infrastructure</u> Upgrading of unclassified roads that cross the A12 in the vicinity.</p>
3. To achieve a prosperous and sustainable economy that improves opportunities for local businesses to thrive, creates new jobs and improves the vitality of centres	Will it improve the delivery of a range of employment opportunities to support the growing population?	++	++	++	++	++	++	<p>All options include sustainable new settlements, which will include a range of employment uses to support the growing population. It is essential that significant employment development is included as part of the sustainable new settlements to meet the employment needs of new residents and also to boost the range and location of jobs to existing residents.</p> <p>The proposed sustainable settlement to the east is likely to deliver employment uses linked to the University of Essex. The university is currently the Borough's second largest employer, employing approximately 2,000 people. An expansion to the knowledge gateway and increase in skilled jobs will have significant positive impacts on Colchester's economy.</p>	<p>Employment areas will need to be planned into the sustainable new settlements from the outset. Locations should be at the most appropriate locations within the sustainable new settlements to ensure good access by a range of modes of transport to ensure good accessibility. Every opportunity</p>
	Will it maintain an appropriate balance between different types of retail uses and other activities in the Borough's centres?	O	O	O	O	O	O		
	Will it support	++	++	+	+	++	++		

	business innovation, diversification, entrepreneurship and changing economies?							<p>Population growth is likely to lead to increased demand and expansion of the Borough's existing centres. New centres will also be delivered as part of the proposed sustainable new settlements and possibly as part of the proposed urban extension included in options 3A &amp; 3B. However, none of the options is likely to have a significant positive or negative impact on the balance of uses in the Borough's existing centres and so a neutral impact is likely.</p> <p>None of the options is likely to have a significant positive or negative impact on tourism, heritage or the arts and so a neutral impact is likely.</p> <p>Options 1B, 2B &amp; 3B all include proportional expansion of the Borough's rural communities. Whilst this largely relates to housing development new housing in villages may lead to the development of new employment uses. Depending on the extent of development it may also lead to the expansion of existing organisations and businesses in villages and creation of new jobs. For example, growth in one of the Borough's villages may lead to the need for additional classrooms in the local school, which would lead to short term construction jobs and full time teaching jobs.</p>	<p>should be taken to ensure links to the knowledge gateway as part of the sustainable settlement to the east.</p> <p>If options 1B, 2B or 3B are taken forward consideration should be given to requiring an element of employment uses and/or services in addition to housing to result in a more significant impact on the rural economy.</p>
	Will it support tourism, heritage and the arts?	O	O	O	O	O	O		
	Will it help sustain the rural economy?	O	+	O	+	O	+		
4. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Will it reduce the need to travel?	+	-	+	-	+ / -	-	<p>Owing to the large greenfield sites included in each of the six options accessibility at the current time is poor. However, it would be too simplistic to give each of the options a negative score as ensuring good access to non-motorised transport users is at the heart of garden city principles.</p> <p>All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. This will reduce the need for new</p>	<p>The following types of schemes will deliver sustainable transport connections (this should not be treated as a definitive list of transport infrastructure required to support growth):</p>
	Will the levels of sustainable travel increase?	+/I	+/I	+/I	+/I	+/I	+/I		
	Will it improve sustainable transport	+/I	+/I	+/I	+/I	+/I	+/I		

	infrastructure and linkages?							<p>residents to travel, providing that these uses are located at accessible locations within the site. The impact under options 3A and 3B is unlikely to be as positive because the northern urban extension, owing to its scale, is unlikely to deliver the same range of uses as the sustainable new settlements. Options 1B, 2B and 3B involve the proportional expansion of the Borough's rural communities. Development in the rural communities will not reduce the need to travel as the range of employment opportunities and services and sustainable modes of travel options is limited in the rural communities.</p> <p>The sustainable new settlements will be expected to provide a range of sustainable transport infrastructure and it is likely that this will be delivered in order to achieve sustainable new communities. Sustainable transport infrastructure must ensure that in addition to creating links throughout the site links are created to existing communities. This will ensure that the sustainable new settlements are integrated into Colchester and also that existing communities will benefit from new development.</p> <p>Network Rail has confirmed that the worst case [ie all development in Marks Tey and with 10% travelling to work (assuming all to London) by train] then the additional passengers should not pose capacity issues in the short term because they can be absorbed into the less crowded services. However, in the longer term growth at other stations along the mainline will create capacity concerns which means the issue surrounding Marks Tey growth cannot be looked at in isolation. The sustainable settlement to the east could potentially be served by Wivenhoe, Hythe or North Colchester railway station.</p>	<p><b>Development to the West</b>  <u>Public Transport</u>  Marks Tey station: capacity improvements required at the station to allow for growth and an improved passenger transport interchange; capacity and journey time improvements have been identified for the Great Eastern mainline as part of the Anglia Rail Study; A new bus network would be needed; A new development should have access to a Park and Ride facility in west Colchester</p> <p><u>Road Infrastructure</u>  Capacity improvements required to the A12; Improvements to the A120 between the A12 and Braintree; Improvements to the A120 junction with the A12;</p>
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								<p>At the present time several of the Borough's rural bus services are at risk. Development in the rural communities (options 1B, 2B &amp; 3B) could either have a positive or negative impact on this. An increase in population in the rural communities could help to sustain rural bus services. However, if bus services are lost there will be an increased population in the rural communities relying on the private car.</p>	<p>Any improvements to these routes must include measures that enable pedestrians and cyclists to cross these routes safely and maintain good access to the key services and facilities in the development).</p> <p><b>Development to the East</b></p> <p><u>Public Transport</u></p> <p>The rail line from Clacton on Sea/Walton to Colchester has capacity to accommodate growth. However, access to the rail line is difficult and the nearest stations are at Wivenhoe and the Hythe;</p> <p>Large scale development provides opportunity to create a new public transport system linking the development area, the University and existing urban</p>
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									<p>Colchester. The system should combine a high frequency quality rapid transit system, linking into new and or improved rail stations, an improved transport interchange, and an eastern park and ride site;</p> <p><u>Road Infrastructure</u> Development to the east is likely to impact on the Strategic and Local road network. The package of public transport measures associated with new development would be used to help control traffic impact; The development may predicate the need for a new road to link together the A120 and the A133 to allow a new vehicle access to the development and the University.</p> <p><b>Development to the</b></p>
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									<p><b>North</b></p> <p><u>Public Transport</u> Existing bus services are limited and would need to be enhanced including improved access to Colchester Station.</p> <p><u>Road Infrastructure</u> Upgrading of unclassified roads that cross the A12 in the vicinity.</p>
5. To build stronger, more resilient sustainable communities with better education and social outcomes	Will it provide equitable access to education, recreation and community facilities?	++	++	+	+	++	++	<p>All options include sustainable new settlements, which will include a mix of uses, including employment, leisure and community uses. Therefore providing equitable access to education, recreation and community facilities close to new dwellings.</p> <p>All development is expected to provide education, recreation and community facilities. The impact is likely to be more positive under options 1A, 1B, 3A &amp; 3B as these options include sustainable settlement to the east, which is highly likely to have links to the University of Essex. There is potential for the university to sponsor schools in the Borough. Employment related development linked to the university is likely to improve the skills of the Borough's population and help to retain skilled residents within the Borough.</p> <p>Essex County Council as the Education Authority has confirmed that there is very little existing spare capacity in the Borough's school provision in terms of primary and secondary school provision. Any additional growth would require new provision, either through new schools or</p>	<p>All development must provide education (including early years), recreation and community facilities to serve the new community and to avoid placing pressure on existing facilities. It will be essential when planning the detailed design of sustainable new settlements that education, recreation and community facilities are located at accessible locations within the site and can be conveniently</p>
	Will it place pressure on school places, including early years?	+/-	+/-	+/-	+/-	+/-	+/-		
	Will existing open spaces be protected & new open spaces be created?	+	+	+	+	+	+		
	Will it improve the skills of the Borough's population?	+	+	O	O	+	+		



								<p>expansion of existing facilities, although it is thought that expansion opportunities in the Borough are limited. In terms of the provision of new school places, it is much more straightforward to accommodate larger sites (at least 700 dwellings) than it is to accommodate lots of smaller sites. Therefore, all options which include sustainable new settlements will need to provide new schools. Mersea Island has been identified as a place which is very difficult to accommodate in terms of the provision of school places. Mersea Island is one of the Borough's district settlements and all options include proportional expansion of district settlements. It will therefore be essential when considering what growth is suitable for Mersea to consider the issue of school provision. There is potential for issues with school provision under options 1B, 2B &amp; 3B, which all include a proportional element of rural growth across the Borough's villages. Small scale housing development could be difficult to accommodate within existing schools and this will need to be carefully considered as part of the process of considering which of the Borough's villages should receive growth and how much growth is suitable. With regards to early years education provision, there are significant variations in terms of capacity across the Borough and so this would need to be looked at in more detail when a preferred growth option and potential development sites have been identified.</p> <p>All options include urban development in and around the existing urban area and there is the potential for pressure to release open spaces for development. However, this is something that the Council resists and has a good record of protecting open spaces. Whilst the two proposed sustainable new settlements and proposed northern urban extension are greenfield sites and include</p>	<p>accessed by foot and cycle.</p> <p>When considering what level of growth is suitable for Mersea the issue of school provision must be considered.</p> <p>It will be essential that no development takes place within existing open spaces within the broad areas of search for the sustainable new settlements. Wherever possible new development should ensure connections to existing areas of open space, to improve the Borough's green infrastructure network.</p> <p>The function of open space will need to reflect site specific requirements and this will be determined once specific sites are</p>
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								<p>public rights of way they are not areas of open space. There are areas of open space in the search areas for the sustainable new settlements and it will be essential that no development takes place within these open spaces (e.g. Salary Brook nature reserve and Wivenhoe Park in the east and various sports grounds in the west). Wherever possible new development should ensure connections to these areas of open space, to improve the Borough's green infrastructure network. New areas of open space will be required as part of new development and it is highly likely that this will be achieved as the Council has a good record of delivering open spaces as part of new development. Connections should be made to existing open spaces and between open spaces for the larger sites.</p>	<p>identified.</p> <p>An open space policy should be included within the Local Plan including detail on the amount and type of open space required by development and the protection of existing open space.</p>
6. To improve and reduce inequalities in health and wellbeing and tackle crime issues by keeping our communities safe and promoting community cohesion	Will it reduce actual crime and fear of crime?	+	+	+	+	+	+	<p>There are no differences in the options in terms of reducing actual or fear of crime and a neutral impact has been given for each option. High quality design is expected, which should take opportunities to reduce crime through attractive public areas with natural surveillance.</p> <p>All options include sustainable new settlements, which will include residential and employment development. It will be essential that good links by a range of modes of transport is made between residential areas and employment uses. Access to existing employment areas within the immediate area will also need to be considered.</p> <p>All options will include areas of open space, recreation facilities and sustainable transport connections, which will encourage healthy lifestyles. Healthy lifestyles are a key principle of sustainable new settlements. Improvements to the Borough's green infrastructure network will benefit existing and new residents. Areas</p>	<p>A design policy should be included in the Local Plan, which includes a criterion on designing out crime.</p> <p>Sustainable new settlements must provide green infrastructure to promote healthy lifestyles through the provision of safe and attractive routes by non-motorised users and space for recreation. Areas for food growing should be considered as part of sustainable</p>
	Will it provide equitable access to employment opportunities?	+	+	+	+	+	+		
	Will it encourage healthy lifestyles?	++	++	++	++	++	++		

								for food growing should be considered as part of sustainable new settlements and these areas can form part of the Borough's green infrastructure network.	new settlements.
7. To conserve and enhance the townscape character, and the heritage and cultural assets of the Borough	Will it protect and enhance the heritage and cultural assets of the Borough?	O/-	O/-	O	O	O/-	O/-	Within the search area for the sustainable settlement to the east there are some listed buildings. There are 3 listed buildings around Crockleford Heath and 7 listed buildings south of the A133. Wivenhoe Park, which is on the Register of Historic Parks and Gardens, is also located within the broad search area, south of the A133. Development south of the A133 has the potential to adversely affect the setting of this Historic Park and Garden and it is considered that if options 1A, 1B, 3A or 3B are taken forward the A133 would provide a good boundary to development. There are numerous listed buildings within the search area for the sustainable settlement to the west and a couple of listed buildings within the search area for the northern urban extension. There are several listed buildings within and around the district settlements. There are also numerous listed buildings within the Borough's rural communities and urban area of Colchester. Development close to listed buildings will need to be carefully designed to reflect their setting. All options include development within the urban area and at this stage the impact on the historic character of the Town Centre is neutral. The impact on the Town Centre will be explored as part of future work once specific sites are appraised.	If options 1A, 1B, 3A or 3B are taken forward avoiding development on land to the south of the A133 will remove the likely negative impact on heritage assets.  Development close to listed buildings will need to be carefully designed to reflect their setting.
	Will it create a high quality and coherent public realm linking the town's assets and spaces; connecting the heritage and contemporary?	O	O	O	O	O	O		
	Will it protect and enhance the historic character of the Town Centre?	O	O	O	O	O	O		
8. To value, conserve and enhance the natural environment, natural resources and the biodiversity of the Borough	Will it maintain and enhance the landscape character of the borough?	--	--	-	-	--	--	All options include the development of sustainable new settlements on the edge of the existing urban area, which will lead to adverse effects on landscape character. The sustainable settlement to the east lies within the Wivenhoe Farmland Plateau character area. The Landscape Character Assessment (LCA) recognises that the distinctive Wivenhoe Park is one of the key characteristics of the area. The landscape planning	If the sustainable settlement to the west is taken forward sites should be allocated along the existing linear settlement corridor. One of the land
	Will it protect and enhance designated areas of the	--	--	--	--	--	--		

	countryside and coastal environment?							guidelines include conserving the landscape setting of Wivenhoe and South Colchester, and conserving the open views along the Colne Valley towards Wivenhoe.	management guidelines in the LCA is to consider the introduction of new structure planting to shield/mitigate the visual effects of the A12 and railway. This should form part of the sustainable settlement to the west if taken forward.
	Will it protect and improve biodiversity?	- -	- -	- -	- -	- -	- -	The sustainable settlement to the west lies within the Easthorpe Farmland Plateau. This area includes a sub-area, which comprises a linear settlement corridor extending from the western edge of Colchester. The LCA states that the landscape character is disturbed by visual, movement and noise intrusion of cars on the A12 and frequent trains on the main line. The landscape planning guidelines include ensuring that any development on the edges of Marks Tey or Copford responds to traditional settlement patterns. It is likely that the landscape impact would be less severe for the sustainable settlement to the west than the sustainable settlement to the east.	If options 3A or 3B, which include an urban extension north of the A12, are taken forward it will be important to ensure that new development maintains a gap between surrounding villages to protect their landscape character.
	Will it improve environmental quality in terms of water, air and soil quality?	-	-	-	-	-	-	Conserving the landscape setting of existing settlements, such as Boxted, Great Horkesley and West Bergholt, ensuring where appropriate that infill development does not cause linkage with the main Colchester settlement is one of the landscape planning guidelines for the Great Horkesley Farmland Plateau.  All options include proportional expansion of the district settlements. Comments about the sustainable settlement to the east apply to the expansion of Wivenhoe. West Mersea lies within the Mersea Island Coastal Farmland character area. Two of the planning guidelines are to ensure that any new small-scale development in or on the edges of West Mersea and East Mersea responds to the existing settlement pattern; and ensure any new harbourside development at West Mersea avoids the introduction of suburban styles and materials and responds to landscape setting taking into account views	The appropriate assessment will consider likely effects on the Borough's Natura 2000 sites. Allocations and

								<p>to and from the adjacent areas of open and drained estuarine marsh. Wivenhoe and West Mersea are bounded by the current coastal protection belt, which will be reviewed. The coastal protection belt exists to protect the open and rural nature of the County's undeveloped coastline. Any development within the coastal protection belt will adversely affect landscape character and should be avoided. Whilst the LCA states that the landscape setting of Tiptree and Tiptree Heath should be conserved and enhanced (Tiptree Wooded Farmland area), it does acknowledge that land uses within Tiptree's fringes assert a human influence over landscape character and landscape pattern is more fragmented and chaotic than in other parts of the character area. The LCA recognises that Tiptree Heath is an important landscape feature and development in Tiptree should avoid Tiptree Heath. Whilst adverse impacts on landscape character are likely as a result of development on the edge of Tiptree impacts are likely to be less severe than development on the edge of Wivenhoe and West Mersea.</p> <p>Neither of the sustainable new settlements, the urban extension or district settlements is likely to affect the Borough's most important landscape area: the Dedham Vale AONB. However, options 1B, 2B &amp; 3B which include a proportional expansion of rural communities could affect the AONB if land is allocated for development within the AONB.</p> <p>All options could adversely affect the integrity of the Borough's European Sites through an increase in population leading to increased recreational disturbance. This is documented in the Habitat Regulations Assessment Screening Report and an appropriate assessment will be carried out. At this stage a negative impact on the Borough's European Sites under all</p>	<p>policies that are likely to affect these sites must not be taken forward.</p> <p>It may be possible to mitigate damage by avoiding the allocation of sites within a 15 minute walk of the nature conservation sites and provision of high quality open space. This will need to be explored as part of future work.</p> <p>Adverse impacts on air quality can be mitigated in part through the provision of good sustainable transport connections. Improved sustainable transport connections should be delivered as part of major improvements to the Borough's green infrastructure network. Green infrastructure has many benefits,</p>
--	--	--	--	--	--	--	--	---	--

								<p>options cannot be ruled out.</p> <p>The sustainable settlement to the east includes a number of Local Wildlife Sites and a Local Nature Reserve. North of the A133 is Salary Brook, which is a Local Wildlife Site and Local Nature Reserve, Thousand Acres Local Wildlife Site and Home Wood Local Wildlife Site. South of the A133 is the extensive Wivenhoe Park Local Wildlife Site, which covers an area of 38 hectares. Owing to the extensive area covered by Wivenhoe Park development south of the A133 would have a negative impact on biodiversity. Salary Brook is a linear site, which runs along the edge of the existing urban area. It is already widely used by local residents and students accessing the university. It is considered that development in this location could be designed to be sensitive to this site, which forms an important part of Colchester's green infrastructure network. However, there is concern that Thousand Acres and Home Wood would be adversely affected by development in this area as they are located centrally within the area of search. Particularly Home Wood, which has species rich ground flora, which would be prone to tramping from increased recreational disturbance.</p> <p>The sustainable settlement to the west includes fewer nature conservation areas than the sustainable settlement to the east. However, it includes Marks Tey Brickpit, which is a SSSI in addition to a Local Wildlife Site. SSSIs are nationally important areas of nature conservation. Development close to the SSSI has the potential to lead to adverse effects through increased levels of disturbance.</p> <p>The northern urban extension area of search includes 2 Local Wildlife sites: Langham Road Grassland and Kiln</p>	<p>including sustainable transport, sustainable urban drainage, wildlife habitats, open space, and needs to be an integral part of large scale development.</p> <p>Sustainable urban drainage systems (SuDS) will help to mitigate impacts on soil and water quality.</p>
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								<p>Wood. There is the potential for development to adversely affect these sites through increased levels of disturbance. However, it is likely that the urban extension could avoid these areas. If options 3A or 3B are taken forward future SA work will appraise specific sites.</p> <p>The Borough's district settlements are all bounded in part by nature conservation sites. Wivenhoe is bounded on the west by the Colne Local Nature Reserve and Wivenhoe Wood Local Wildlife Site, to the south by the Upper Colne Marshes SSSI, to the north by Wivenhoe Park Local Wildlife Site and to the east is Wivenhoe Cross Pits Local Wildlife Site. Mersea is bounded on most sides by the Essex Estuaries Special Area of Conservation and Blackwater Estuary Special Protection Area, Ramsar Site and SSSI. The following sites are located on the edge/ outskirts of Tiptree: Tiptree Heath SSSI, Inworth Grange Pits Local Wildlife Site, Hill Wood Local Wildlife Site and Tiptree Water Works Local Wildlife Site. All of the district settlements are bounded in part by nationally important nature conservation sites, in addition to local wildlife sites. The sites surrounding Mersea are of international importance. Expansion of the district settlements will have an adverse impact on these nature conservation sites through increased levels of recreational disturbance. The extent of the damage will depend on the amount and specific location of development.</p> <p>There are also numerous Local Wildlife Sites around the Borough and development within urban Colchester (all options) and the rural communities (options 1B, 2B &amp; 3B) will need to avoid these areas to avoid adverse effects.</p> <p>The development of greenfield sites will lead to adverse</p>	
--	--	--	--	--	--	--	--	---	--

								effects on soil quality. This can be mitigated in part through the provision of sustainable urban drainage systems (SuDS). SuDS will also help to mitigate impacts on water quality. Adverse impacts on air quality are very likely to occur owing to an increase in population on greenfield land and the inevitably car usage. This can be mitigated in part through the provision of good sustainable transport connections. Adverse impacts on air quality could occur under all options, which all propose urban development in and around the Colchester urban area, by increasing traffic in the four air quality management areas.	
9. To make efficient use of energy and reduce, reuse or recycle waste	Will it reduce pollution and greenhouse gas emissions?	-	-	-	-	-	-	The development of sustainable new settlements, proposed under all options, will lead to mixed use development. Mixed use development reduces the need to travel which reduces pollution and greenhouse gas emissions from car use. Sustainable transport linkages are a core design principle of sustainable new settlements. New development however will lead to an overall increase in greenhouse gas emissions from increased trips, even if sustainable travel options are available, and through new buildings unless these are zero carbon.	To reduce greenhouse gas emissions all new buildings within the Borough should be designed to be energy efficient. Renewable energy technologies should be incorporated into the design and the garden cities should explore district heating. This should be incorporated into a sustainable buildings policy.
	Will it support the delivery of renewable energy schemes?	?	?	?	?	?	?		
	Will it help to reduce, reuse and recycle resources and minimise waste?	O	O	O	O	O	O		
10. To reduce climate change impacts, support mitigation and encourage adaptation	Will it reduce the risk of flooding?	O	O	O	O	O	O	Both sustainable new settlements, the northern urban extension and expansion of all district settlements can be delivered within areas of little/no flood risk (flood zone 1). There are areas of medium/ high flood risk to avoid, which will be looked at as part of future work. For example, southern Wivenhoe lies within flood zone 3,	Areas of flood risk within the broad areas of search of the sustainable new settlements must be avoided.
	Will it deliver effective SUDS and improve drainage?	+	+	+	+	+	+		
	Will it affect the	O	O	O	O	O	O		



	amount of water available for extraction?							there are 2 small areas north of the A12 within flood zone 3, the Roman River runs along the northern part of the area of search for the sustainable settlement to the west and Mersea is bounded on the South and West by a high flood risk area. SuDS will be essential for greenfield sites to reduce the risk of flooding and improve drainage. The government is consulting on mechanisms for the delivery and adoption of SuDS.	SuDS will be essential for greenfield sites to reduce the risk of flooding and improve drainage. Further, a flooding and SuDS policy should be included in the Local Plan.
	Will it promote water efficiency and reduce water usage levels per household?	O	O	O	O	O	O		
	Will it improve water quality?	O	O	O	O	O	O	<p>Anglian Water is confident that they can supply water within the Colchester catchment area up until at least 2035. A policy should be included in the Local Plan requiring more water efficient homes; this should be linked or combined with a policy on energy efficiency.</p> <p>Growth at the scale required will mean that water network upgrades are needed. Anglian Water have advised that there is investment proposed within AMP6 (2015-2020) to increase capacity at Colchester Water Recycling Centre in order to accommodate the growth figures currently planned up to 2031. The impact on water quality will also be investigated as part of the appropriate assessment.</p>	





## Local Plan Committee

Item  
**9**

16 December 2014

Report of	Head of Commercial Services	Author	Chris Downes 01206 282476
Title	Annual Monitoring Report		
Wards affected	All		

### The Local Plan Committee is asked to approve the Annual Monitoring Report (AMR)

#### 1. Decision(s) Required

- 1.1 To approve the 2013-14 Annual Monitoring Report (AMR) for publication on the Council's website.

#### 2. Reasons for Decision(s)

- 2.1 Until the Localism Act came into effect in April 2012, Section 35 of the Planning and Compulsory Purchase Act required that every local planning authority (LPA) should prepare and publicise an Annual Monitoring Report (AMR) containing information on the implementation of the Local Development Scheme (LDS) and the extent to which the policies set out in Local Development Documents (LDDs) and local plans are being achieved. The Localism Act removed the requirement for local authorities to submit their AMR to Government, but retained a duty for local authorities to monitor policies. The Council accordingly still needs to demonstrate the effects of its policies, and the format developed for previous AMRs is considered to remain appropriate for this purpose.

#### 3. Alternative Options

- 3.1 There are no alternatives as the Council needs to provide an annual source of information on the delivery of its planning functions.

#### 4. Supporting Information

- 4.1 The Annual Monitoring Report (AMR) provides key information that helps the Borough Council and its partners establish what is happening now within Colchester Borough, what may happen in the future and compare these trends against existing planning policies and targets to determine if any action needs to be taken. The full report covering the period April 2013 to March 2014 is attached as Appendix 1 and will be available to view on the council's website [www.colchester.gov.uk](http://www.colchester.gov.uk) and upon request to the Planning Policy team. The electronic version will

have 'hot links' to relevant policies and evidence based documents to facilitate cross-referencing and ease of use.

4.2 As part of the Localism Act, authorities can now choose which targets and indicators to include in their monitoring reports as long as they are in line with the relevant UK and EU legislation. Their primary purpose is to share the performance and achievements of the Council's planning service with the local community. The format of this AMR accordingly is designed to clearly demonstrate how the Council is meeting targets and indicators arising from the adopted policies contained in its Local Plan and provide information that can be used in reviewing the plan. The AMR also has a wider role in helping the Council and its partners monitor the success of infrastructure delivery plans such as the Integrated County Strategy, and can also be used by other agencies wishing to amend their plans and actions. The AMR also includes information on how the Council is working with partners to meet the duty to co-operate on cross-boundary strategic matters.

4.3 The AMR is divided into a number of Key Themes covering progress in meeting Local Plan policy aspirations across a variety of areas. Key findings include:

- The total number of applications received between 1 April 2013 and 31 March 2014 was 1,521 which is an increase on last year's total of 1,392, but is well below the pre-recession figure of 2,015 in 2007-08. 80.1% of minor applications were decided within 8 weeks, compared to 75.3% in the previous year. Performance in the 'major applications' category was up to 89.7% compared to 68.6% in the previous year. This improvement reflects successes in the Council's implementation of project management measures for applications, including pre-application advice and Planning Performance Agreements which will enhance consistency and quality in processing applications. 'Other applications' also exceeded the 80% national target with 90.7% being achieved (up from 89.7% in 2012-13).
- The housing trajectory included in this report shows that a net of 725 homes were built between 1 April 2013 and 31 March 2014. This is an increase on the previous year's total of 617 and indicates housing delivery is recovering from the earlier recessionary period, although it still remains below the higher figures for the 2002-2008 period.
- The net housing completion figures demonstrate a good performance when considered in context of the national recessionary climate and when compared to other local authorities in Essex. The table in the Overview section of the AMR providing Essex Local Authority Housing Delivery figures shows that Colchester has out performed all other Essex authorities in recent years.

- The Council is projected to deliver 5,618 units over the 5-year period 2014/15-2018/19, which is a yearly average of 1124. Over ten years, the Council is projected to deliver 8,916 units, which is an annual figure of 892. In line with national guidance on Objectively Assessed Need, the Council will now be developing a new Local Plan based on updated evidence of housing need and viability. Initial work that will inform the Council's new Objectively Assessed Need target indicates 1,065 new dwellings per annum over 20 years would be required across the Borough. New housing targets will be matched with additional allocations as part of the plan-making process. It is important to bear in mind, however, that even if the Council can ensure there is an adequate supply of housing land, economic viability considerations and market conditions influence actual delivery figures.
- 96 affordable housing units were delivered during 2013-14; 85 were affordable rent, 2 were intermediate tenure and 9 were shared ownership. The Homebuy Direct scheme has been superseded by the Help to Buy scheme, neither of which contribute to affordable housing delivery as defined in the NPPF but do assist a particular group of people wishing to enter the housing market. The year end figure of 96 affordable homes is 13.5% of all units provided, which compares with a percentage figure of 21.6% in 2012/13. The Council changed its affordable housing target from 35% to 20% as part of its Focused Review of the Local Plan (July 2014) with the aim of increasing overall delivery rates. This change does not mean that the need for affordable units has decreased, rather it was based on viability work carried out by the Council, which concluded that overall housing delivery would be compromised by higher affordable housing requirements.
- Approximately 84% of new and converted dwellings were on previously developed land. This is a reduction from last year's total of 93% however that was at the high end of brownfield completions over the plan period so far.
- The Council worked with other districts to produce an Essex Gypsy and Traveller Accommodation Assessment (GTAA) to help provide an assessment of current provision and future need for pitches in the Borough (published in July 2014, with September 2014 revisions.) The GTAA established that Colchester had 12 local authority pitches at Severalls Lane, 15 private pitches, and one site where the use was tolerated and considered lawful due to the length of time it had occurred. Council monitoring established that in January 2014 there were 40 caravan/mobile units, including 15 on the Local Authority Site on Severalls Lane. The development of new policies and allocations for gypsies, travellers and travelling showpeople will be guided by the 2014 Gypsy and Traveller

Accommodation Assessment. It found that the Council will need to provide 15 further pitches to meet demand to 2033.

- The Borough has seen moderate amounts of new development over the last few years, mainly relating to industrial and storage and distribution uses (planning use classes B1(c), B2 and B8) uses and driven by a small number of large developments. At the same time, the Borough has been losing significant amounts of B class space, to the extent that net development rates have been negative in recent years. This has also been driven by a handful of large redevelopments such as the Flakt Woods development which involved the movement of the company to smaller new premises at Cuckoo Farm. This year, totals were significantly affected by the introduction of permitted development rights to change office use to residential. The net balance of permissions for employment use (B1-B8 use classes) last year resulted in a loss of 6,701 square metres overall.
- While AMR figures show limited commercial activity within the Town Centre, the redevelopment of the Williams and Griffins department store and Lion Walk shops points to investor confidence in the longer term prospects of the Town Centre. Additionally, the commercial property market for existing Town Centre property is buoyant.
- The challenging issue of transportation is being tackled through a number of approaches including new transport infrastructure (i.e. the final phase of the Northern Approach Road and improved cycle routes such as the Braiswick link to Colchester station) as well as behavioural change measures such as travel plans, which support shifts away from car-based means of transport. New developments are continuing to be built within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.
- With regard to biodiversity, it appears that the policies, which seek to protect areas designated for their intrinsic environmental value and priority habitats and species are generally working. However, there is a need to continue to protect habitats and species from development that causes harm or damage.
- The Council signed up to the Local Authority Carbon Management Scheme (LACM) in 2008 and made a commitment to reduce its carbon emissions in Council buildings by 25% by the year 2012. The programme was successful and the Council exceeded its targets. By the end of LACM, in 2012, the Council measured that over 2,444 tonnes of CO<sub>2</sub>e had been prevented from being emitted by our operations into the atmosphere. This resulted in 133 tonnes more CO<sub>2</sub>e being saved than our target. The total emissions in that baseline year of 2008-09 were 10,150 tonnes of

CO<sub>2</sub>e. By 2013/14 we reduced our annual emissions to 6,313 tonnes of CO<sub>2</sub>e.

- The AMR shows that there was no loss/damage to Scheduled Monuments, Sites of Special Scientific Interest or (SSSIs), Local Wildlife Sites, key community facilities or loss of designated allotment sites. The Grade II listed Brook House in Tiptree collapsed and was subsequently demolished during the reporting period. Three further buildings were de-listed and one was added: the Chantry on Nayland Road in Great Horkesley.

## **5. Proposals**

- 5.1 It is proposed that the Committee agree to adopt and publish the Annual Monitoring Report.

## **6. Strategic Plan References**

- 6.1 Effective strategic planning supports the Strategic Plan Vision for Colchester as a place to live, learn, work and visit, and in particular informs the priorities of leading for the future, being cleaner and greener, and listening and responding.

## **7. Consultation**

- 7.1 The Annual Monitoring Report considers the effectiveness of Local Plan policies which have been through a comprehensive consultation programme as set forth in the Council's Statement of Community Involvement (SCI).

## **8. Publicity Considerations**

- 8.1 The AMR provides a wealth of statistical information on the Borough which should warrant press attention.

## **9. Financial Implications**

- 9.1 There are no direct financial implications. The AMR, however, provides evidence to evaluate the effect of wider economic influences on Council planning policies and highlights the potential for the Council to benefit from Government funding linked to housing delivery.

## **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 by clicking on this link:-

<http://www.colchester.gov.uk/article/4962/Strategic-Policy-and-Regeneration>

or go to the Colchester Borough Council website [www.colchester.gov.uk](http://www.colchester.gov.uk) and follow the pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Equality and Diversity > Equality Impact Assessments > Strategic Policy and Regeneration and select Local Development Framework from the Strategic Planning and Research section.

10.2 There are no particular Human Rights implications.

## **11. Community Safety Implications**

11.1 None

## **12. Health and Safety Implications**

12.1 None

## **13. Risk Management Implications**

13.1 Monitoring policies to ensure their effectiveness is intended to reduce the risk of inappropriate development. It will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

## **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 omission.

## **Background Papers**

None



# **ANNUAL MONITORING REPORT 2014**

## **COLCHESTER BOROUGH COUNCIL**





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## Map of Colchester's Wards and surrounding areas



# 1. Executive Summary

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## 1.1 Background to the Report

This Annual Monitoring Report (AMR) contains information about the extent to which the Council's planning policy objectives are being achieved. The report covers the period from 1 April 2013 to 31 March 2014.

## 1.2 Introduction

The Localism Act removed the requirement for local planning authorities to produce an annual monitoring report for Government, but they did retain an overall duty to monitor policies. Authorities can now choose which targets and indicators to include in their monitoring reports as long as they are in line with the relevant UK and EU legislation. Their primary purpose is to share the performance and achievements of the Council's planning service with the local community. The monitoring report also needs to demonstrate how councils are meeting the requirement to cooperate with other authorities on strategic issues, so information on this point has been added this year and will continue to be provided in future reports. The format of this AMR accordingly is designed to clearly demonstrate how the Council is meeting targets and indicators arising from its adopted planning policies.

Information on the timetable for preparation and adoption of plan documents is contained in the [Local Development Scheme](#), which is updated on a regular basis. The overall strategic policies for Colchester contained in the [Core Strategy](#) were found 'sound' by a Government appointed Inspector and it was adopted by the Council in December 2008. Two further Local Development Documents, [Development Policies](#) and [Site Allocations](#), were found sound and adopted in October 2010. The AMR also reports progress on the Neighbourhood Plans now underway in a number of neighbourhoods across the Borough.

The Council completed a limited Focused Review of policies within the Core Strategy and Development Policies documents to revise selected policies that conflicted with some aspects of the National Planning Policy Framework but could be reworded to comply without significant additional evidence base work. The Focused Review was adopted by the Council in July 2014 following completion of the examination process. The Council is now undertaking a full review of its policies and allocations leading to the adoption of a new Local Plan, which is programmed for 2017. Findings from the AMR at this stage accordingly will be used to inform the initial Issues and Options stage of development, which includes new evidence base work and consultation on options for growth and policy-making.

## 1.3 How well are the Council's policies working?

The AMR is divided into a number of Key Themes covering progress in meeting planning policy aspirations across a variety of areas. Appendix 3 provides a list of targets developed for adopted Local Plan documents and the indicators that have been selected to measure them. The key findings of the indicators are set out below:

- The total number of applications received between 1 April 2013 and 31 March 2014 showed an increase on last year's total of 1,392, but is well below the pre-recession figure of 2,015 in 2007-08. 80.1% of minor applications were decided within 8 weeks (75.3% in the previous year). Performance in the 'major applications' category was up to 89.7% compared to 68.6% in the previous year. This improvement reflects successes in the Council's institution of project management measures for applications, including pre-application advice and Planning Performance Agreements which will enhance consistency and quality in processing applications. 'Other

applications' also exceeded the 80% national target with 90.7% being achieved (up from 89.7% in 2012-13).

- The housing trajectory included in this report shows that a net of 725 homes were built between 1 April 2013 and 31 March 2014. This is an increase on the previous year's total of 617 and indicates housing delivery is recovering from the earlier recessionary period, although still well below the higher figures for the 2002-2008 period.
- The majority of the housing programmed for delivery in the 2001-2023 period has already been accounted for by previous Local Plan allocations, housing completions and planning permissions. Colchester delivered 11,701 new homes between 2001/02 and 2013/14 at an average rate of 900 dwellings per year.
- Looking ahead, the Council is projected to deliver 5,618 units over the five year period 2014/15-2018/19, which is a yearly average of 1124. Over ten years, the Council is projected to deliver 8,916 units, which is an annual figure of 892 (however this figure will increase as more permissions come forward). In line with national guidance on Objectively Assessed Need, the Council will now be developing a new Local Plan based on updated evidence of housing need and viability. Initial work that will inform the Council's new Objectively Assessed Need target indicates that a range of 1,065-1,225 new dwellings per annum would be required across the Borough. New housing targets will be matched with additional allocations as part of the plan-making process. It is important to bear in mind, however, that even if the Council can ensure there is an adequate supply of housing land, economic viability considerations and market conditions influence actual delivery figures.
- During the monitoring year 96 affordable housing units were delivered. Of these 85 were affordable rent, 2 were intermediate tenure and 9 were shared ownership. The Homebuy Direct scheme has been superseded by the Help to Buy scheme which whilst not contributing to affordable housing delivery, helps aspiring house buyers enter the market. The year end figure of 96 affordable homes is 13.5% of all units provided. The Council changed its affordable housing target from 35% to 20% as part of its Focused Review of the Local Plan (July 2014) with the aim of increasing of overall delivery rates. This change does not mean that need for affordable units has decreased, rather it was based on viability work carried out by the Council which concluded that housing delivery would be compromised by higher affordable housing requirements.
- Approximately 86% of new and converted dwellings were on previously developed land, in line with adopted local and national policies giving preference to brownfield sites.
- The Local Plan provides for the identification of appropriate sites to meet the needs of gypsies/travellers and travelling showpeople. The 2014 Gypsy and Traveller Accommodation Assessment established that Colchester had 12 local authority pitches at Severalls Lane, 15 private pitches, and one site where the use was tolerated and considered lawful due to the length of time it had been occupied. Council monitoring established that in January 2014 there were 40 caravan/mobile units, including 15 on the local authority site on Severalls Lane. Moving forward, the Council amended Core Strategy Policy H5 in its Focused Review (July 2014) to clarify that it will use national policies to help determine planning applications for gypsy and traveller sites prior to the adoption of a new Local Plan. The development of new policies and allocations for gypsies, travellers and travelling showpeople will be guided by the 2014 Study which

recommended the Council will need to provide 15 further pitches to meet demand up to 2033.

- Employment land is allocated in suitable locations within the Borough to meet Core Strategy targets. The delivery of additional employment and retail developments are however dependent on external factors unrelated to planning such as market interest and the overall state of the economy. Planning permissions for commercial floorspace in the Borough during the monitoring year had a negative balance of -6,701 square metres. This potential loss of floorspace (if the permissions are implemented) was principally due to national changes to permitted developed rights which allow change of use from office to residential. In the monitoring year 7,007 square metres of office floorspace was lost to residential as a result of this mechanism.
- The challenging issue of transportation is being tackled through a number of approaches including new transport infrastructure (i.e. construction of the final section of the Northern Approach road and improved cycle routes) as well as behavioural change measures such as travel plans, which support shifts away from car based means of transport. A high percentage of new developments are continuing to be built within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.
- With regard to biodiversity, monitoring has established that policies which seek to protect areas designated for their intrinsic environmental value and priority habitats and species are generally working. However, there is a need to continue to protect habitats and species from development that causes harm or damage.
- The policies have also been successful in ensuring that there has been no loss/damage to listed buildings, Scheduled Monuments, Sites of Special Scientific Interest or (SSSIs), Local Wildlife Sites, key community facilities or loss of designated allotment sites.
- The Council signed up to the Local Authority Carbon Management Scheme (LACM) in 2008 and made a commitment to reduce its carbon emissions in Council buildings by 25% by the year 2012. The programme was successful and the Council exceeded its targets. By the end of LACM, in 2012, the Council measured that over 2,444 tonnes of CO<sub>2</sub>e had been prevented from being emitted by our operations into the atmosphere. This resulted in 133 tonnes more CO<sub>2</sub>e being saved than our target. The total emissions in that baseline year of 2008-09 were 10,150 tonnes of CO<sub>2</sub>e. By 2013/14 we reduced our annual emissions to 6,313 tonnes of CO<sub>2</sub>e.

#### **1.4 Evaluation of Planning Policies**

Colchester has consistently demonstrated success in addressing the ever-changing requirements of national plan making objectives and procedures. Under the Local Development Framework system, the Borough was among the small percentage of authorities nationally who had adopted a comprehensive set of documents to guide the development management process. This comprised the strategic policies in the Core Strategy adopted in December 2008 and the supporting Site Allocations and Development Policies documents adopted in October 2010. The Council is now meeting the challenge of ensuring compliance with the National Planning Policy Framework, published in 2012. The Council's Focused Review revised those policies that can be easily adapted without significant additional evidence base work, while the Full Review of the plan will ensure that

the findings of the AMR are fully accounted for in its policies and allocations. The Council is ensuring that it meets the duty to cooperate on strategic matters by carrying out meetings and joint work with a wide range of local authority bodies and infrastructure providers. Additionally, a number of areas in the Borough are now working on Neighbourhood Plans which will provide further detailed guidance to growth in those areas.



## 2. Introduction

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### 2.1 Background and Purpose of the Colchester AMR

The Annual Monitoring Report (AMR) provides key information that helps the Borough Council and its partners establish what is happening now within Colchester Borough, what may happen in the future and compare these trends against existing planning policies and targets to determine what needs to be done. Monitoring will help to address questions such as:

- Are policies achieving their objectives and in particular are they delivering sustainable development and key infrastructure?
- Have policies had unintended consequences?
- What are the implications of past trends for the development of new policies and allocations?

Requirements for an AMR were previously set forth in Section 35 of the Planning and Compulsory Purchase Act 2004, which required that every local planning authority (LPA) should prepare and publicise an Annual Monitoring Report (AMR) containing information on the implementation of the Local Development Scheme (LDS) and the extent to which the policies set out in Local Development Documents (LDDs) and local plans were being achieved. These regulations are superseded by the Localism Act 2010, which gives authorities more latitude in how they monitor policies. While the new system provides less specific regulation, the focus on local priorities has not diminished the role of effective monitoring, and it continues to be expected that the monitoring process will ensure that local policies are addressing locally identified targets and objectives.

The AMR accordingly sets out how it will update and amend components of the Local Plan and other plans to reflect changing circumstances. The AMR also has a wider role in helping the Council and its partners monitor the success of other plans, and can also be used by other agencies to amend their plans and actions. This will assist the Council in meeting its 'duty to cooperate' with other authorities. The AMR will provide the opportunity to consider the Council's track record in delivering key infrastructure to support growth and the effectiveness of its use of funds for both strategic and local funding.

The Council's Local Plan Committee reviews the adequacy of our AMR and the way we use monitoring as a key element of the plan-making process. It will also be a major consideration for the independent Planning Inspectors who will assess the soundness of our plans. Planning Inspectors will consider:

- Whether policies are founded on a robust and credible evidence base; and
- Whether there are clear mechanisms for implementation and monitoring.

The AMR will also be a key element in the monitoring requirements that arise from Sustainability Appraisals and the Strategic Environmental Assessment Directive.

### 2.2 Scope and Coverage

This report covers the following matters:

- Information for each document in the LDS, indicating the stage it has reached, whether this accords with the timetable set out, any reasons for delays or changes and further steps required to progress the work.

- Documentation of the Council's joint work with other public bodies and infrastructure providers to meet the duty to co-operate on strategic cross-boundary issues.
- Progress on policies and targets in the Adopted Colchester Borough Local Plan as amended by the Focused Review, which currently comprises the Core Strategy, Site Allocations and Development Policies DPDs including reasons for any slippage.
- What significant effects implementation of the policies are having on the social, environmental and economic objectives by which sustainability is defined and whether these effects are as intended;
- Implications for the development of a new Local Plan, including whether any policies need particular adjustments because they are not working as intended or because there have been changes in national or regional policy.

## 3. Portrait and Vision for Colchester

### 3.1 Location and General Character

The Borough of Colchester is located in the county of Essex in the east of England, covering an area of approximately 329 square kilometres. The Borough is situated 62 miles north east of London. At the time of the 2011 Census, the main urban areas account for 70.7% (122,410 people) of the Colchester population<sup>1</sup>. The rural areas of the Borough account for 29.3% of the population (50,664 people) and the countryside areas are mainly used for agriculture.

The Borough lies in a key gateway location between the UK and Europe, with access to Europe via the nearby Ports of Harwich and Felixstowe to the east and Stansted Airport to the west.



The following sections provide a general profile of the Borough. Further statistical information is available in the Key Themes sections noted below as well as in the Key Statistics page of the Council's website: <http://www.colchester.gov.uk/insight>

### 3.2 Population

Data from the 2013 Mid Year Estimate (MYE) put the Borough population at approximately 177,626. This figure is a 0.9% increase from the 2012 MYE of 176,008. The population of Colchester has been rising over the last ten years, and is forecasted to continue to grow over the next ten years.

<sup>1</sup> 2011 Census Estimates at LSOA level, rural/urban classifications have been revised as a result of the 2011 Census. ONS © Crown Copyright, 2011

Based on the 2013 Mid Year Estimates, Colchester is the second largest district in Essex County (behind Basildon), accounting for 12.5% of the Essex population. Based on the 2013 Mid Year Estimates figures the average population density of Colchester was 535 people per square kilometre. This is an increase from 2001 when there were 474 people per square kilometre.

Estimates suggest that from 2013-2022 the population of Colchester is expected to grow by 9.6% to 194,600 people. This is an increase of 17,000 people over a nine year period. By the same measure this is the second largest population growth in Essex; Uttlesford had the highest at 12.7%.

There has been an increase in ethnic minority groups since Census Day 2001, from 3.8% to an estimated 8.0% of the Colchester population (Census 2011). This is higher than the Essex proportion of 5.7%.<sup>2</sup>

### **3.3 Households**

At of October 2014 there were approximately 78,000 dwellings within the Borough of which 5,776 were owned by the local authority.<sup>3</sup> The average household size was 2.33 people per household in 2011, this has decreased from 2.37 in 2001 (Census findings).<sup>4</sup>

A total of 725 homes were built between 1<sup>st</sup> April 2013 and 31<sup>st</sup> March 2014. Under current policies, 830 dwellings are expected to be built in the Borough each year. There have been 96 recorded affordable housing completions.

The average household price in April 2013 in Colchester was £202,717. This illustrates a 1.7% decrease from £205,666 in April 2012. The 2007 Strategic Housing Market Assessment (SHMA) observed that few households aspiring to home ownership had access to enough money to purchase a home in Colchester, and annual updates since 2007 have not found any change to this position.

For more housing information please see **6.2 Key Theme: Housing**.

### **3.4 Heritage and Habitat**

Colchester has a rich and vast heritage. As Camulodonum, it was the first capital of England and it is also Britain's oldest recorded town, recorded by Pliny the Elder in 77AD. The Borough has a rich archaeological and cultural heritage, dating back to at least 4,000BC. There are 22 conservation areas, some 2,560 listed buildings and 52 Scheduled Monuments. There are four parks within Colchester on the National Register of Special Historic Interest including Colchester Castle Park, Severalls Hospital, Layer Marney Tower gardens and Wivenhoe Park.

The rural landscape of the Borough has a rich ecological character, influenced by geology and landform. Habitats include woodland, grassland, heath, estuary, saltmarsh, mudflat and freshwater and open water habitats. There is a substantial amount of coastline. Many sites are recognised for their value by international and national designations, including the coastal and estuary areas in the south east and the Dedham Vale Area of Outstanding Natural Beauty (AONB) in the north of the Borough.

For more information on the environment please see **6.5 Key Theme: Environment & Heritage**

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<sup>2</sup> Census 2011 Office for National Statistics licensed under the Open Government Licence v.1.0

<sup>3</sup> LAHS Return & Council Tax Data. Colchester Borough Council, 30 September 2014.

<sup>4</sup> 2001 and 2011 Census, Office for National Statistics (ONS). © Crown Copyright, 2012.

### 3.5 Economic Activity and Prosperity

Research by the Centre for Cities published in July 2010 indicates that Colchester has performed relatively well during the recession in relation to other areas and fits within the 'buoyant' category of cities (in contrast to stable or struggling).<sup>5</sup> In April 2012 the Javelin group published a report documenting town centres deemed as the most 'robust' and those most 'at risk'. 'At risk' is defined as those town centres that are most at risk of future decline, with the robust centres being those that are in the strongest position to defend themselves. In the largest location grades assessed, Colchester was included as one of Great Britain's most robust retail destinations<sup>6</sup>.

Results from Colchester's Quarterly Economic Report (September 2014) indicate that 79.4% of Colchester's working age population were economically active in the financial year 2012/13, and the unemployment rate was 5.9%. The percentage of people claiming Job Seekers Allowance (JSA) has decreased (when compared to the same period as last year). The percentage of 16-19 year olds Not in Employment, Education or Training (NEETs) has risen slightly compared to the previous year (5.8% in June 2014, 5.3% in July 2013), although quarterly data does show some fluctuation.<sup>7</sup> The latest data shows that number of Job Seeker's Allowance claimants decreased from 2.8% to 2.0% between February 2013 and February 2014 (working age resident based proportion), which is still below the national average, which decreased from 3.1% to 2.3%.

Colchester's main employer is the army garrison, which has close links with the town and there are also sizeable educational employers, including the University of Essex. Tourism was worth £244m to the economy of Colchester Borough in 2012. The value of tourism to Colchester has risen by 287% from £63.1m in 1993.<sup>8</sup>

The Borough is relatively prosperous, ranking 205 out of 326 districts on the Index of Multiple Deprivation (rank 1 being the most deprived). It is estimated that approximately 5% of people in Colchester live in seriously deprived neighbourhoods. This is somewhat lower than the proportions in Basildon (18%), Tendring (18%) and Harlow (12%).<sup>9</sup>

For more information on Colchester's economy please see **6.3 Key Theme: Economy & Business**.

### 3.6 Community

Local communities have access to a wide range of Council run services and facilities including country parks at Cudmore Grove, East Mersea and Highwoods, a leisure centre (Leisure World) including swimming pools and a 1,200 capacity event venue, and four multi-activity centres. There are also smaller community centres, village halls and activity centres in many areas around the borough which provide a range of activities and spaces to hire.

There are 79 maintained schools: 64 primaries, 11 secondaries and 4 special schools. There are two further and higher education colleges: Colchester Sixth Form College and the Colchester Institute. Colchester is also home to the globally recognised University of Essex, making the Borough a major educational base and significantly adding to the diversity of its population.

The Borough has a strong local administrative base with 31 active parish councils.

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<sup>5</sup> 'Colchester, Ipswich and the Haven Gateway sub-region: comparative analysis.' Centre for Cities, July 2010.

<sup>6</sup> Javelin - Battlefield Britain: Survivors and Casualties in the Fight for the High Street, 2012

<sup>7</sup> Data from Essex CCIS.

<sup>8</sup> Economic Impact of Tourism Report on the borough of Colchester, 2012.

<sup>9</sup> Indices of Deprivation, ONS, 2010.

For more information on community facilities please see **6.6 Key Theme: Accessible Services & Community Facilities.**

### 3.7 Health

The health of people in Colchester Borough is varied compared with the England average. Although deprivation is lower than average it is estimated that 5,300 children live in poverty.

Life expectancy for both men and women is higher than the England average but there are inequalities across the Borough. Life expectancy is 6.9 years lower for men and 6.1 years lower for women in the most deprived areas of Colchester compared to the least deprived areas.

Over the last ten years 'all cause mortality rates' in Colchester have fallen. Early death rates from heart disease and stroke have also fallen and are better than the England average<sup>10</sup>. In 2013, there were 1,419 registered deaths.<sup>11</sup> An estimated 23.3% adults are obese and an estimated 20.5% of adults smoke. There were 832 hospital stays for alcohol related harm in 2012, a lower rate than the national average.<sup>12</sup>

In terms of child health, the Infant Mortality Rate (IMR) (the number of deaths at ages under one year, per 1,000 live births) for 2012 was 5.1. This is higher than most Essex authorities, and above the Essex value of 3.9<sup>13</sup>. About 16.4% of Year 6 children (10 and 11 year olds) in Colchester are classified as obese, better than the national average but still significant cause for concern. 75.6% of mothers initiate breast feeding, which is better than the national rate, but smoking in pregnancy rates remain high at 13.3%, although this has fallen from 17% last year.

In 2013 there were 2,210 live births in Colchester, a decrease from 2,353 in 2012. The 'Total Fertility Rate' (TFR) indicates the average number of children that would be born to a woman if the current age-specific (the number of live births per 1,000 woman of each age) patterns of fertility persisted throughout her childbearing life. In 2013 the TFR in Colchester was 1.83, a decrease from the 2012 figure of 1.94, and below the Essex average of 1.90.<sup>14</sup> In 2013 in Colchester, 19.2% of live births were born to non-UK born mothers.<sup>15</sup>

### 3.8 Transport

The Borough is connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. The Borough also lies in close proximity to the major seaport of Harwich (20 miles) and Stansted Airport (30 miles).

Public transport provision includes six railway stations, bus routes operated by ten bus companies and several cycle trails including National Cycle Route One.

One of the biggest challenges to Colchester is population growth and the dominance of the car as the main mode of travel. Significant congestion can occur during peak times within Colchester, the A12 and on several of the minor roads to the south of the Borough.

For more information on transportation please see **6.4 Key Theme: Transportation.**

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<sup>10</sup> Colchester Health Profile, 2014, Public Health England

<sup>11</sup> Death Registrations Summary Tables, England and Wales, 2013, Office of National Statistics

<sup>12</sup> Colchester Health Profile, 2014, Public Health England

<sup>13</sup> NHS IC Indicator Portal, 2012

<sup>14</sup> Births Summary Tables, England and Wales, 2013, Office of National Statistics

<sup>15</sup> Parents' Country of Birth Tables England and Wales, 2013, Office of National Statistics

### **3.9 Regeneration**

The Borough is engaged in an ambitious regeneration programme in five areas of Colchester: North Colchester; the Garrison; St. Botolph's; East Colchester; and North Station. The redevelopments underway are providing new housing, employment, the University knowledge gateway, new army garrison, and new leisure/culture facilities.

### **3.10 Growth**

Colchester's Local Plan contains a number of planning policies designed to meet the need for new homes established by the local evidence base. This document seeks to measure their performance in delivering new homes and supporting infrastructure. The Council is intending to help fund strategic infrastructure to support growth through adoption of a charging schedule for a Community Infrastructure Levy (CIL).

### **3.11 Vision**

The Council is currently updating its Strategic Plan to ensure its continuing fit with changing circumstances. The last revision of the Council's Strategic Plan in 2009 allowed the organisation to focus more on their customers and their expectations and needs.

Key objectives are:

- Listen and Respond
- Shift Resources to Deliver Priorities
- Be Cleaner and Greener

Priorities are:

- addressing older people's needs
- addressing younger people's needs
- community development
- community safety
- congestion busting
- enabling job creation
- healthy living
- homes for all
- reduce, re-use, recycle

These priorities and agendas are the Council's quality standards and set a bar against which the organisation can measure its progress and achievements.

### **3.12 Delivery**

Colchester is working closely with adjacent authorities and infrastructure providers to identify and deliver sustainable new development. The Council currently utilises planning obligations secured through Section 106 agreements to fund infrastructure required to support new development, but is also in the process of developing a charging schedule for the Community Infrastructure Levy (CIL) which will, when adopted, fund strategic infrastructure projects prioritised by the Council.

### **3.13 Outcomes**

By 2021, Colchester will have reduced the gap between the better off and less well off communities and have produced a better quality of life for all. We will have created quality places with better environments in which people live, work and visit. Transport will have been

improved with better bus and rail services and car usage down, but with traffic flowing freely on roads when used. Infrastructure will have been provided where it is needed. Crime will be down. Resources will be conserved and more sustainable development promoted. We will have a prosperous economy with a broad balance between local jobs, local labour supply and higher wages. Colchester town centre will be an attractive, vibrant and accessible regional centre with a range of excellent facilities and an increased number of visitors. The countryside will retain its rural character and rural towns and villages will have retained their unique identities and benefit from improved access to services and better public transport and thriving local enterprise. The special character and quality of the coast and countryside will have been maintained and enhanced.

### **3.14 Objectives**

The current review of the Local Plan will revisit the principal objectives found in Colchester's Core Strategy (December 2008):

#### Sustainable Development

- Focus new development at sustainable locations to support existing communities, local businesses, sustainable transport and promote urban regeneration to protect greenfield land.
- Provide the necessary community facilities and infrastructure to support new and existing communities.
- Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester Borough's growing community.
- Promote active and healthy lifestyles and strive for excellence in education and culture.
- Reduce the Borough's carbon footprint and respond to the effects of climate change.

#### Centres and Employment

- Create a significant regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations.
- Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment.

#### Housing

- Provide high quality and affordable housing at accessible locations to accommodate our growing community.
- Provide a range of different types of new housing to meet the diverse needs of the whole community.

#### Urban Renaissance

- Revitalise rundown areas and create inclusive and sustainable new communities.
- Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology.

#### Public Realm

- Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live, work and play.

#### Accessibility and Transportation

- Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel.
- Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region.
- Provide excellent public transportation, walking and cycling connections between centres, communities and their needs.



- Improve the strategic road network and manage traffic and parking demand.

#### Natural Environment and Rural Communities

- Protect and enhance Colchester's natural environment, countryside and coastline.
- Support appropriate local employment and housing development in villages and rural communities.

#### Energy, Resources, Recycling and Waste

- Encourage renewable energy and the efficient use of scarce resources.
- Reduce, reuse and recycle waste.

### **3.15 Duty to Cooperate**

The Town and Country Planning (Local Planning) (England) Regulations 2012 require that the local planning authority's monitoring report must give details of what action has been taken during the monitoring year to satisfy the duty to cooperate.

CBC has met this requirement by holding a number of meetings on cross-border, sub-regional and regional issues with relevant stakeholders. These include district councils, the County Council, Essex-wide bodies such as the Essex Planning Officers' Association and Essex Chief Executives' Association, and the Haven Gateway Partnership covering north-east Essex and south-west Suffolk. CBC signed a Memorandum of Understanding with Essex University, Tendring District Council and Essex County Council in April 2014 which sets out a framework for collaboration on employment and training opportunities, growth, and improved infrastructure.

More specifically, the Council has met the duty to cooperate in the process of plan-making by meeting with adjacent authorities and infrastructure providers to begin production of a new Local Plan. As part of the initial evidence gathering work for the Local Plan, the Council has been meeting with providers of key infrastructure to identify any major constraints or issues to consider in the generation of growth options and the identification of a preferred option. The Council has spoken to providers of roads, rail network and rail services, bus services, education, health, water and sewerage, environmental protection, electricity, and gas.

Cooperation around the production of an evidence base has included the Council's participation in Essex-wide work on population forecasts and on a Gypsy and Traveller Accommodation Assessment. The Council jointly commissioned a Strategic Housing Market Assessment along with Braintree, Brentwood, Chelmsford and Maldon to provide a consistent approach to the development of identifying housing need across local authority boundaries.

Discussions with adjacent authorities have included consideration of how potential cross-boundary settlements should be handled, and the Council expects to address any cross-boundary proposals through the preparation of joint planning documents. The Council will maintain a record of its actions satisfying the duty to cooperate on strategic issues which will be submitted as part of the plan examination process.

## 4. Progress on Plan-making

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This section examines progress in development of a planning framework for Colchester. The Local Development Scheme (LDS) sets out key documents and timetables, and these are noted below along with progress to date, any issues, potential delays, problems and revisions to our approach. The section concludes with a summary identifying strengths, weaknesses and opportunities for improvement.

### 4.1 [The Local Development Scheme \(LDS\)](#)

Timetable for production:

- Survey and participation on options: January - December 2005
- Formal six week consultation on *preferred* options and representations: January - February 2005
- Submission to Secretary of State & formal 6 week consultation: March 2005 - April 2005
- Approval: May 2005
- Revised and submitted to GO-East: October 2006
- Approval: November 2006
- Revised and submitted to GO-East: February 2007
- Approval: September 2007
- Revised and submitted to GO-East in October 2008 (following publication of new regulations)
- Adopted: November 2008
- Revision and submission to Government to reflect addition of new work: February 2011
- Revision to reflect changes to timetable and addition of new work – December 2011 (submission to Government no longer required)
- Revision to reflect requirements of National Planning Policy Framework and new/revised work – March and September 2013

**On Target?** Yes – reviewed periodically as required.

### 4.2 [Statement of Community Involvement \(SCI\)](#)

Timetable for production:

- Survey and participation on options: November 2004 – March 2005
- Formal six week consultation and representations: January - February 2005
- Submission to Secretary of State and formal six week consultation: October 2005
- Independent examination: March 2006
- Adopted: June 2006
- Revised: October 2008 (following publication of new regulations)
- Revised SCI adopted: April 2011 (following changes to regulations)
- Revised SCI adopted: December 2012 (following changes to procedures and regulations)

**On Target?** Yes – reviewed periodically as required.

### 4.3 [Core Strategy](#)

Timetable for production:

- Survey and participation on options: March – April 2006
- Formal six week consultation on preferred options and representations: November – December 2006

- Formal six week consultation on amendments to the preferred options and representations: June-July 2007
- Submission to Secretary of State & formal six week consultation: November-December 2007
- Independent examination: June 2008
- Adoption: December 2008
- Focused Review of selected elements of the plan (changes to parts of policies SD1, SD2, SD3, H2, H3, H4, ENV2) adopted: July 2014

**On Target?** Yes, completed, but modified by Focused Review adopted in July 2014 and will then will be replaced by new Local Plan.

#### **4.4 Site Allocations Development Plan Document (DPD)**

Timetable for production:

- Pre-submission consultation on issues and options: November - December 2007
- Six week consultation on preferred options and representations: January-February 2009
- Formal six week consultation on Submission Document: September - October 2009
- Submission to Secretary of State: November 2009
- Independent examination: March - April 2010
- Adopted: October 2010
- Review: See Local Plan below

**On Target?** Yes, completed, but will be replaced by Local Plan.

#### **4.5 Development Policies Development Plan Document (DPD)**

Timetable for production:

- Pre-submission consultation on issues and options: November - December 2007
- Formal six week consultation on preferred options and representations: January - February 2009
- Formal six week consultation on Submission Document: September - October 2009
- Submission to Secretary of State: November 2009
- Independent examination: March - April 2010
- Adopted: October 2010
- Review: See Local Plan below

**On Target?** Yes, completed but modified by Focused Review adopted in July 2014 and then will be replaced by new Local Plan.

#### **4.6 Neighbourhood Planning**

- Currently 6 Neighbourhood Plan under development in Colchester.
- Boxted Neighbourhood Plan – Area Designation approved 8 October 2012 Plan has reached formal Submission consultation stage.
- Myland & Braiswick Neighbourhood Plan – Area Designation adopted 28 January 2013. A draft of Myland & Braiswick plan submitted in October 2014 to the Council for review.
- West Bergholt Neighbourhood Plan - Area designation approved 29 July 2013
- Wivenhoe Town Neighbourhood Plan- Area designation approved 29 July 2013

**On target?** –Neighbourhood Plans currently being developed are in compliance with The Neighbourhood Planning (General) Regulations 2012 and their progress monitored as required by Section 34(4) of the Town and County Planning Regulations 2012.

#### 4.7 Community Infrastructure Levy (CIL) Charging Schedule

- Consultation on draft Charging Schedule – August - September 2011
- Consideration of submission schedule by Local Plan Committee – November 2011
- Consideration of revised submission schedule by Local Plan Committee – TBD
- Submission to Government and public consultation – TBD
- Examination – TBD
- Adoption – TBD

**On Target?** The Council is undertaking further viability work in order to ensure the viability of CIL within Colchester Borough.

#### 4.8 Supplementary Planning Documents (SPD)

- Title – [Backland and Infill Development](#)
- Status – SPD
- Timetable – Adopted September 2009

**On Target?** Yes

- Title – [Community Facilities](#)
- Status – SPD
- Timetable – Adopted September 2009

**On Target?** Yes

- Title – [Affordable Housing](#)
- Status – SPD
- Timetable – Adopted August 2011
- **On Target?** Yes

- Title – [Parking Standards](#)
- Status – SPD
- Timetable – Adopted November 2009

**On Target?** Yes

- Title – [North Colchester Masterplan](#)
  - Status – SPD
  - Timetable – Adoption June 2012
- On Target?** No, resolution of highways matters required

- Title – Stanway Southern Access Brief, Tollgate Vision Framework
- Status – Guidance
- Timetable – Adopted December 2013/July 2013

**On Target?** Yes

- Title – [Town Centre Action Plan SPD](#)
- Status – SPD
- Timetable – Adopted December 2012.

**On Target?** Yes

- Title – [Cycle Delivery SPD](#)
- Status – SPD
- Adopted – January 2012

**On Target?** Yes

- Title – [Tiptree Jam Factory DPD](#)
- Status – DPD
- Adopted – February 2013

**On Target?** Yes

#### **4.9 Documents to be produced as part of the evidence base for the plan-making process**

Sustainability Appraisal for the Local Plan

Timescale – Scoping report published in July 2014

Initial screening work to be published with Issues and Options  
consultation in January 2015

**On Target?** Yes.

Townscape Character Study ([part 1](#) and [part 2](#))

Timescale – Completed June 2006

**On Target?** Yes and complete

[Strategic Housing Land Availability Study](#)

Timescale – November 2007 and updated annually in AMR.

**On Target?** Yes, updated annually in AMR

[Retail Study](#)

Timescale – Completed February 2007, updated October 2009 and March 2013.

**On Target?** Yes, revised periodically as needed

[Landscape Character Assessment](#)

Timescale – November 2005

**On Target?** Yes and complete

Employment Land Needs Assessment

Timescale – December 2014

**On Target?** Yes

[Strategic Housing Market Assessment](#)

Timescale – August 2014

**On Target?** Yes – additional work to be carried out as needed before examination

[Strategic Flood Risk Assessment](#)

Timescale - November 2007

**On Target?** Yes – update to be programmed

Appropriate Assessment of the Local Plan

Timescale - Initial work underway

**On Target?** Yes

[Open Space Study](#)

Timescale – November 2007

**On Target?** Yes – update to be programmed

Assessment of Open Countryside Between Settlements

Timescale – July 2009

**On Target?** Yes and complete

Settlement Boundary Review

Timescale – July 2009 and update to be undertaken as part of Full Review

**On Target?** Yes.

[Historic Environment Characterisation Project](#)

Timescale – June 2009

**On Target?** Yes and complete

Local Wildlife Sites Survey ([part 1](#) and [part 2](#))

Timescale – December 2008

**On Target?** Yes –selected sections to be updated as needed

[Hotel Study](#)

Timescale – April 2007 and update June 2009

**On Target?** Yes and complete

[Haven Gateway Water Cycle Study \(Phase 2\)](#)

Timescale – October 2009

**On target?** Yes – update to be programmed

[CIL Viability Evidence](#)

Timescale – March – July 2011, to be updated early 2015

**On target?** Yes

[Colchester Green Infrastructure Study](#)

Timescale – October 2010 - March 2011

**On target?** Yes

[Colchester Town Centre Retail Study](#)

Timescale – October 2011

**On target?** Yes

Indoor Sports Facilities and Playing Pitch Strategy

Timescale – December 2014

**On target?** Yes

#### **4.10 Other Documents or Reports that affect the timescales of planning policy development**

The Council has initiated a thorough review of its adopted planning policies, which will lead to the 2017 adoption of a new Local Plan. An important element of this work is meeting the 'duty to co-operate' with adjacent authorities and relevant stakeholders to jointly meet the development needs of the wider area. This process will result in joint work and agreement on a range of cross-boundary issues including housing and employment targets.

There will also be a need for the planning policy team to liaise closely with groups across the Council so that the team can ensure that all relevant objectives are accounted for in the planning policy review process.

The Council is investigating how infrastructure delivery could be supported through a Community Infrastructure Levy (CIL). The AMR will be a key source for monitoring information to inform review of infrastructure delivery and prioritisation of projects to be funded through CIL.

#### **4.11 Monitoring**

To ensure the future success of Colchester's planning policies it is essential that the relevant indicators are identified and a system of monitoring progress is agreed. The AMR includes the indicators set out in the Local Plan along with progress on monitoring these indicators. These indicators are summarised in Appendix 4. In addition to the Core Strategy indicators, a number of Supporting Indicators are also included to provide a more complete picture of progress on key objectives. Appendix 5 identifies the infrastructure projects that have also been included in the Core Strategy and section 6.6.5 of the AMR provides information on progress on infrastructure delivery. These monitoring processes will be reviewed and updated as required as part of the development of the new Local Plan.

## 5. Difficulties Collecting Data

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In collecting the baseline data for this Annual Monitoring Report (AMR) many different sources of information have been used. One of the difficulties faced in collecting data has been finding data at a Borough level. For example, in several instances environmental data is usually only collected at a County or Regional level, which consequently limits local data and policy analysis.

The release of further 2011 Census data has allowed the updating of information previously dependant on the 2001 Census.

The 'Civica' monitoring system is used by the development control and building control teams to enter key information for each submitted planning application and now provides an important source of data for the AMR.

As with any quantitative data sources, it is wise to approach the indicators with a degree of caution as the way in which they are collected can often impact significantly on their reliability. It should be noted that data published in this report was correct at the time of printing. A list of data sources can be found in Appendix 1.



## 6. Monitoring Indicators

### 6.1 Background

As part of the Annual Monitoring Report, the Council will monitor key indicators on an annual basis. The monitoring of general performance will take place through considering the following information:

**Indicators** – Prior to changes in the national planning system, the Government published AMR guidance which provided for core indicators set nationally as well as scope for local authorities to select indicators appropriate to their area. The planning system now gives local authorities flexibility to set their own indicators. The Core Strategy includes a list of core and local indicators (Appendix 4) which were examined and approved by the Inspector along with the rest of the document in 2008. A few further indicators were subsequently added following adoption of the Development Policies DPD in 2010. This year's AMR retains all these indicators as they are considered to remain appropriate.

**Background Information** – These indicators help to provide a backdrop against which the effects of policies can be considered. They provide information on all key changes that are taking place in the borough in the wider social, environmental and economic context. The information includes significant effects indicators linked to sustainability appraisal objectives which consider how local authorities are applying the principles of sustainable development planning. This information provides a backdrop against which the effects of policies can be considered.

Planning Applications from 1 April 2013 to 31 March 2014		
6.1.1	The total number of applications received	1,521
6.1.2	The total number of applications determined	1554 (includes 122 Withdrawn)
6.1.3	The number of applications approved	1,251
6.1.4	The number of applications refused	166
6.1.5	The number of appeals made	63
6.1.6	The number of appeals allowed	16 (0 Partial, 0 Withdrawn & 38 Dismissed)
6.1.7	The number of departures	4 (for determinations within the period)

The total number of applications received between 1 April 2013 and 31 March 2014 showed an increase on last year's total of 1,392, but is well below the pre-recession figure of 2,015 in 2007-08. 80.1% of minor applications were decided within 8 weeks compared to 75.3% in the previous year). Performance in the 'major applications' category was up to 89.7% compared to 68.6% in the previous year. This improvement reflects successes in the Council's implementation of project management measures for applications, including pre-application advice and Planning Performance Agreements which will enhance consistency and quality in processing applications. 'Other applications' also exceeded the 80% national target with 90.7% being achieved (up from 89.7% in 2012-13).

## 6.2 Key Theme: HOUSING

### Core Strategy Policies

SD1	Sustainable Development Locations – Will promote sustainable development and regeneration to deliver at least 19,000 homes between 2001 and 2023, and 14,200 jobs between 2001 and 2021, and growth will be located at the most accessible and sustainable locations.
H1	Housing Delivery – Will plan, monitor and manage the delivery of over 19,000 homes in Colchester between 2001 and 2023. Housing will be focused in growth areas in Colchester including urban extensions to the north and the southwest.
H2	Housing Density – Will seek housing densities that make efficient use of land while ensuring that new housing developments be informed by the local built character and the accessibility of the location.
H3	Housing Diversity – Will seek to secure a range of housing types and tenures on developments across the Borough in order to create inclusive and sustainable communities.
H4	Affordable Housing – Will seek to secure 35% of new dwellings be provided as affordable housing.
H5	Gypsies and Travellers – Will identify sites to meet the established needs of gypsies and travellers in the Borough.

### LDF Development Policies

- DP1 Design and Amenity – Ensures that residential development is designed to a high standard, avoid unacceptable impacts on amenity and demonstrate social, economic and environmental sustainability.
- DP11 Flat Conversions- Provides criteria for the conversion and sub-division of existing premises into flats and other self-contained residential units
- DP12 Dwelling Standards –Guides residential development to ensure protection of residential amenity, provision of appropriate layouts and design; and adequate vehicle parking and refuse arrangements
- DP13 Dwelling Alterations, Extensions and Replacement Dwellings- Provides criteria to ensure appropriate development of alterations, extensions and replacement dwellings

### Overview

Colchester's adopted Core Strategy provided that the Borough needs to allocate and build 19,000 homes between 2001 and 2023, an average of 830 homes a year. In line with national policy contained in the 2012 National Planning Policy Framework, the Council is required to ensure sufficient housing land is supplied to meet local housing needs. The Council will be developing a new Objectively Assessed Need target which will take into account the requirements of national policy and will ensure the Borough provides a 5 year supply of specific deliverable sites and identifies a supply of specific developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.

The majority of the housing programmed for delivery in the 2001-2023 period has already been accounted for by previous Local Plan allocations, housing completions and planning permissions. Colchester delivered 11,691 new homes between 2001/02 and 2013/14 at an average rate of 899 dwellings per year.

The housing trajectory included in this report shows that a net of 725 homes were built between 1 April 2013 and 31 March 2014. This is an increase on the previous year's total of

617 and indicates housing delivery is recovering from the earlier recessionary period and returning to pre-2008 market conditions although completions are still below the higher figures seen in the 2002-2008 period.

The variations in yearly delivery figures can be smoothed out by considering the average over the last 5 years. This 5-year average figure for Colchester of 709 is below the current Local Plan adopted target figure of 830 but is still considered to be acceptable given that the housing market is still recovering from the recent economic downturn. In the context of delivery rates across other Essex authorities, Colchester continues to be the most attractive district for investment in the housing market as the following table shows.

#### Essex Local Authority Housing Delivery

Authority	2009/10	2010/11	2011/12	2012/13	2013/14	Total	Current Local Plan Annual Build Target
<b>Basildon</b>	468	182	700	622	<b>119</b>	<b>2446</b>	540
<b>Braintree</b>	428	448	301	176	<b>182</b>	<b>1695</b>	282
<b>Brentwood</b>	162	394	132	213	<b>105</b>	<b>1152</b>	233
<b>Castle Point</b>	115	110	56	75	<b>168</b>	<b>470</b>	200
<b>Chelmsford</b>	200	233	235	274	<b>471</b>	<b>1579</b>	800
<b>Colchester</b>	<b>518</b>	<b>673</b>	<b>1012</b>	<b>617</b>	<b>725</b>	<b>3848</b>	<b>830</b>
<b>Epping Forest</b>	176	368	304	115	<b>299</b>	<b>1120</b>	160
<b>Harlow</b>	107	116	384	152	<b>74</b>	<b>1015</b>	400
<b>Maldon</b>	108	37	91	119	<b>74</b>	<b>516</b>	294
<b>Rochford</b>	85	42	93	43	<b>243</b>	<b>365</b>	200
<b>Southend</b>	144	183	328	254	<b>NA</b>	<b>1224</b>	325
<b>Tendring</b>	319	217	232	244	<b>209</b>	<b>1388</b>	400
<b>Thurrock</b>	88	288	343	311	<b>323</b>	<b>1160</b>	930
<b>Uttlesford</b>	522	298	518	545	<b>388</b>	<b>2320</b>	497
<b>Totals</b>	<b>3440</b>	<b>3589</b>	<b>4729</b>	<b>3760</b>	<b>3380</b>	<b>20298</b>	<b>6091</b>

*Information Source – Essex County Council, Spatial Planning, Colchester BC*

Colchester's build rate reflects the Council's willingness to work with developers to bring schemes forward, including a flexible approach to scheme cost appraisals. Over the 15 year period to 2027 the Council is considered to be on course to achieve its current housing delivery target. This reflects the legacy of higher than target delivery rates from pre-recessionary years and projected above target level figures for some future years.

The Core Strategy explains that new housing development in Colchester Borough will seek to reduce the need to travel, support regeneration and protect greenfield land. The Core Strategy focuses development in the following key areas:

- Town Centre
- North Growth Area
- East Growth Area
- South Growth Area
- Stanway Growth Area

<b>6.2.1</b>	<b>Housing Trajectory 2013-2014</b>	<b>Indicator for Core Strategy Policy H1</b>
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A net of 725 homes were built between 1 April 2013 and 31 March 2014.

The housing trajectory is updated each year and illustrates:

- I. The number of net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer;
- II. The number of net additional dwellings for the current year;
- III. The projected net additional dwellings up to the end of the relevant development plan document period or over a ten year period from its adoption, whichever is the longer;
- IV. The annual net additional dwelling requirement; and
- V. The annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years' performances.

The table below provides a projection of housing delivery through the Local Plan. The Core Strategy identified broad areas for greenfield urban extensions and regeneration of previously developed land, to provide that housing provision delivered 19,000 homes between 2001 and 2023 at a rate of 830 per year. In particular greenfield urban extensions are expected to deliver an additional 3,000 homes between 2016 and 2023. The Site Allocations DPD, which was adopted in October 2010, allocates the land required to achieve this housing delivery. The new Local Plan will extend allocations forward to 2032 and beyond.

Year	Average annual target	Net additional completions per year	Cumulative target	Cumulative completions	The annual net additional dwelling requirement	Projected net additional dwellings per year	Projected Cumulative Completions
2001/02	830	566	830	566	830	-	-
2002/03	830	980	1660	1546	840	-	-
2003/04	830	916	2490	2462	835	-	-
2004/05	830	1,277	3320	3739	831	-	-
2005/06	830	896	4150	4635	812	-	-
2006/07	830	1,250	4980	5885	808	-	-
2007/08	830	1,243	5810	7128	787	-	-
2008/09	830	1,028	6640	8156	764	-	-
2009/10	830	518	7470	8674	750	-	-
2010/11	830	673	8300	9347	763	-	-
2011/12	830	1012	9130	10359	768	-	-
2012/13	830	617	9960	10976	753	-	-
2013/14	830	725	10790	11701	762		
2014/15	1065		11855		754	993	12798
2015/16	1065		12920		735	950	13894
2016/17	1065		13985		717	887	15004
2017/18	1065		15050		702	906	16159
2018/19	1065		16115		681	825	17309
2019/20	1065		17180		665	774	18393
2020/21	1065		18245		652	705	19063
2021/22	1065		19310		644	712	19638
2022/23	1065		20375		633	642	20165
2023/24	1065		21440		631	745	20607
2024/25	1065		22505		628	718	21091
2025/26	1065		23570		631	557	21417
2026/27	1065		24635		718	321	21679
2027/28	1065		24870		1214	100	21899
<b>TOTAL</b>		<b>11701</b>				<b>9835</b>	

The figures set out in the Core Strategy were originally based on the requirements of the now abolished East of England Plan (RSS). The RSS set a target of 17,100 new homes to be achieved by 2021 and this figure informed an annualised delivery rate. The Core Strategy adopted a similar timeframe but extended it by two years to demonstrate a 15 year supply.

The National Planning Policy Framework (NPPF) provides the relevant national guidance on the monitoring and delivery of housing and has updated the way housing delivery is assessed, replacing the top-down approach used for regional strategies. The NPPF requires local authorities to:

- identify and maintain a rolling supply of specific, deliverable sites sufficient to provide five years' worth of housing against their housing requirements. The supply should include an additional allowance of 5% (moved forward from later in the plan) to ensure choice and competition in the market for land. The NPPF states that where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% but as demonstrated above there has not been an under delivery in Colchester and only 5% is required;

- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
- not make allowance for windfall sites in the first ten years of supply, or in the rolling five year supply, unless there is compelling evidence of genuine local circumstances that prevent specific sites being identified. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends;
- illustrate the expected rate of housing delivery through a housing trajectory for the plan period and, for market housing, set out a housing implementation strategy describing how delivery of a five-year supply of housing land will be maintained to meet targets.

The Council is projected to deliver 5,618 units over the five year period 2014/15-2018/19, which is a yearly average of 1,124. Over ten years, the council is projected to deliver 8,916 units, which is an annual figure of 892 however it is anticipated more sites will come forward before then. In line with national guidance on Objectively Assessed Need, the Council will now be developing a new Local Plan based on updated evidence of housing need and viability. Initial work that will inform the Council's new Objectively Assessed Need target indicates that a range of 1,065-1,225 new dwellings per annum would be required across the Borough. New housing targets will be matched with additional allocations as part of the plan-making process. It is important to bear in mind, however, that even if the Council can ensure there is an adequate supply of housing land, economic viability considerations and market conditions influence actual delivery figures.

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**Detailed Housing Trajectory to be presented at Local Plan Committee**

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**Detailed Housing Trajectory to be presented at Local Plan Committee**



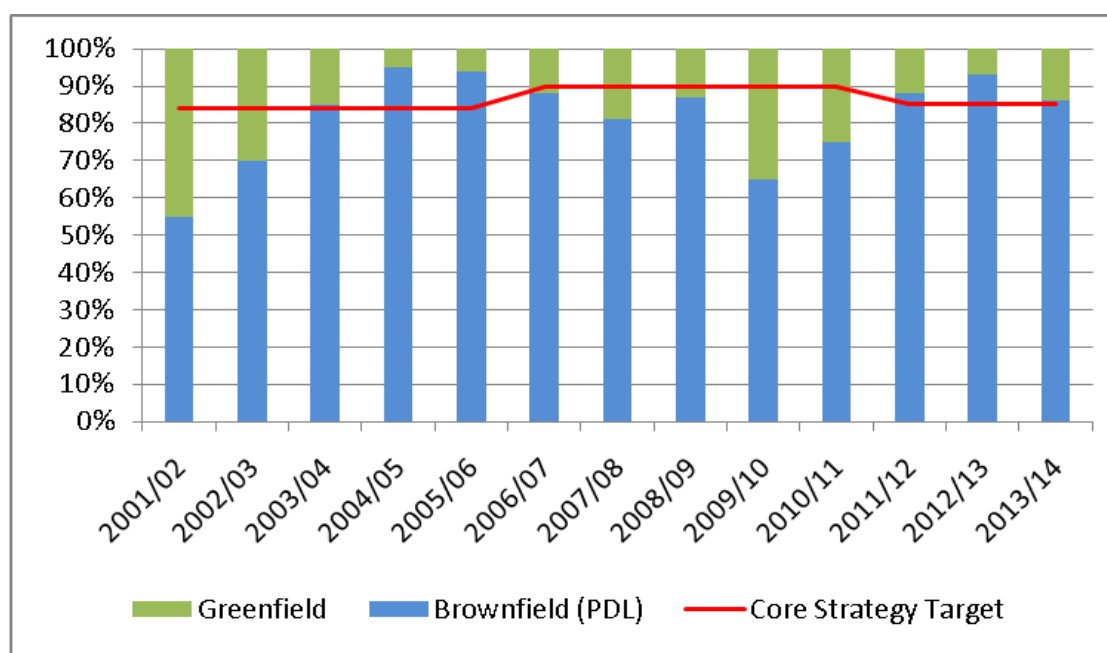
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**Detailed Housing Trajectory to be presented at Local Plan Committee**

6.2.2	Percentage of new and converted dwellings on previously developed land	Indicator for Core Strategy Policies SD1, H1 and UR1
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During 2013/14 there were 725 net additional dwellings completed across the Borough, of these 609 units were completed on previously developed land (PDL), which accounts for 84% of the total.

Chart H1 below illustrates the historic delivery of new dwellings on PDL and greenfield land along with the Core Strategy target throughout the corresponding plan period.



Paragraph 111 of the NPPF encourages local authorities to set locally appropriate targets for the use of PDL and this is reflected in Core Strategy Policy H1 which outlines that during the first part of the plan period the Council will seek to provide over 80% of dwellings on PDL. As can be seen in Chart H1 the vast majority of new housing has been delivered on PDL during the plan period with the average being 81.6%.

Chart H2 below shows the type of land on which new dwellings are projected to be built.

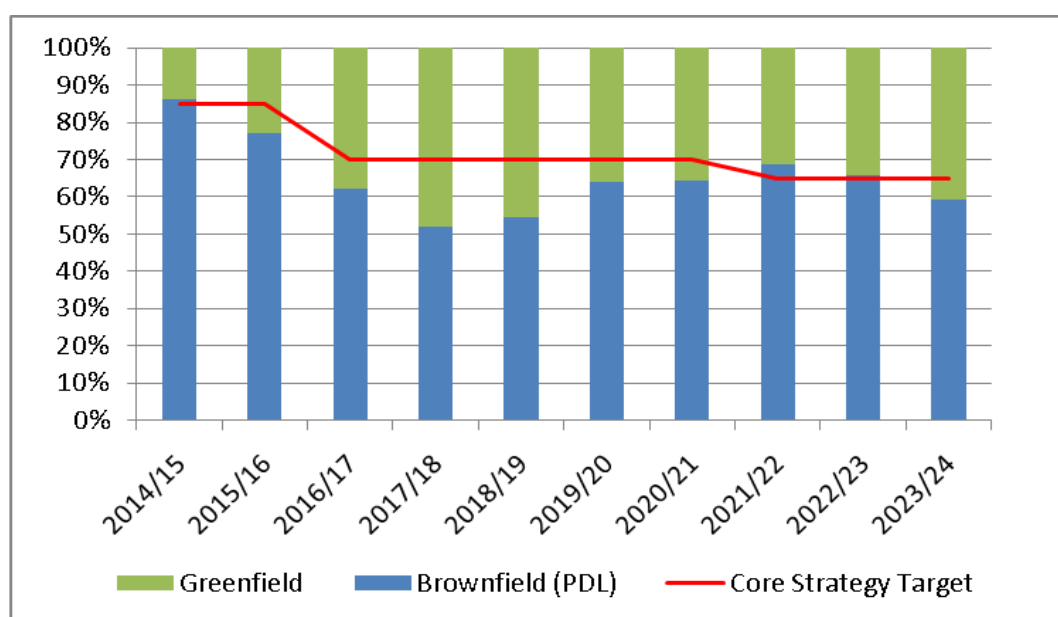


Table H1b in the Core Strategy provides a percentage target for each period within the plan, reflecting an anticipated gradual decline in the amount of PDL being utilised. There are numerous reasons for this, most obviously that the amount of PDL in the Borough is of a finite supply and therefore to ensure enough housing land is available to accommodate growth more greenfield land will have to be allocated for development. Additionally changes to the classification of private garden land from PDL to greenfield means that there will be an increase in the amount of development of land previously described as PDL but now classified as greenfield.

Chart H2 demonstrates that although most of the projected delivery is below the Core Strategy target this should be read in context: most smaller sites are normally built upon PDL and because these sites normally come forward through the planning application system rather than through Local Plan housing allocations they are not yet known and no allowance is made for them in the chart. It is therefore anticipated that the overall PDL figure in future years will be higher than initially projected.

It is expected that the Local Plan Full Review will consider setting a locally appropriate target for the use of previously developed land across the Borough as required within the NPPF.

<b>6.2.3</b>	<b>Affordable housing completions</b>	<b>Indicator for Core Strategy Policies H4</b>
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The Council changed its affordable housing target from 35% to 20% as part of its Focused Review of the Local Plan (July 2014) with the aim of increasing of overall delivery rates. This change does not mean that the need for affordable units has decreased, rather it was based on viability work carried out by the Council, which concluded that housing delivery would be compromised by higher affordable housing requirements. A reason for lowering the target is to make housing schemes more viable and a natural corollary of this is more additional affordable homes will be built.

During the monitoring year 96 affordable housing units were delivered, 85 of these were affordable rent, two were intermediate tenure and nine were shared ownership. This amounts to 13.2% of all new homes delivered. However it should be borne in mind that of the 725 units delivered in the year only 624 were of part of schemes larger than 10 units in number which is the minimum threshold for affordable housing delivery.

The Homebuy Direct scheme has been superseded by the Help to Buy scheme which although not contributing to affordable housing delivery does nevertheless provide a more accessible option for home buying, particularly for first-time buyers.

<b>6.2.4</b>	<b>Percentage of affordable housing in rural areas</b>	<b>Indicator for Core Strategy Policies H4 and ENV2</b>
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There were no affordable housing completions in rural areas between 2013 and 2014, which reflects the particular difficulties in delivering rural exception sites. The Council has amended its policy for rural exception sites in line with the National Planning Policy Framework to allow for a proportion of market housing to support affordable units on rural exception sites. Discussions are underway with several Parish Councils concerning potential sites that could deliver affordable housing on this basis.

<b>6.2.5</b>	<b>Number of new homes and employment development completed at ward level within Growth/Regeneration Areas</b>	<b>Indicator for Core Strategy Policy UR1</b>
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In the monitoring year there were 598 residential units completed in growth/regeneration areas. During this same period development of 2,830 square metres of non-residential land was also completed. The table below outlines the areas where this development took place.

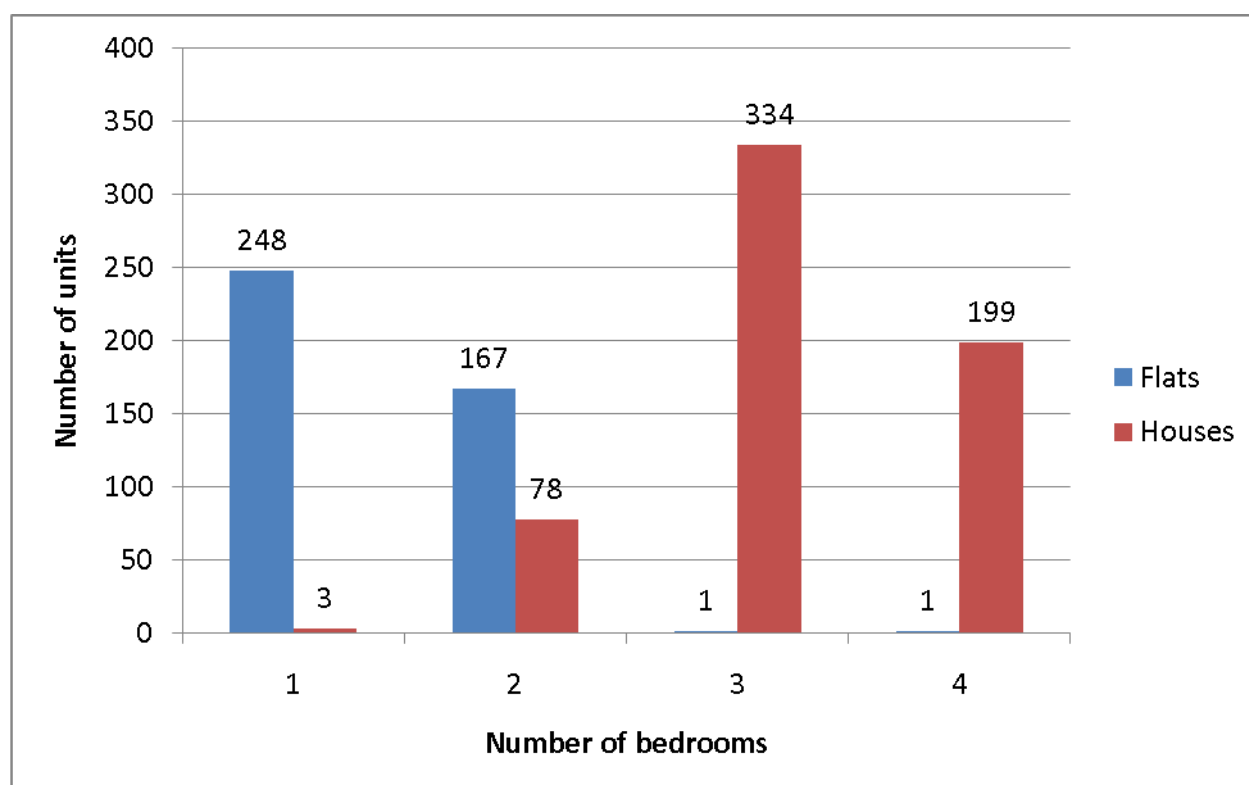
<b>Residential</b>	<b>Units</b>
North Colchester Growth Area	62
Garrison Regeneration Area	290
East Colchester Regeneration Area	132
North Station Regeneration Area	0
Town Centre	36
Stanway Growth Area	78
<b>Total</b>	<b>598</b>
<b>Non-residential</b>	<b>Sqm</b>
North Colchester Growth Area	1646
Garrison Regeneration Area	0
East Colchester Regeneration Area	0
North Station Regeneration Area	0
Stanway Growth Area	1096
Town Centre	88
<b>Total</b>	<b>2830</b>

<b>6.2.6</b>	<b>Percentage of residential completions that are two or three</b>	<b>Indicator for</b>
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	<b>bedroom properties</b>	<b>Core Strategy Policy H3</b>
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In the monitoring period 2013/14 there were approximately 1,031 new units given planning permission and of these 24% had one bedroom; 24% had two bedrooms; 32% had three bedrooms; and 19% had four bedrooms.

The Council's latest Strategic Housing Market Assessment (DCA, 2014) identified a need for more smaller properties, especially one bedroom homes, in order to facilitate both first-time buyers entering the market and also older people looking to downsize (and consequently free up larger housing stock for families). In the previous monitoring year (2012/13) only 12% of new dwellings were one bedroom homes so the fact that more permissions for a higher proportion of these units are coming forward is encouraging and will help to balance the housing stock.



Longer term demographic trends and affordability of properties is likely to be having an impact on the size of units brought forward in the future but it is clear that demand for larger properties (four or more bedrooms) is still high and increasing across the Borough. Housing associations, however, will in future be restricted in meeting this demand by new policies imposing taxes on additional bedrooms.

Core Strategy Policy H3 provides that the Council will seek to secure a range of housing types and tenures across the Borough which takes into account local community context and housing need. Core Strategy Policy H3 has been subject to minor revision as part of the Local Plan Focused Review to reflect the removal of national density requirements. While density requirements will not be strictly prescribed, applications should continue to take account of site characteristics and housing need.

<b>6.2.7</b>	<b>Gypsy and Traveller Issues</b>	<b>Indicator for</b>
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The Council worked with other districts to produce an Essex Gypsy and Traveller Accommodation Assessment (GTAA) to help provide an assessment of current provision and future need for pitches in the borough. (Published in July 2014, with September 2014 revisions)

The GTAA established that Colchester had 12 local authority pitches at Severalls Lane, 15 private pitches, and one site where the use was tolerated and considered lawful due to the length of time it had occurred.

Council monitoring established that in January 2014 there were 40 caravan/mobile units, including 15 on the Local Authority Site on Severalls Lane

The above figures represent the total permitted number of pitches/caravans in the Borough. The actual number of caravans present in the Borough may vary at any point in time and explain any differences between the number of caravans permitted by planning applications and the number of caravans recorded in the caravan count.

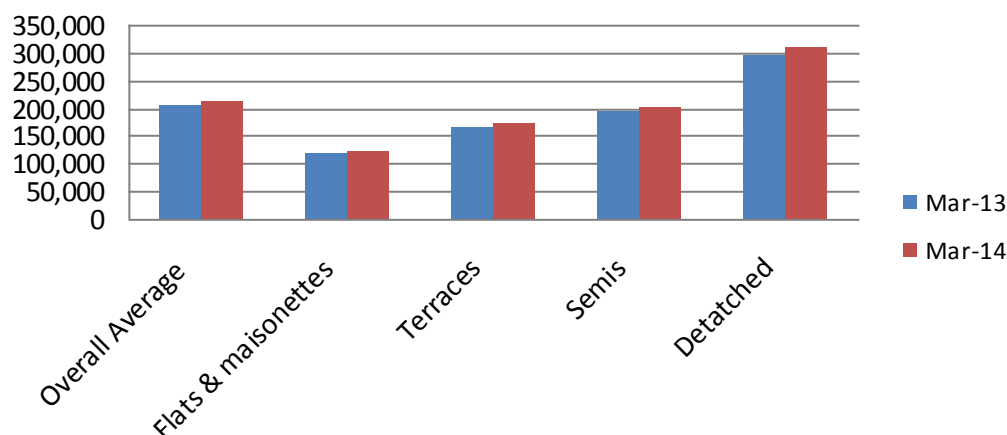
The Core Strategy and Site Allocations DPD seek to identify sites to meet the established needs of gypsies, travellers and travelling show people in the Borough. The Core Strategy stated that a suitable site for gypsies and travellers was being provided in Severalls Lane, North Colchester and this opened in 2012. Additional sites are identified in the Site Allocations DPD. These allocated sites are identified as suitable for a number of pitches. The size or capacity of a pitch will vary as explained in the Site Allocations DPD and therefore the allocated number of pitches cannot be directly compared to a specific number of caravans. Policy SA H2 allocated 30 pitches for Gypsy and Traveller Accommodation in the Borough to meet demand to 2011. There are no sites for travelling show people in the Borough, which reflects the lack of identified need.

Moving forward, the Council amended Core Strategy Policy H5 in its Focused Review (July 2014) to clarify that it will use national policies to help determine planning applications for gypsy and traveller sites prior to the adoption of a new Local Plan. The development of new policies and allocations for gypsies, travellers and travelling show people will be guided by the 2014 Gypsy and Traveller Accommodation Assessment. It found that the Council will need to provide 15 further pitches to meet demand to 2033.

#### **6.2.8 Background Information**

- At 31 March 2014 there were approximately 76,230 dwellings within the Borough of which 6,130 were owned by the local authority. The average household size was 2.33 people per household in 2011, this has decreased from 2.37 in 2001 (Census findings).
- The average household price in April 2014 in Colchester was £215,543 this illustrates a 5.7% increase from £203,861 in April 2013. The lower quartile house price was 146,000 in April 2014 which was a 4.3% increase from 140,000 at the same time the previous year. The lower quartile is the bottom end of the Market representing smaller houses and flats.

## Colchester average property prices March 2013 & March 2014



- As of 31 March 2014 there were 1,639 properties in Colchester recorded as empty for council tax purposes.
- The Council carries out a yearly programme of repair and maintenance to bring substandard homes up to the Decent Homes standard to comply with the Council's Asset Management Strategy. 669 properties were declared 'non-decent' on 1<sup>st</sup> April 2013. Repair work was completed on 658 properties during 2013-14 to bring them up to standard and therefore at 31<sup>st</sup> March 2013 non-decency was at 0.18%.
- Between April 2013 and March 2014, Colchester Borough Council accepted 197 households as homeless. As at 1 April 2014 there were 3951 applicants on Colchester Borough Council's Housing Register. This figure excludes transfer applicants (those already living in social housing that are seeking a transfer).
- At the end of March 2014, there were 162 households in temporary accommodation, which shows a small decrease from last year's figure of 168. The Council have continued to work to help homeless people housed in temporary accommodation to move on quickly.
- In Council along with partner organisations in Colchester, have prevented homeless for 616 households between April 2013 and March 2014. This is a significant increase of 56% from the previous year when 394 households were prevented from becoming homeless. Homelessness prevention includes giving advice on budgeting, defending illegal evictions, negotiating with landlords and helping to secure alternative accommodation.

### Potential Issues

Colchester's housing market is demonstrating recovery from the recession, with numbers of dwelling completions increasing over the previous year. The level of new planning applications has also increased this year. The Housing Trajectory, demonstrates that there is a supply of allocated sites available to meet demand as it increases. To support housing market recovery and unlock sites, the Council will continue to pursue a range of funding sources for associated major infrastructure projects including Government programmes, forward funding, and implementation of planning obligation charges.

## 6.3 Key Theme: ECONOMY AND BUSINESS

Core Strategy Policies	
CE1	Centres and Employment Hierarchy – Will encourage economic development and will plan for the delivery of over 14,000 jobs in Colchester between 2001 and 2021. The Council will promote the redevelopment of existing mixed use Centres and Employment Zones, while focusing employment developments towards accessible locations.
CE2	Mixed Use Centres – Will promote a mix of development types and scales in accordance with the Centre and Employment Hierarchy, and focus new retail and office development in or around the Town Centre.
CE3	Employment Zones – Employment Zones will accommodate employment developments that are not suited to mixed use Centres, including industry, warehousing and business.
UR1	Regeneration Areas – Enhance Colchester as a prestigious regional centre, to regenerate rundown areas, deprived communities and key Centres, with the purpose of building successful and sustainable communities.
ENV2	Rural Communities – Will enhance the vitality of rural communities by supporting small-scale housing and employment development that will enhance the character of villages.

LDF Development Policies	
DP1	Design and Amenity – Ensures that development is designed to a high standard, avoid unacceptable impacts on amenity and demonstrate social, economic and environmental sustainability.
DP5	Appropriate Employment Uses and Protection of Employment Land and Existing Businesses- .Specifies appropriate employment uses within designated employment sites and zones and provides for safeguarded of sites used for employment uses.
DP6	Colchester Town Centre Uses -Ensures an appropriate balance of uses in the Town Centre and sets levels of retail use on streets frontages in the Inner and Outer Core.
DP7	Local Centres and Individual Shops - Safeguards the primary retail role of Neighbourhood and Rural District Centres as well as providing criteria for safeguarding individual shops.
DP8	Agricultural Development and Diversification- Provides support for existing agricultural uses and sets criteria for appropriate farm diversification proposals.
DP9	Employment Uses in the Countryside -Supports appropriate employment uses in the countryside by providing criteria for conversions, extensions, replacement and new rural employment buildings.
DP10	Tourism, Leisure and Culture – Provides criteria to encourage the development of appropriately located tourism, leisure and culture facilities.

### Overview

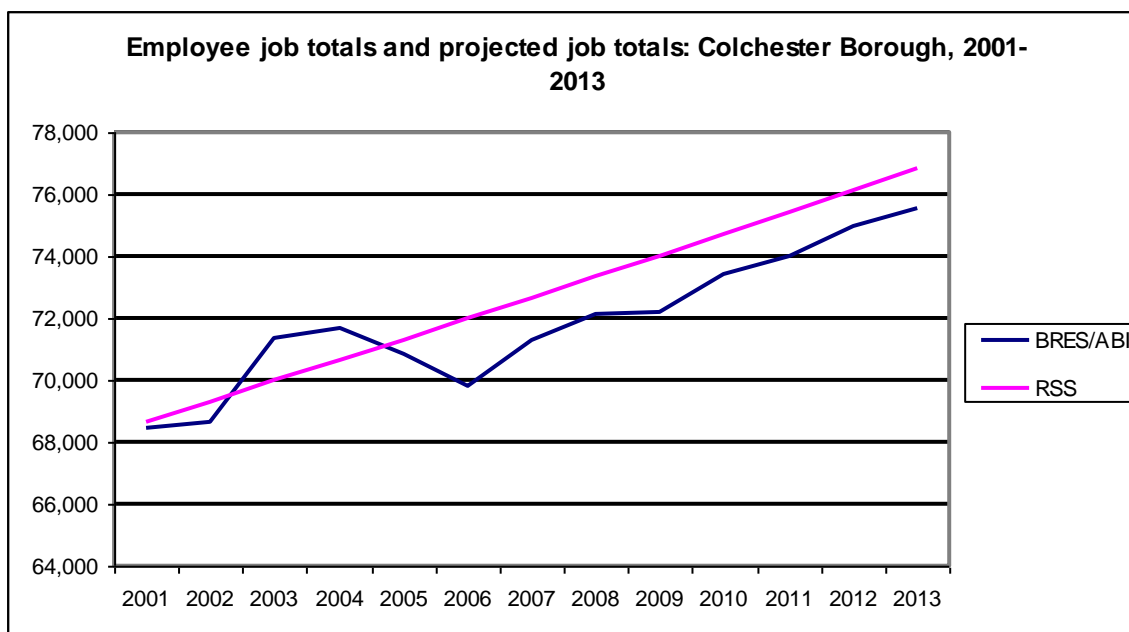
Providing jobs for Colchester's growing community is a central objective of the Core Strategy. It assumes a floor target of approximately 14,200 employee jobs. The censuses reveal that between 2001 - 2011 employee job numbers have grown from 62,406 to 69,060 – an increase of 7,654 over the decade, suggesting that the Borough is on course to achieve if not surpass its 2021 job target.<sup>16</sup> Although the Council cannot deliver additional employment directly, it works to protect existing employment, attract inward investment and jobs, stimulate new employment-generating developments and accommodate these in the most suitable locations. To help deliver employment, the Borough takes advantage of growth employment sectors and minimises job losses in declining sectors.

The chart below illustrates BRES/ABI job growth to date (2013 is the most recent figure) against the projected target. While employee job increase is below projected job growth

<sup>16</sup> ONS Neighbourhood Statistics



requirements since 2005/6, the number of jobs shows a convergence towards the target over recent years.



The baseline forecast from the East of England Forecasting Model suggests that Colchester's total employment (including self-employment) will increase from 93,200 in 2012 to 110,000 in 2031, a rise of 18%. Total employment across Essex over the same period will increase by 15.2%, compared to a 13% rise across the East of England.

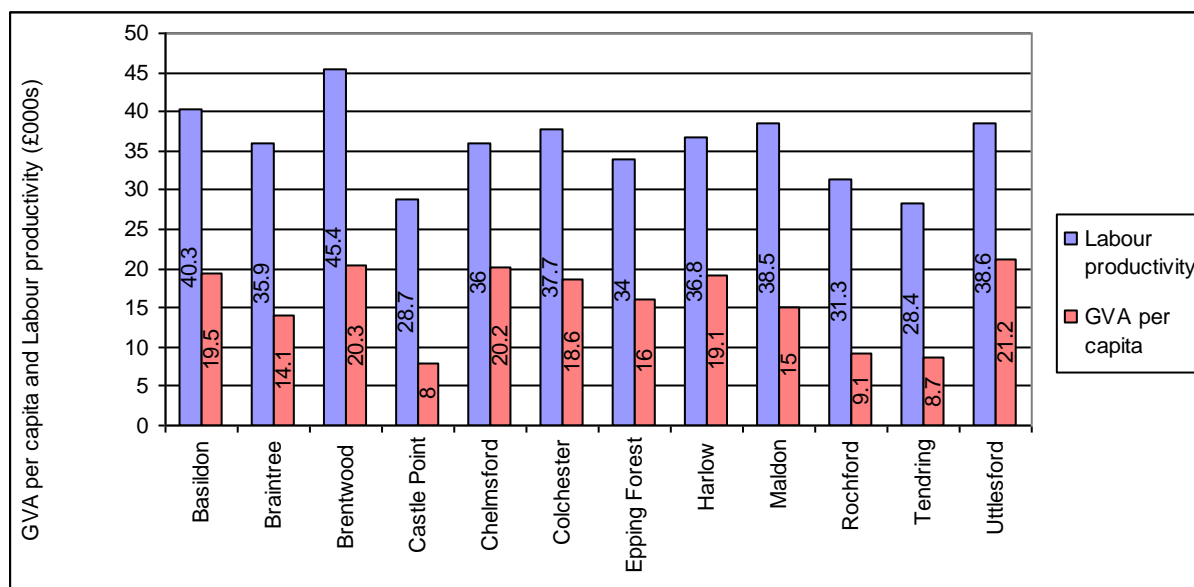
The Council commissioned studies for the Core Strategy for projected growth in retail, business and employment and used this evidence to plan and facilitate future economic development and employment delivery in Colchester. Over the 2006 to 2021 period, the adopted Local Plan planned for the following development:

- 67,000sqm (net) of retail floorspace, predominantly in the Town Centre (Retail Study, Feb. 2007)
- 106,000sqm (gross) of office floorspace (Use Class B1a & B1b), predominantly in the Town Centre and at the University Research Park. (Employment Land Review, May 2007)
- 45,000sqm (gross) of business floorspace (excluding offices), predominantly in Strategic Employment Zones (Employment Land Review, May 2007)

The Council has commissioned a new Employment Land Needs Assessment which will inform the next Local Plan guiding development to 2032 and beyond.

The Borough is well connected to the strategic road, rail, air and port networks between London and East Anglia and the Region and the European continent. Express rail travel to London from the Borough is only 45 minutes journey time; Stansted Airport is 40 minutes drive-time away while Colchester is within the Haven Gateway sub-region and its three commercial ports which collectively form the largest near-sea and deep-sea container port complex in the Country with a significant roll-on, roll-off and passenger ferry function. These three ports, Harwich, Ipswich and Felixstowe, are of national and regional economic importance for trade and as transport gateways. This strategic position has meant the Borough has been a magnet for growth resulting in a healthy and vibrant economy with the average gross weekly pay level in excess of the GB average; see below.

## Labour productivity and GVA per capita, Essex Boroughs and Districts: 2012



Colchester's GVA was estimated at £3,486 million in 2012, equivalent to a per capita GVA level of £18,600. In the same year, the figures for Essex were £23,156 million and per capita, £16,100, so Colchester's share of the County total was 15.1% and its per capita GVA 15.5% higher. Compared to the Region, Colchester's per capita GVA was also higher – 1.9% greater.

## Use Class Order Examples

The following table of examples will help to explain the data within this chapter.

Use Class	Examples
A1	Shops, post offices, travel/ticket agencies, sandwich shops, hairdressers, funeral directors, dry cleaners, internet café.
A2	Professional and financial services, banks, building societies, betting shops, estate and employment agencies.
B1	Offices not within class A2. Research and development of products or processes, laboratories, light industry.
B1a	Offices not within class A2.
B2	General industry.
B8	Use for storage or as a distribution centre.
D2	Assembly and leisure. Cinemas, concert/dance halls, sports halls, swimming pools, skating rinks, gymnasiums, other indoor and outdoor sport and leisure uses.

6.3.1	Amount of floorspace developed for employment by type (sqm).	Indicator for Core Strategy Policies CE1, CE2 and CE3
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This indicator shows the amount and type of employment floorspace (gains and losses and net balance) granted permission during the last monitoring year. (Please note that in previous years, the indicator related to completed floorspace, but difficulties in obtaining reliable data from external sources such as approved building surveyors means that only data collected from internal information on planning permissions is shown in the table below).

	B1(a) m <sup>2</sup>	B1(b)-B8 m <sup>2</sup>	Total
Gains	2587	13566	16153

<b>Losses</b>	-7931	-14923	-22854
<b>Net balance</b>	-5344	-1357	-6701

As the table shows there has been a net loss of 6,701 square meters of commercial floorspace across the Borough from planning permissions issued in the monitoring period. The majority of this net loss was on B1(a) office floorspace as a direct result of the 2013 national changes to permitted development rights allowing the change of use from offices to residential. 7,007 square meters of office floorspace was permitted to change to residential use following this change to regulations.

The large amount of gain and loss in the B1(b)-B8 category is due to the permitted demolition and relocation of the Wilkin & Sons Ltd factory in Tiptree.

<b>6.3.2</b>	<b>Amount of floorspace developed for employment by type, which is on previously developed land (PDL) (sqm).</b>	<b>Indicator for Core Strategy Policies SD1, CE1, CE2, CE3, UR1</b>
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The purpose of this indicator is to show the amount and type of employment floorspace (gross) coming forward on previously developed land (PDL) during the last monitoring year. (Please note that in previous years, the indicator related to completed floorspace, but difficulties in obtaining reliable data from external sources such as approved building surveyors means that only data collected from internal information on planning permissions is shown in the table below).

	<b>B1a</b>	<b>B1-B8</b>	<b>Total</b>
<b>Gross on PDL</b>	179	1711	1890
<b>% on PDL</b>	6.9%	12.6%	11.7%

The low percentage of permissions granted on PDL reflects the low demand for office accommodation across the Borough and also the fact that large greenfield applications were approved such as the new Wilkin & Sons Ltd factory and a new car showroom with office space in Axial Way. It is anticipated that demand for office space will increase due to the amount lost through national changes to permitted development rights allowing change of use from office to residential.

<b>6.3.3</b>	<b>Employment Land available by type (Ha)</b>	<b>Indicator for Core Strategy Policies CE1, CE2 and CE3</b>
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The purpose of this indicator is to show the amount and type of employment land available.

	<b>B1a</b>	<b>B1-B8</b>	<b>Other employment uses (A and D-class) uses</b>	<b>Total</b>
<b>Extant Planning Permissions</b>	1.35	3.21	11.27	15.83

As detailed in the table above, the Council has identified that a total of 15.83ha of employment land has been approved for employment development within the Borough. In the previous year there was 16.38ha of employment land available for development, in the

current year a further 5.32ha has been approved across all use classes which demonstrates that commercial type developments are still coming forward in the Borough.

### Floorspace data by major category: 2001-2012

Recent data from the Valuation Office Agency provides floorspace data for rateable commercial premises by major category from 2009 -2012.

Floorspace  
(000m2)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Office	203	206	206	206	208	197	202	203	210	209	216	208
Retail	406	421	418	420	422	421	421	418	420	423	426	435
Industrial	663	675	691	699	693	690	672	628	618	618	634	644
Other	83	89	92	91	95	97	104	107	106	108	106	110
<b>Total</b>	<b>1,355</b>	<b>1,391</b>	<b>1,407</b>	<b>1,416</b>	<b>1,418</b>	<b>1,405</b>	<b>1,399</b>	<b>1,356</b>	<b>1,354</b>	<b>1,358</b>	<b>1,382</b>	<b>1,397</b>

The table shows that there has been a decline in overall commercial space in the Borough from 2006 and that the current total commercial floorspace stock is almost the same as that in 2007. This “standstill” position reflects changes to the office market with increasing intensity in the use of space to accommodate more staff, new methods of working such as home-working, flexi-working and the introduction of mobile communications. Retail floorspace, however, has continued to increase lightly, reflecting the Borough’s position as a major retail centre in the Region and within the top 50 locations in the UK. Industrial floorspace has declined lightly but is holding up well while Other (warehouses, including retail warehouse) has increased, reflecting new development.

<b>6.3.4</b>	<b>Total amount of floorspace for ‘town centre uses’ (sqm)</b>	<b>Indicator for Core Strategy Policy CE2a</b>
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The purpose of this indicator is to show the amount of floorspace (gross and net) for town centre uses within (i) town centre areas and (ii) the local authority area which has been permitted the last monitoring year. (Please note that in previous years, the indicator related to completed floorspace, but difficulties in obtaining reliable data from external sources such as approved building surveyors means that only data collected from internal information is shown in the table below).

<b>(i) Town Centre areas</b>				
	<b>A1-A2 Retail</b>	<b>B1a Offices</b>	<b>D2 Leisure</b>	<b>A1-D2 Total</b>
<b>Gains</b>	0	+88	+185	+273
<b>Losses</b>	-316	-6978	0	-7294
<b>Net balance</b>	-316	-6890	+185	-7021

<b>(ii) Local authority area</b>				
	<b>A1-A2 Retail</b>	<b>B1a Offices</b>	<b>D2 Leisure</b>	<b>A1-D2 Total</b>
<b>Gains</b>	2151	2496	0	+4647
<b>Losses</b>	-799	-1605	-1000	-3404
<b>Net balance</b>	+1352	+891	-1000	+1243

As already mentioned the effects of the changes to permitted development rights allowing the change of use from office to residential has had an impact on the Borough's employment land. The largest impact of this change has been in the town centre where numerous schemes have been received for new residential uses including Wickham House on Northgate Street (18 apartments) and Angel Court on the High Street (31 apartments).

There has been an increase in 'town centre uses' across the Borough with new office space in Stanway and new retail space in Magdalen Street gaining planning permission during the monitoring year.

<b>6.3.5</b>	<b>Town Centre Retail Frontage Percentages</b>	<b>Indicator for Development Policy DP6</b>
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The table below shows the level of A1 use along each frontage as recorded in summer 2014. Figures for the previous years are also provided to show areas of change in the monitoring period. Town centre monitoring is undertaken to record the current (or last known) ground floor use of units within the town centre Inner and Outer Core areas as defined on the Local Plan Policies Map.

		Year			
	Target	2011	2012	2013	2014
<b>Inner Core Streets</b>					
Culver Square & Shewall Walk	85%	98%	98%	98%	97%
Culver Street East	85%	100%	100%	100%	100%
Culver Street West	85%	90%	90%	90%	86%
Culver Walk	85%	86%	86%	86%	79%
Eld Lane	85%	80%	80%	77%	73%
Head Street	85%	96%	96%	96%	97%
Lion Walk	85%	80%	80%	80%	96%
Long Wyre Street	85%	100%	100%	100%	94%
Priory Walk	85%	100%	100%	100%	100%
Queen's Street	85%	65%	65%	65%	100%
Red Lion Yard	85%	87%	87%	87%	90%
Short Wyre Street	85%	90%	90%	90%	86%
Sir Issac's Walk	85%	75%	73%	76%	75%
St Nicholas Passage	85%	100%	100%	100%	100%
Trinity Square (east side)	85%	100%	100%	100%	67%
Trinity Street	85%	54%	54%	54%	45%
Vineyard Street	85%	29%	29%	29%	73%
<b>Outer Core Streets</b>					
Bank Passage	50%	100%	100%	100%	100%
Crouch Street	50%	66%	66%	69%	61%
Culver Street West	50%	52%	52%	52%	31%
Head Street	50%	14%	14%	14%	19%
High Street	50%	54%	54%	53%	48%
Queen's Street	50%	51%	51%	60%	24%
St Botolph's Street	50%	56%	56%	56%	54%
St John's Street (north side)	50%	67%	67%	67%	77%

	Frontage above policy target
	Frontage below policy target

There has been a change in the methodology of measuring street frontages in the town centre. Measurements are now made by a combination of surveys and digital mapping which is more efficient than the previous method of actual physical measuring of frontages. This change of methodology has resulted in a difference from previous years' results in some streets.

The table shows that the main shopping areas within the town centre are performing well with regards to the level of A1 retail use in these locations; most of the streets in the Inner Core are operating above the high policy threshold level of 85%. However the general trend both locally and nationally is a shift of uses in town centres to include more leisure-related uses in addition to retail. A result of this trend in Colchester has been an increase in café and restaurants, services and leisure uses.

Nationally the Government has implemented changes to permitted development rights which allow the change of use from retail to other use classes including cafés and offices for a single period of up to two years. The result of this is the amount of control the Council can exercise over prioritising retail use, at least in the short term, is limited.

<b>6.3.6</b>	<b>Number of jobs in rural areas</b>	<b>Indicator for Core Strategy Policy ENV2</b>
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Recent data provides an update on the evolution of rural and urban jobs from 2008 until 2011. Unfortunately more recent data is not available.

	2001	2002	2003	2004	2005	2,006	2,007	2008	2009	2010	2011
rural	10,006	10,955	14,193	14,117	14,257	14,720	16,065	15,961	15,924	15,755	17,304
urban	57,919	57,215	56,401	56,902	55,991	54,858	54,951	55,636	57,154	59,361	56,708
total	67,925	68,170	70,592	71,018	70,244	69,578	71,016	71,939	73,078	75,116	74,012

Sources: Annual Business Inquiry, ONS; BRES, ONS.

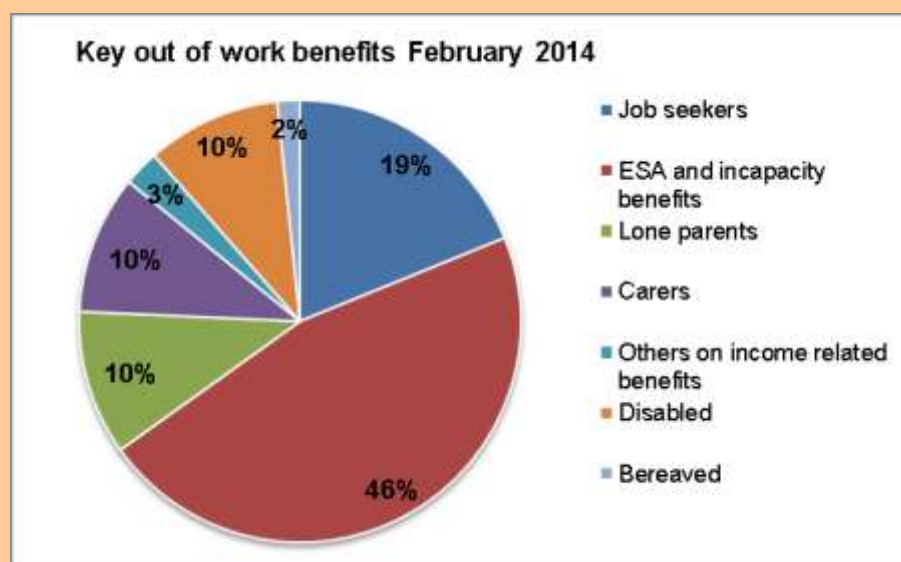
Rural employment has increased over the period to become more in line with the rural population size which is one-third of the Borough's population. Moving from almost 15% of jobs in the rural area in 2001, rural jobs have increased to almost 23% of all jobs in 2011. While a proportion of this employment will be home-based, the figures suggest that the Borough's rural employment planning policies have supported employment growth in the rural area while maintaining an emphasis on Town Centre and urban locations to absorb the greater part of the increase in size of the working population.

### 6.3.7 Background Information

- From April 2013 to March 2014 data from the Annual Population Survey estimated the percentage of economically active people in Colchester as 79.4% of the working age population. This figure was lower than the regional figure (80.3%), but slightly higher than the Great Britain average of 77.4%. The number of economically active individuals was 100,900 of which 95,400 were in employment. Broken down further, this was composed of approximately 83,500 employees and 11,300 self employed plus 6,000 people who were unemployed. The unemployment figure (5.9% of the economically active population), was slightly higher than the East (5.8%) but lower than the GB (7.2%) average.
- Nomis data indicates that there has been a decrease in the number of inactive working age individuals; from 27,900 (Apr-12 to Mar-13) to 25,700 (Apr-13 to Mar-14).



- Nomis data for Job Seekers Allowance (JSA) claimants in August 2014 (most recent data), calculated a total of 1,711 claimants (655 female and 1,056 male). Compared to August 2013 data published in the previous AMR, this is a decrease of 1,074 JSA claimants. When this is broken down by gender and the split compared, the proportion of female claimants has decreased by 36.0%, and male claimants have decreased by 40.1%
- Data from the Annual Population Survey (Apr-13 to Mar-14) estimated 20.6% of Colchester's working age population as inactive (25,700 people). 30% of working age females were in this economically inactive compared to 11.2% of males. Of the inactive working age population 22.6% (5,800) were inactive-wanting a job and 77.4% (19,900 people) were inactive- and not wanting a job.
- Nomis data shows that in February 2014, 12,110 (10.6%) of Colchester's working age population were claiming worklessness benefits, compared to 13,050 (11.4%) of the working age population in February 2013. The chart below shows the benefit types claimed by the Colchester workless population, with Employment Support Allowance (ESA) and incapacity accounting for 46% of all claims, followed by 19% JSA claimants (no change in rankings from last year).
- Annual Population Survey data (Apr-13 to Mar-14) shows that by occupation, the largest number of Colchester's working age population, at 21,800, were employed in professional occupations, and represented 22.8% of the population in employment. Skilled trade occupations made up the second largest number of working age employees, at 16,100 (16.8%). Associate professional and technical occupations were the third highest employee group in Colchester, making up 15,500 employees (16.2%).
- Census 2011 data reveals for all usual residents aged 16 to 74 in employment the week before the census, 16.0% were employed in wholesale and retail trade; repair of motor vehicles and motor cycles, this was the largest proportion. The second largest proportion was those employed in human health and social work activities (13.5%).



- In 2013, it was estimated that there were 75,500 employees in Colchester of whom 44,900 were full-time and 30,700 part-time. The distribution of these employees by major sector is shown below. The total number of Jobs in Colchester as of 2012 was 92,000. This equates to a job density of 0.81, i.e. the ratio of total jobs to working age population. This was higher than the Eastern job density of 0.77 and a slight increase from 91,000 in 2011.

### Total employee jobs by industry, Colchester: 2013

1 : Agriculture, forestry & fishing (A)	200*
2 : Mining, quarrying & utilities (B,D and E)	800
3 : Manufacturing (C)	4700
4 : Construction (F)	2900
5 : Motor trades (Part G)	1600
6 : Wholesale (Part G)	2200
7 : Retail (Part G)	9400
8 : Transport & storage (inc postal) (H)	2100
9 : Accommodation & food services (I)	5000
10 : Information & communication (J)	2700
11 : Financial & insurance (K)	2200
12 : Property (L)	1700
13 : Professional, scientific & technical (M)	5300
14 : Business administration & support services (N)	5500
15 : Public administration & defence (O)	2300
16 : Education (P)	11600
17 : Health (Q)	11800
18 : Arts, entertainment, recreation & other services (R,S,T and U)	3400
Column Total	<b>75,500</b>

\* These figures exclude farm agriculture (SIC subclass 01000).

Note: Total may not sum due to rounding

Source: Business Register and Employment Survey, ONS, 2013

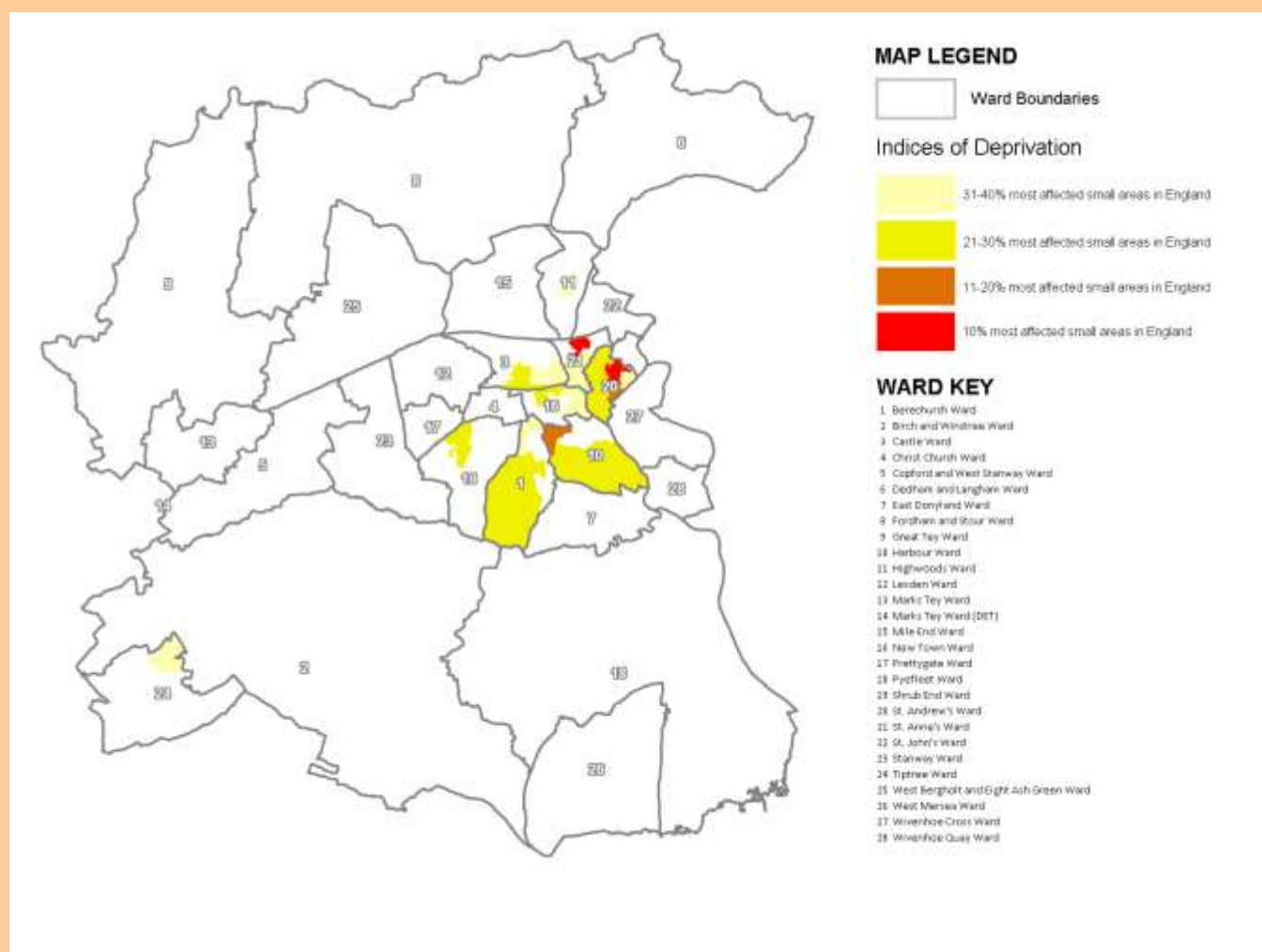
- Tourism was worth £244m to the economy of Colchester Borough in 2012. The value of tourism to Colchester has risen in real terms by 158% from £63.1m in 1993. Tourism supports more than 5600 actual jobs in the Borough, this has risen by 109% since 1993 (5632 in 2012, 2685 in 1993).
- Colchester attracted just over 5.0m visitor trips in 2012. This is approximately 78% higher than the 1993 figure of 2.8m visitor trips. This can be broken down as follows:
  - 62,000 staying trips taken by overseas staying visitors;
  - 216,000 staying trips taken by domestic staying visitors; and
  - 4.7m day trippers.
- In March 2013 there were 5,950 VAT and/or PAYE registered businesses in the Borough. There were 7,245 local units recorded – effectively “workplaces” and these were distributed by number across a wide range of sectors.
- Educational achievement in Colchester is generally good. The working age population is defined as those aged between 16 and 64 years, male and female). Between January and December 2013, approximately 40,100 residents were qualified to NVQ4 level or above (HND, Degree and Higher Degree level qualifications or equivalent), accounting for 32.3% of the working age population. This is approximately 0.9% lower than the Eastern figure of 33.2%. 89,100 people were qualified to NVQ2 level and above (5 or more GCSEs at grades A-C, intermediate GNVQ, NVQ 2, intermediate 2 national qualification (Scotland) or equivalent), accounting for well over three quarters of the working age population (86.1%). During this time period the number of people in Colchester with no qualifications at all stood at 4.5% (5,600 people), lower than both the Eastern figure (5.8%) and the National figure (6.3%).



- In 2007, none of the small areas in Colchester appeared in the top 10% most deprived in England. However, in the 2010 Index of Multiple Deprivation two small areas were in the top 10% most deprived in England. These were Magnolia in St Andrew's ward and St Anne's Estate in St Anne's ward. In the Index of Multiple Deprivation 2007 (IMD07) there were three small areas out of all 104 in the borough in the 20% most deprived in England, in the Index of Multiple Deprivation 2010 this had increased to four small areas. In IMD07, St Anne's Estate in St Anne's ward and Magnolia in St Andrew's ward were the small areas with the highest levels of deprivation in Colchester (ranking first and second respectively). Although these were the two most deprived in 2010, their position had switched: In IMD10, Magnolia was the most deprived small area followed by St Anne's Estate.

### Deprived small areas in Colchester wards (Indices of deprivation 2010)

*(40% most deprived small areas in England)*



### UK Vitality Index

In December 2013, Colchester was ranked number 24 in the UK Vitality Index by Lambert Smith Hampton, the national commercial property consultancy, which measures the health of the local economies of the UK's main regional towns and cities.

This index ranks the top 65 towns and cities outside of London which are best placed for businesses to expand and for future economic growth. There are seven themes to the Index, with Colchester being ranked seventh in the UK for fastest growing towns and in the top 31 of all other six categories; most productive, most affluent, most entrepreneurial, highly educated and greenest.

The UK Vitality Index scores each location against 20 datasets relating to demographics, educational attainment, business activity levels, economic output, general affluence and sustainability. High scoring towns and cities have healthy and robust local economies; are best placed to support growth; and will provide opportunities for businesses to expand.

The highest scoring location was Cambridge with 156 while Colchester was ranked 24<sup>th</sup>, after Chelmsford and before Southend – the other two Essex locations in the index..

### UK Vitality Index

Rank	Town / City	Region	Score (max 200)
19	Chelmsford	EE	117
24	Colchester	EE	107
27	Southend	EE	101.5

Lambert Smith Hampton, December 2013 <http://www.lsh.co.uk/campaigns/uk-vitality-index/the-index>

### Grant Thornton Growth and Dynamism Index

Recent further place-ranking from the Grant Thornton Growth and Dynamism Index (June 2014) provides further evidence of the economic strengths but also of the relative weaknesses of the Borough.

Of the 326 “lower tier” local authorities in England, Colchester was ranked 51<sup>st</sup> on the Growth Index, with an A rating - placing it in the top quintile. This composite measure considered growth in employees, businesses, resident population and working age population. Apart from Colchester, only Uttlesford District is within the top 20% of places in Essex on this measure of growth.

However, against the Dynamism index, Colchester fared less strongly, achieving a middle quintile ranking – C – and being ranked 152<sup>nd</sup> out of the 326 local authorities. This index seeks to identify areas with high levels of entrepreneurialism, economic activity and intense productivity, measuring Knowledge Workers and Occupations, High Skills, Knowledge Intensive Businesses, Business Formation Rate, Patents Granted and Transport Infrastructure. On this measure Colchester is in a group with Braintree and Maldon within Essex and the patterning of Dynamism reveals a strong East/West shading with the authorities closest to London being the most dynamic.

### Potential Issues

The key sustainability issues for economic well-being in the future centre around maintaining a healthy, vibrant and diverse economy that can maintain its ability to weather the challenges of economic changes.

Sustainable economic growth for the future will continue to involve matching the needs of the local workforce and urban employment and regeneration areas with the opportunities for growth and inward investment presented by Colchester’s regional status as a major employment hub accessible both to London and Europe.

No less important is policy support for the rural economy which has been affected in recent years by falling incomes from farming. As a significant part of the Borough’s area – around two-thirds - is rural, there is a need to encourage revitalisation of the rural economy including farm diversification schemes. More importantly, improving access in rural areas to non-land-based jobs and services will contribute significantly to this aim.

It will be important to monitor future change in the demand and supply of employment space to identify changing patterns and inform any policy responses required. The Council will need to work to improve its ability to track the delivery of employment developments for reporting in future AMRs.

Improved transportation and attractive travel links are a major issue for Colchester, and it is essential that planning for transport is an integral part of the whole Local Plan, including the location of jobs near homes to reduce the need to travel. It is particularly important to improve and maintain Colchester's transportation infrastructure so that the Borough can continue to attract businesses, employees, shoppers and tourists, therefore boosting the local economy. No less important is the ability of Borough businesses and residents to obtain Next Generation Access to Information and Communication Technology and the increasing growth of home-working and home-based enterprises requires Colchester to make a step-change in digital connectivity.

The Core Strategy provides for five major regeneration sites in the Borough, each of which will significantly contribute to employment and business growth. Within these areas the provision of attractive, accessible and flexible business premises will also help generate new investment opportunities and encourage businesses to remain in Colchester. The visitor economy has been identified as a growth area given the Borough's wealth of historic and natural environments along with new and refurbished attractions such as the Firstsite art gallery and the revamped Castle Museum. The Town Centre remains the key focus for improvement and developments there include new hotel/restaurants soon to open on East Hill; the new Curzon cinema to open in St. Botolphs; the current expansion of Williams and Griffins department store; and the planned development of Vineyard Gate as a further retail development.

## 6.4 Key Theme: TRANSPORTATION

Core Strategy Policies	
TA1	Accessibility and Changing Travel Behaviour – Will work with partners to improve accessibility and change travel behaviour as part of a comprehensive transportation strategy for Colchester.
TA2	Walking & Cycling – Will work with partners to promote walking and cycling as an integral, highly sustainable means of transportation.
TA3	Public Transport – Will work with partners to further improve public transport and increase modal shift towards sustainable modes.
TA4	Roads and Traffic – Will work with partners to accommodate necessary car travel, manage demand in urban areas, and facilitate freight and servicing.
TA5	Parking – Will work with partners to ensure that car parking is managed to support the economy and sustainable communities.

### LDF Development Policies

- DP17 Accessibility and Access – Requires that all development should seek to enhance accessibility for sustainable modes of transport by giving priority to pedestrian, cycling and public transport access. A Travel Plan and/or Transport Assessments will be required for proposals with more significant traffic generation impacts.
- DP18 Transport Infrastructure Proposals – Ensures that developments that provide transport infrastructure, such as Park and Ride, freight servicing, new highway network improvements and new public transport facilities, are appropriately located, justified and environmental acceptable.
- DP19 Requires new development to have regard to the Vehicle Parking Standards developed by Essex County Council.

The Borough is connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. The Borough also lies in close proximity to the major seaport of Harwich (20 miles) and Stansted Airport (30 miles). As a Regional Interchange Centre, public transport provision includes extensive rail and bus services. This consists of:

- Six railway stations with train services to London and Norwich on the mainline as well as links to Cambridge, Clacton etc on the branch lines, operated by Abellio Greater Anglia;
- A network of frequent bus services across the urban area linking key services, principally operated by First and Network Colchester;
- A number of other complementary bus services provided by a number of operators linking to other towns e.g. Chelmsford and Clacton, rural locations and dedicated services including to schools, for football matches and supporting Colchester's night time economy; and
- Inter-urban coach services linking to destinations across the UK including London, Stansted airport and Liverpool.

Engaging with the community as part of Colchester's Core Strategy development has illustrated that transportation and traffic issues are very high up on the public's list of priorities.

The LDF Core Strategy sets out the borough council's approach to transport, which seeks to change travel behaviour to manage demand, especially of peak hour car traffic. Certain major infrastructure is to be provided through development in north and west Colchester. Park and Ride is to be provided in north Colchester and a planning permission has been

granted for the site. Improvements for cycling and public transport are also being sought along with initiatives to reduce traffic in the town centre. The Council's current car parking strategy aims to find a balance between supporting town centre vitality; minimising peak hour journeys; and set robust but responsive pricing structures that also support car park running and refurbishment costs. A range of special parking offers is available that compare favourably to Colchester's competitive towns.

## **Cycling in Colchester**

The Colchester Cycling Delivery Strategy, adopted in January 2012, sets out how we can encourage more cycling in the borough. The document includes new cycle routes as well as proposals for promoting cycling and cycle training. The document is used in negotiations with developers to ensure investment in cycling is made which benefits the development's new community. The document is also used in bidding for other funding sources where appropriate.

A number of training and promotional campaigns have also been delivered to encourage residents to take up cycling. This includes Bikeability training programmes delivered within Colchester schools. Between April 2013 and March 2014 a total of 652 children in the Colchester Borough received Bikeability Level 2 training and 34 children received Bikeability Level 3 training.

## **Station Travel Plan**

The Colchester Station Travel Plan continues to deliver projects which give station users choices on how they travel. Studies were carried out into changes to the station forecourt and ensuring good access is maintained as part of the bus priority measures being introduced.

## **Major Infrastructure**

Work is complete on the Stanway Western Bypass and it opened in May 2014.

Work on the Northern Approach Road started in Summer 2013 and is due to be open early 2015. The scheme will run through the former Severalls hospital site and will enable the release of the planned housing development on the Severalls site and in North Colchester. The road will connect Junction 28 of the A12 to the existing Northern Approach Road. The single carriageway road with bus lanes will provide a priority route and allow efficient operation of the Park and Ride Bus services.

Work is now underway to construct the Colchester Park and Ride site and associated bus measures and is currently scheduled to be completed by the end of March 2015. Essex County Council have commenced work on the bus priority measures and bus stops along the route. NAR3 and Colchester Park & Ride are part of the original strategy for North Colchester submitted as part of a planning application in 2001 and approved in 2006.

## **Travel Change Behaviour**

The Borough Council have worked with Essex County Council to install a rapid electric vehicle charger in the Weston Homes Community Stadium and this was installed in June

2014. The installation of rapid chargers will contribute to the goal of creating a network of charging points in Essex.

The Colchester Travel Plan Club has remained highly active over the last year. Work has included the following:

- Continued to assist TPC members in retaining or improving their accreditation to Essex County Council's Business Travel Plan Accreditation and further developing their travel plans.
- Worked with Culver Square Management to coordinate the Annual Sustainability Fair, which took place in June.
- Coordinated the NQE Business Awards through October and November, this time sponsoring the Environmental Awareness Category.
- Revamp of the Colchester Travel Plan Club website, including a member's log-in area and putting applications for transport discounts on-line.
- Co-ordinated the design and promotional campaign around ten LoveurCarColchester billboards, with associated competitions, publicity and media.
- Organised a Flash Mob as part of the LoveurCarColchester project to promote walking instead of driving for short journeys.
- Managed the production of a new 'Get on Your Bike' leaflet.
- Designed a successful 'Walk the Talk' guide and website as part of the North Colchester Business Park Project, in partnership with businesses from the Business Park.

### Transport and Accessibility Indicators

.A number of the indicators below are linked to data collected for the Essex Local Transport Plan (LTP) or the Local Area Agreement. Previously, the Council had access to journey to school and bus passenger levels, but as this data is no longer available at a Borough level, these indicators are no longer included in the AMR. Further changes in future years may result from changes to the National Indicator set.

6.4.1	<b>Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre</b>	<b>Core Strategy Indicator for Policies SD1 and SD2</b>
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The Council has reviewed planning permissions granted during 2013-14 and has established that 98.4% of new residential developments were within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre. This shows that development has been located where there is access to public transport and there is a good coverage of public transport.

6.4.2	<b>To obtain an agreed Travel Plan for all major commercial/community developments</b>	<b>Core Strategy Indicator for Policy TA1</b>
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Nine establishments in Colchester and the surrounding area were accredited through the ECC Travel Plan Accreditation Scheme during 2013/14. This included three Gold, five Silver and one Bronze level award. Travel Plans are accredited against a list of travel plan



measures, employee engagement and a set of specific targets. The accreditations for 2013/14 were:

- Defence Support Group = Gold
- Colchester Borough Council = Gold
- University of Essex = Gold
- Colchester Institute = Silver
- The Gilberd School = Silver
- Colchester Sixth Form College = Silver
- Colchester United Football Club = Silver
- Intel Ltd = Silver
- Colbea = Bronze

A total of 104 Residential Travel Information Packs have been provided to new residents of five residential developments in Colchester during 2013/14.

<b>6.4.3</b>	<b>Comparison of long and short stay car parking demand and duration in public car parks in the Town Centre (with a view to reducing long stay)</b>	<b>Core Strategy Indicator for Policy TA5</b>
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Colchester Borough Council is currently seeing a rise in the use of its car parks as visitors take advantage of the range of competitive parking offers. Britannia car park is still showing good performance and this has been joined by both St. Mary's and St. John's. Butt Road car park with its £2.50 parking offer has experienced an increase in its usage and is now reaching the levels achieved before it was closed for major refurbishment. Sportsway car park will not reopen and is now operated by Leisure World Colchester as part of its customer car park.

Colchester Borough Council have worked with Essex County Council to develop a Parking Model for Colchester. This model has been completed and test scenarios have been run to assess the effects changes to parking provision in Colchester will have on existing car parks and parking demand in Colchester. The scenarios tested include the opening of the Park & Ride and an increase in demand for car parking.

<b>6.4.4</b>	<b>Annualised indicator of Cycling Trips (increased to reflect Colchester's cycle town status).</b>	<b>Core Strategy Indicator for Policies TA1, TA2 and PR2</b>
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During November 2012, there were approximately 61,080 cycle trips recorded at 13 automatic sites across the town. This is a 4% increase compared to approximately 46,893 cycle trips in November 2011.

<b>6.4.5</b>	<b>Motor vehicles entering Colchester on the main radial corridors</b>	<b>Core Strategy Indicator for Policies TA1, TA2, TA3, TA4, TA5</b>
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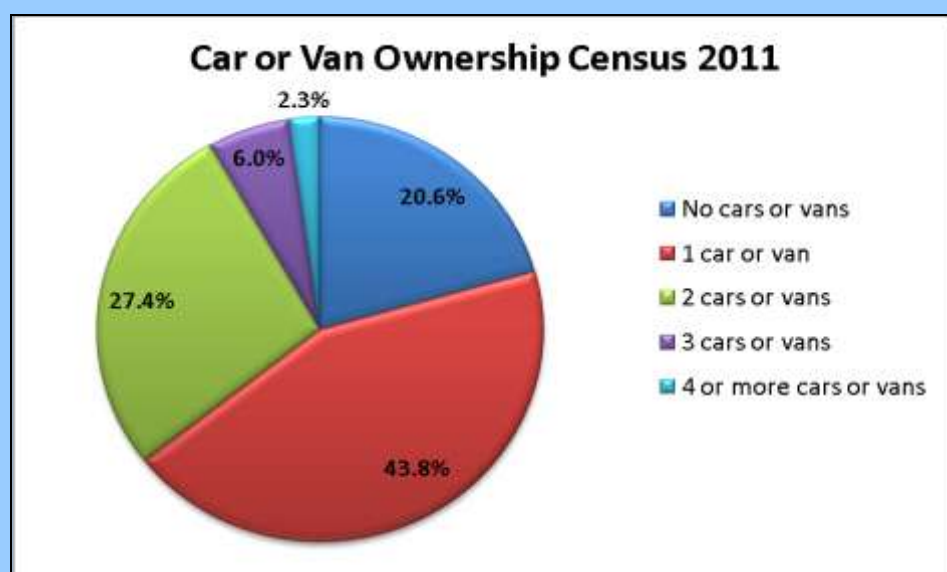
27,957 vehicles entered Colchester town centre in the peak period in 2012 (ECC LTP Indicator 12b). This is below the target value of 33,000.

The level of cars entering Colchester in the morning peak has shown a small decrease against 2011 when the figure was 28,494.

#### 6.4.6 Background Information

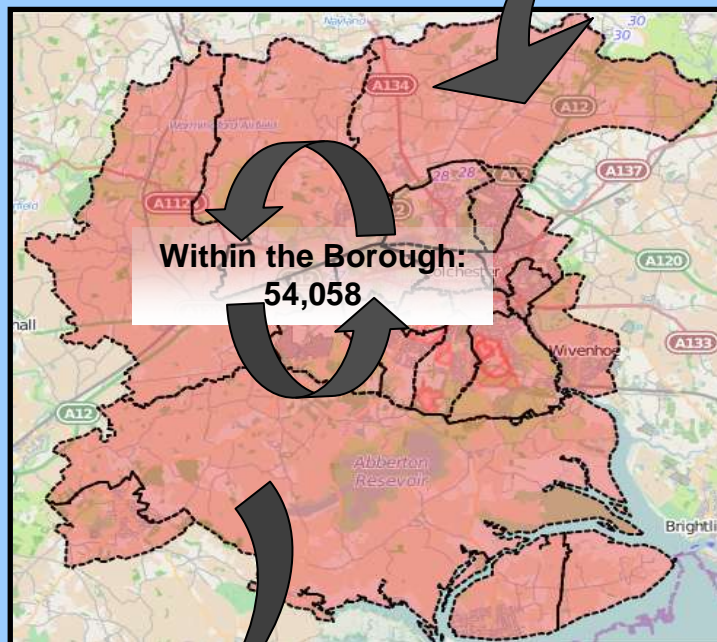
In order to understand Colchester's commuter patterns more accurately work has been carried out within the Council on 'Travel to work' data, collated as part of the 2011 Census. An overview of the data available is provided below.

- The Borough has high levels of car ownership. In 2011, 56,893 households owned a car compared to 14,741 households who did not own a car. The pie chart below shows this breakdown in more detail.
- The car is the most popular method of transport used by residents in the Borough to travel to work. In 2011, 49,522 people used the car, as opposed to 6,655 who used the train and 4,918 that travelled to work by bus.
- There are a total of 109,043 work related trips per day within, to, or out of the Borough;
- There are 86,075 employed residents in the borough who either work within or outside of the Borough;
- 54,058 (69%) of employed residents make an internal trip (from any ward in Colchester to any ward in Colchester);
- 7,167 (8%) of employed residents have no fixed place of work;
- In addition 24,850 employed residents leave the Borough – of these 25% go to Greater London, 15% to Tendring District, 15% to Braintree District and 10% to Chelmsford City;
- 22,968 people came into the Borough for work – of these 38% come from Tendring District, 16% from Braintree District and 11% from Babergh District;
- In 2011, Colchester was a net exporter of 1,882 employees.





## Trips into the Borough:



Into the Borough:  
22,968

Out of the Borough:  
24,850

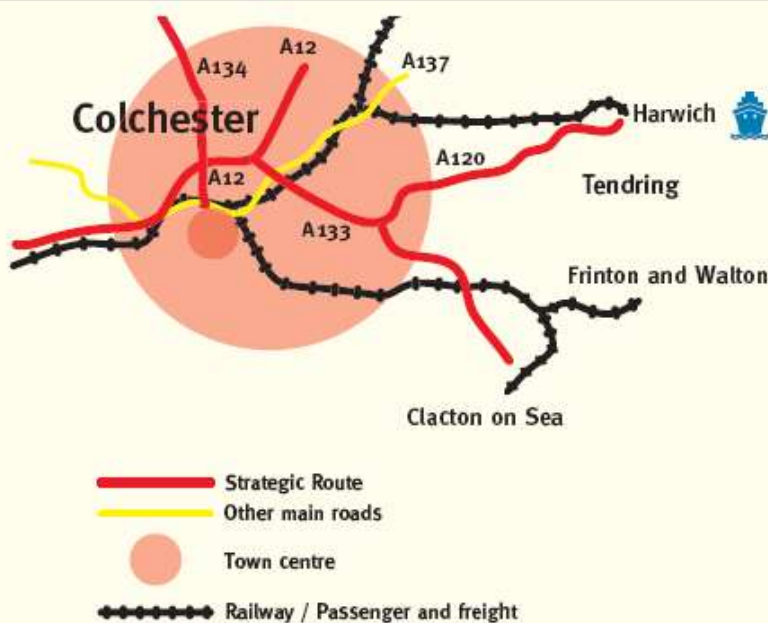


Figure 24: Colchester Strategy Area

## 6.5 Key Theme: ENVIRONMENT AND HERITAGE

<b>Core Strategy Policies</b>	
SD1	Sustainable Development Locations – Will promote sustainable development and regeneration to deliver at least 14,200 jobs between 2001 and 2021 and 19,000 homes between 2001 and 2023. Growth will be located at the most accessible and sustainable locations.
UR2	Built Design and Character - Will promote and secure high quality, inclusive design in all new developments that makes better places for residents and visitors and conserves and enhances the built character, historic assets and public realm of the Borough.
PR1	Open Space – Will maintain strategic green links between the rural hinterland, river corridors, and key green spaces, while also providing a network of open spaces and recreational opportunities that meet local community needs and facilitates active lifestyles.
ENV1	Environment – Will conserve and enhance Colchester's natural and historic environment, countryside and coastline. The network of strategic green links between the rural hinterland, river corridors, and key green spaces and areas of accessible open space that contribute to the green infrastructure across the Borough will be protected and enhanced. Development adversely impacting on Natura 2000 sites or the Dedham Vale Area of Outstanding Natural Beauty will not be supported. Development will also be directed away from land at risk from either fluvial or coastal flooding.
ER1	Energy, Resources, Waste, Water and Recycling – Will promote the efficient use of energy and resources, including the delivery of zero carbon homes and renewable energy projects, while working towards waste minimisation and increased recycling to reduce the Borough's carbon footprint.

<b>LDF Development Policies</b>	
DP1	Design and Amenity – Will ensure that development is designed to a high standard, avoid unacceptable impacts on amenity and demonstrate social, economic and environmental sustainability.
DP14	Historic Environment Assets – Will ensure that development does not adversely affect a listed building, conservation area, historic park or garden or important archaeological remains.
DP20	Flood Risk & Management of Surface Water Drainage – Will ensure that development minimises the risk of flooding and incorporates measures for the conservation and sustainable use of water.
DP21	Nature Conservation and Protected Lanes – Will conserve and enhance biodiversity and geodiversity.
DP22	Dedham Vale Area of Outstanding Natural Beauty – Will ensure that development makes a positive contribution to the special landscape character and qualities of the AONB.
DP23	Coastal Areas – Will provide an integrated approach to coastal management within the coastal protection belt and along the undeveloped coast. Proposals within the West Mersea Waterside Area of Special Character will be expected to enhance the traditional maritime character of the area.
DP25	Renewable Energy – Will support proposals for renewable energy schemes and encourage renewable energy technologies into all development where viable.

### Overview

The natural environment of the Borough has been shaped by both physical process and land management over time. These two processes have created the high quality landscapes, and diverse habitats and biodiversity/geodiversity within the Borough. These include internationally significant areas of coastal and intertidal habitats, mudflats and salt marsh,

and shell banks, which constitute some of the features of interest within the Mid-Essex Estuaries Special Area of Conservation (SAC). New development has the potential to lead to the loss of habitat and species and this must be prevented where possible and mitigated in all other circumstances.

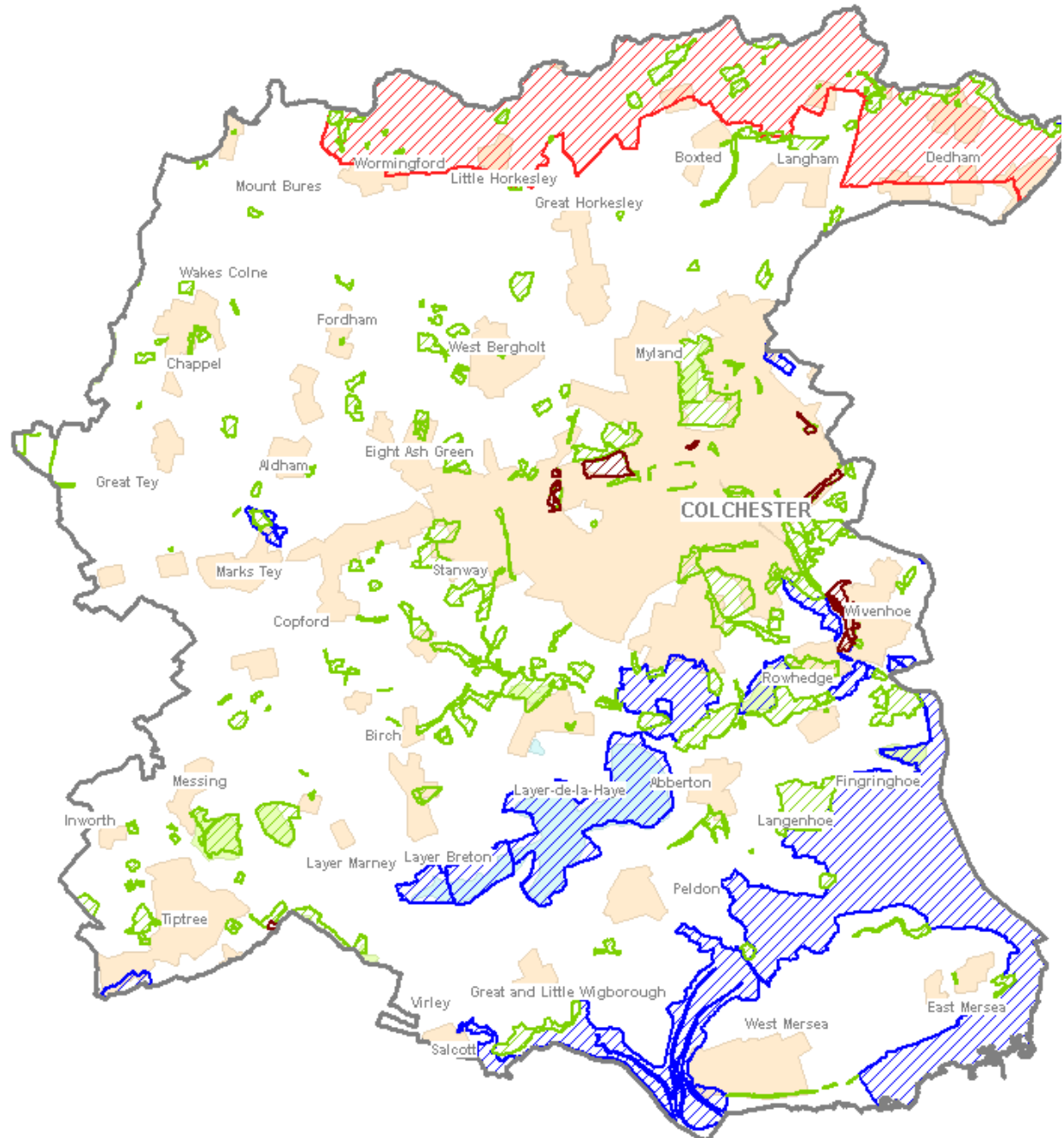
Colchester's Local Plan promotes the reuse of land (i.e. brownfield development) and development densities that make the most efficient use of land. This will reduce the pressure for greenfield sites, where landscape and biodiversity value can be high. Brownfield sites however can also have high biodiversity importance, providing unique refuges for species in an otherwise urban area. Brownfield habitats are included on the UK Biodiversity Priority Habitats list, meaning the biodiversity interest on such sites will need to be fully considered as part of new development proposals.

The Council seeks to conserve and enhance Colchester's natural environment, countryside and coastline as well as preserving its archaeological and built heritage. It also aims to conserve the Borough's diverse biodiversity, geology, history and archaeology, through the protection and enhancement of sites of international, national, regional and local importance.

The Council's Museum department holds an Urban Archaeological Database, which was established in partnership with English Heritage. It aims to record all archaeological information within the Town Centre, including both individual sites or monuments and key archaeological finds. It also records information produced through events such as excavations and surveys in the town, which are often prompted by development. The database is used by the Archaeological Officer to help inform planning application consultations.

The Council's Geographical Information System (GIS) layers presently contain 3410 monument records and 5791 related application records.

## Colchester Borough's Environmental Designations 2014



### Map Legend

Colchester District Boundary
  AONB Site
  Local Nature Reserve
  LoW Site
  SSSI Site

© Crown copyright and database rights 2013 Ordnance Survey 100023706 | Not To Scale.

6.5.1	<b>Number of planning applications approved contrary to advice given by the Environment Agency on either flood defence grounds or water quality</b>	<b>Core Strategy Indicator for Policy for ENV1</b>
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Between April 2013 and March 2014 no planning applications were approved contrary to the advice of the Environment Agency.

Colchester Borough Council will continue to direct development away from land at risk of all types of flooding. Development within flood risk areas will need to be managed to ensure that it will not increase the risk of flooding elsewhere. The Council will also seek to ensure that new development does not adversely affect ground water quality or increase the risk of flooding, either on or off site, through the increased use of Sustainable Urban Drainage Systems (SuDS) where appropriate.

Overleaf is a flood zone map, based on the Environment Agency's data, showing those areas of Colchester that are high flood risk, i.e. have a 1% (1 in 100) or greater annual probability of fluvial flooding or a 0.5% (1 in 200) or greater annual probability of tidal flooding regardless of current flood defences.

The Flood and Water Management Act 2010 implements Sir Michael Pitt's recommendations following his review of the 2007 floods. The Act provides for better, more comprehensive management of flood risk for people, homes and businesses.

Defra recognises that serious flooding can happen any time. Both national and local climate projections suggest extreme weather will happen more frequently in the future. Colchester is also projected to experience wetter winters in the future as a result of climate change. The Flood and Water Management Act aims to reduce the flood risk associated with extreme weather.

Essex County Council is the Lead Local Flood Authority under the Act. They are responsible for dealing with flooding from surface water, groundwater and ordinary watercourses. The Environment Agency continues to maintain responsibility for dealing with coastal flooding and flooding from main rivers.

Essex County Council prepared a Preliminary Flood Risk Assessment in April 2011 and as part of this process Colchester Borough was classed as a Tier 2 Flood Risk Area. Essex County Council has also produced the Essex Flood Risk Management Strategy. A consultation on a draft strategy was held in April 2012. The Council is a member of the Essex Partnership for Flood Management and plays an active role in formulating the Flood Risk Assessment and Flood Risk Hazard Maps.

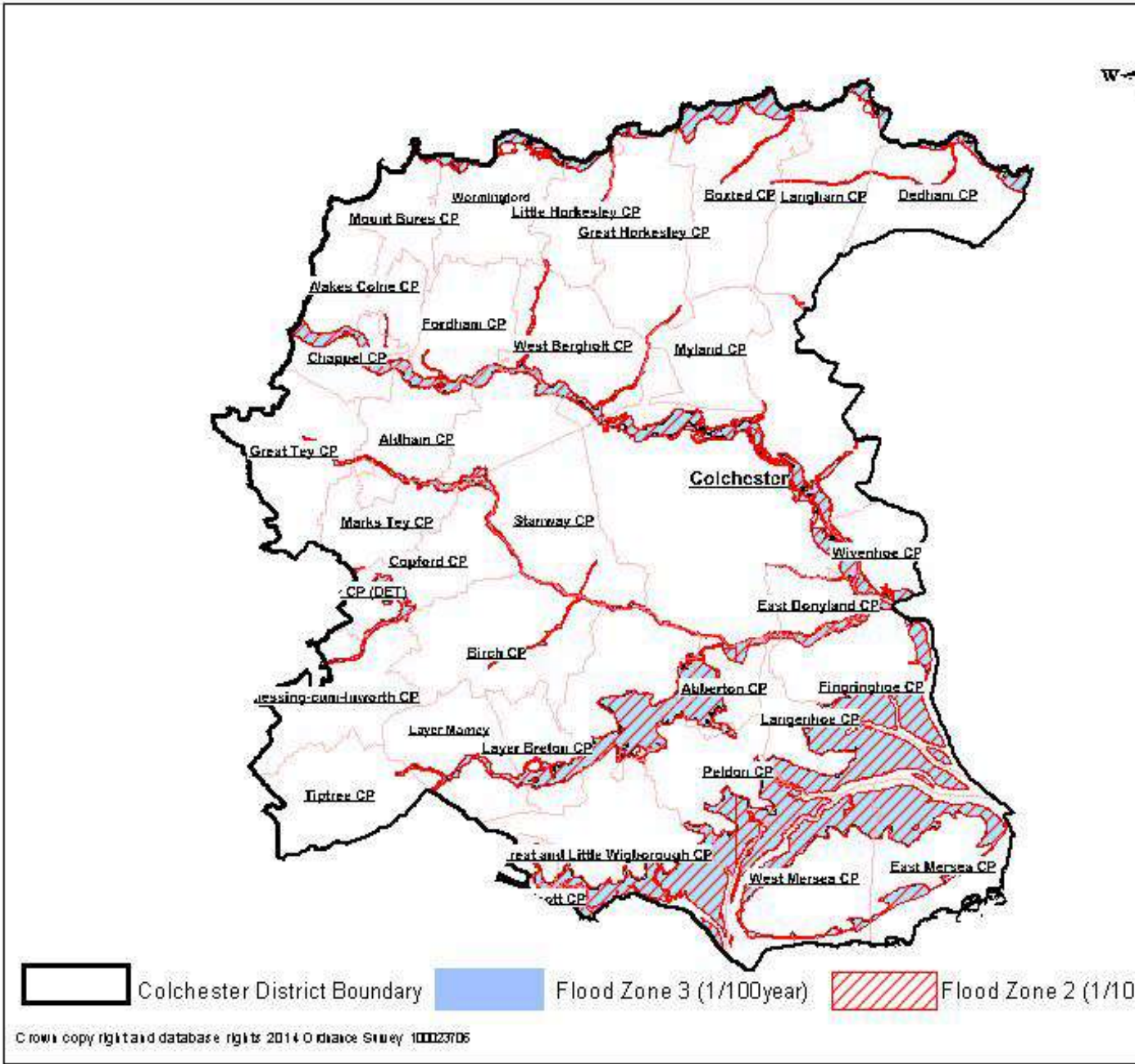
Colchester worked with Essex County Council and Capita Symonds to produce a draft Surface Water Management Strategy for Colchester. This document identifies 9 Critical Drainage Areas most at risk from surface water flooding, in Colchester's Urban Area, and makes recommendations for future investigations to address or reduce this risk. The Strategy was completed in October 2013.

Essex County Council has also prepared new Sustainable Drainage Systems (SuDS) Guidance which it is expected to be adopted in Spring 2015. The Government has recently consulted about integrating responsibility for the delivery of SUDS within the planning system. A decision is



expected on this in 2015.

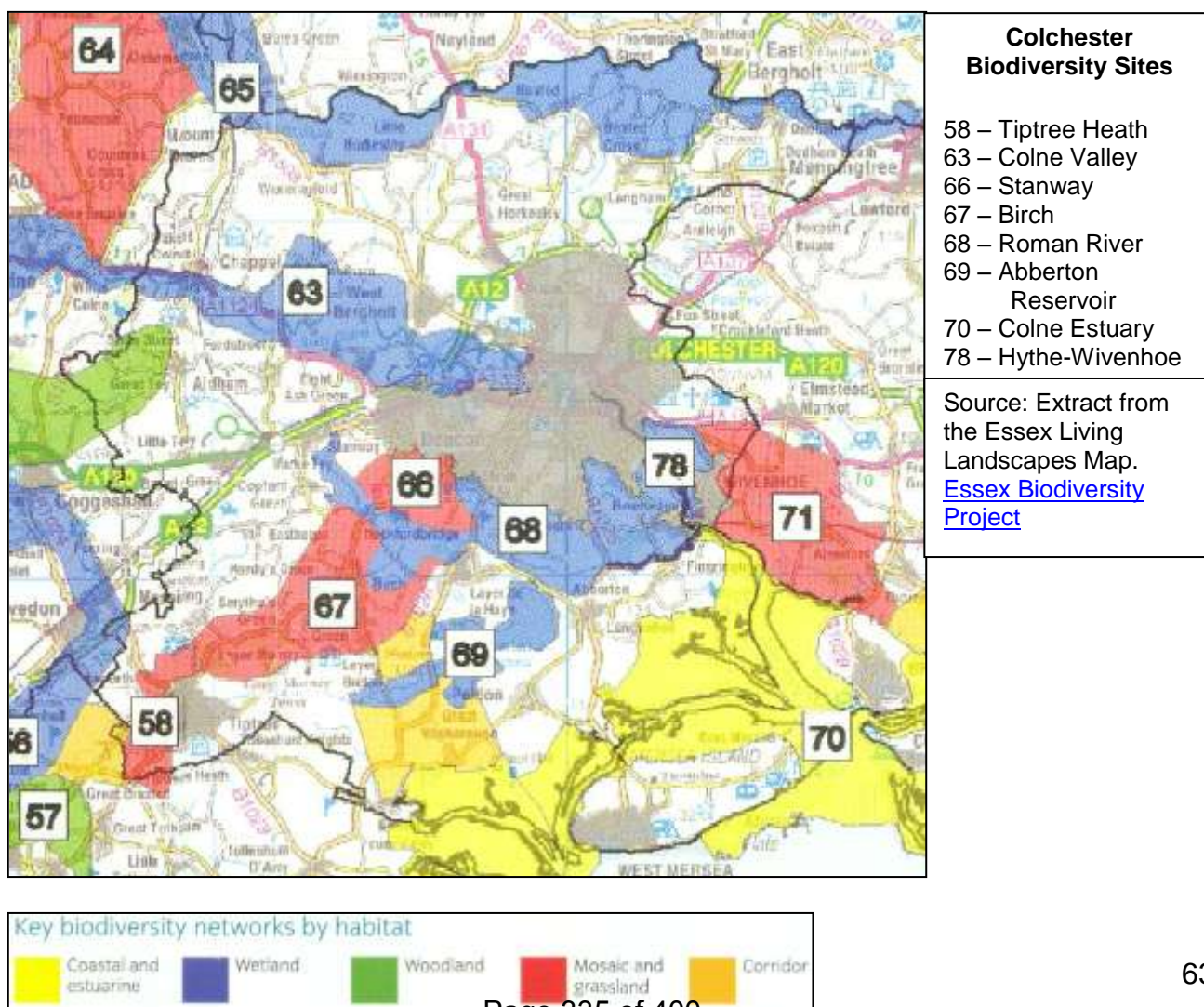
Colchester's Flood Zone Areas 2 & 3 2014



6.5.2	<p>Change in areas and populations of biodiversity importance including:</p> <p>Change in priority habitats and species (by type); and</p> <p>Changes in areas designated for their intrinsic environmental value including sites of international, national regional, sub-regional or local significance</p>	<p>Core Strategy Indicator for Policy ENV1</p>
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The Council is currently unable to measure changes in priority habitats and species. Core Strategy Policy ENV1 and Development Policy DP21, however, seek to protect sites of international, national, regional, sub-regional or local significance by directing development away from them. The Council also seeks to maintain a green infrastructure network across the Borough between the urban and rural hinterlands, and along river corridors. This will provide important wildlife refuges and adaptation routes for species whose habitats are at risk, or which are adversely affected by climate change. Central government is keen to introduce biodiversity offsetting as a way to ensure no net loss of biodiversity as a result of development. Biodiversity offsetting would enable development to development in one areas but provide new habitat elsewhere to offset the impact on the development ecologically. 6 pilot projects have been running nationally to develop the concept. A decision is expected in spring 2015 about how to take the initiative forward. If implemented, a new indicator will need to be set to record the amount and type of habitat lost as well as the amount of new habitat created through biodiversity offsetting.

The key Living Landscapes in Colchester are shown in the map below.



<b>6.5.3</b>	<b>Area of ancient woodland within the Borough</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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<b>Number of Sites</b>	<b>70 sites</b>
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Total area	568 Ha
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Ancient Woodlands are defined as woodlands that have existed in the Borough since the 1600's. Ancient Woodlands also include Semi Ancient Natural Woodlands; these are woodlands where the original woodland footprint dating back to the 1600's remains intact, but where the woodland species assemblages have been altered through more modern planting programmes. As is clear from the name, Ancient Woodlands are a non-replaceable asset, requiring protection. Natural England maintain an inventory of Ancient Woodland.

The Council's data on Ancient Woodland was updated in May 2012 and there are now 70 sites which are wholly within, or which intersect the Borough boundary. The latest GIS information shows that there is currently approximately 568ha of Ancient Woodland in Colchester Borough.

Ancient woodlands are potentially at risk from development pressures and agricultural intensification. Pressure on these habitats could increase further if biodiversity offsetting is implemented through planning. Colchester Borough Council will seek to protect the Borough's Ancient Woodland resource by continuing to direct the majority of new development towards brownfield sites in urban areas where available as a priority, reducing pressure for greenfield development and thereby reducing the potential for Ancient Woodlands to be affected by development

<b>6.5.4</b>	<b>Number and area of Local Nature Reserves (LNRs) and Local Sites (LoWs) within Colchester</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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	<b>Local Wildlife Sites (LoWs)</b>	<b>Local Nature Reserves (LNRs)*</b>
<b>Number of Sites</b>	<b>168</b>	<b>10</b>
Total Area	1957 Ha	175.39 Ha
Range	144.4 Ha	36.14 Ha
Mean	11.6054 Ha	17.50 Ha
Mode	0-1 Ha	2-3 Ha
Median	4.90 Ha	10.15 Ha

\* Number of Local Nature Reserves, including those that are only partially within the Borough boundary

There are 7 designated Local Nature Reserves (LNRs) in Colchester. These are Spring Lane, Bull Lane, Lexden Park, Salary Brook, Welsh Wood, Colne and Hilly Fields.

Local Sites previously known as Local Wildlife Sites and Sites of Importance for Nature Conservation (SINCs) are areas of land which locally in the Borough have significant wildlife value. Together with statutory protected areas, Local Sites represent the minimum habitat needed to maintain the current levels of wildlife in Essex. Their nature conservation value lies in the role they play in protecting wildlife and habitats in the wider countryside. Local Wildlife Sites are protected within the local planning system as they are a 'material



consideration' during the determination of planning applications. The first Sites of Importance for Nature Conservation (SINCs) report was produced for Colchester in 1991. Following extensive field surveys, 147 sites covering 1,463.7 hectares of land were designated as SINCs. In 2006, DEFRA developed an alternative, robust, set of site selection criteria for the designation of Local Sites. In addition, knowledge and availability of data about biodiversity in the County has improved considerably during the last 20 years. Local Sites now also include locally important geological sites (LoGs). There are currently no designated LoGs in Colchester Borough.

In 2008, Colchester Borough Council commissioned a review of the Borough's Local Wildlife Sites. As a result of this review, a total of 168 Local Wildlife Sites covering 1957 hectares were identified across the Borough. This represented an overall increase of 21 new Local Wildlife Sites in the Borough, amounting to a net increase of 493.3 hectares. The Council will seek to safeguard these important Local Wildlife Sites from loss as a result of development in accordance with Core Strategy Policy ENV1.

In 2012, a new Essex Local Sites Partnership (formerly Local Wildlife Sites) was established; Colchester Borough Council represents the Essex Planning Officers Association (EPOA) on this Partnership. The Local Sites Partnership's role is to approve the selection of new Local Wildlife Sites and Local Geological Sites; deselect existing sites that fail to meet the adopted selection criteria; promote the enhancement of sites; establish a rolling programme for monitoring the condition of selected sites; and review and update the selection criteria, as required.

A partial review of the Local Sites may be needed as part of developing the evidence base for Colchester's new Local Plan.

<b>6.5.5</b>	<b>To deliver the revised quantity standards for the different open space typologies across the Borough by 2011</b>	<b>Supporting Indicator for Policy PR1</b>
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The Council originally worked to a universal standard of 2.83ha per 1000 people for open space provision. In 2006, the Council commissioned an Open Space, Sport and Recreation study as part of the evidence base for the Local Plan, to test these standards in terms of meeting local existing and future, population needs for open space and sports facilities.

An audit of existing open space/sport facilities provision was completed in 2007/8. This showed that for some types of open space the 2.83ha standard was being met. However, for other types of open space, such as allotments, this was not the case.

In response to the outputs from the 2006 study, which assessed open space needs across a range of different open space typologies, new accessibility, quality and quantity standards were developed to ensure that future open space provision meets existing and future population needs.

The revised quantity standards are set out below for the different typologies per 1,000 people in Colchester.

Parks and Gardens	1.76ha
Natural and semi natural open space urban	5.00ha
Amenity greenspace	1.10ha

Provision for children	0.05ha
Provision for teenagers	0.05ha
Allotments	0.2ha
Outdoor sports facilities	1.5ha

Open Space, Sport and Recreation provision has been incorporated into strategies such as the Allotment Strategy. New areas of open space, sport and recreation facilities will be provided as part of new development in accordance with Core Strategy Policy PR1 and Development Policies DP4, DP15 and DP16. Planning contributions are currently secured through the Section 106 negotiations as part of the planning decision making process. In the future contributions will be secured through the Community Infrastructure Levy.

In 2012 the Council identified a need for a strategic level Sports Facilities Strategy. The Strategy will be produced during 2014 and it is expected that it will be completed in November 2014. The strategy will provide evidence to inform plans for leisure development in North Colchester on CBC owned land; evidence to support Colchester's new Local Plan; and a document to support the work of the leisure services, to help meet the aim of improving participation levels in sport across the Borough.

<b>6.5.6</b>	<b>Increase in areas of public open space</b>	<b>Core Strategy Indicator for Policy PR1</b>
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In August 2011, the Council published a Green Infrastructure Strategy. The purpose of the Strategy is to improve knowledge about green infrastructure provision levels across the Borough and to provide evidence to support the Local Plan production process. The Strategy covers the whole Borough, but contains detailed consideration of the Growth Areas.

Colchester Borough covers an area of 33,400 hectares, 2,028 hectares of which is accessible natural greenspace. The Borough is above the County average in terms of the provision of green space for all of Natural England's Accessible Natural Green Space Standards (ANGSt) categories. 19% of all households can access green space in all categories compared to the county average of 7%. Only 1% of households in the Borough meet none of the ANGSt criteria.

Open Space provision is incorporated in other strategies, including the Open Space and Play Strategy, the Allotment Strategy and the Green Infrastructure Strategy. All these help to ensure that the Council provides adequate open space. New areas of open space will be provided as part of new development in accordance with Core Strategy Policy PR1 and Development Policies DP4, DP15 and DP16. Planning contributions will be secured through the Council's Development Team negotiations as part of the planning decision making process.

The following new areas of open space were provided as part of recent development schemes in the 2013/14 monitoring period:

Caxton Close Tiptree	0.02ha
Garland Road Pocket Park	0.06ha
Woden Ave	1.59ha
Rouse Way POS	0.83ha
Rouse Way conservation area	2.46ha

Total

4.96ha

During the 2013/2014 monitoring period a total of £390,748.88 contributions were secured for open space/leisure uses of which £199,100.26 was secured for provision and £86,558.29 for maintenance

<b>6.5.7</b>	<b>Amount of development in designated areas (Local Wildlife Sites, SSSI, AONB)</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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During the monitoring period 113 planning applications were received for sites in designated areas. 103 of these applications were granted planning permission. Policy ENV1 seeks to direct development away from designated sensitive nature conservation habitats. Policy DP21 requires all development proposals to incorporate ecological/landscape enhancements. The policy also requires developments that could cause direct or indirect harm to designated sites to provide mitigation and compensatory measures to offset any impacts or losses.

<b>6.5.8</b>	<b>95 % of nationally and internationally important wildlife and geological sites in favourable condition (SSSI, SPA, SAC &amp; RAMSAR)</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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#### Condition status of SSSIs in Colchester Borough (with latest survey dates)

<b>Favourable condition</b>	<b>Unfavourable condition no change</b>	<b>Unfavourable condition &amp; recovering</b>	<b>Unfavourable condition &amp; declining</b>
Abberton Reservoir (August 2010)			
	Bullock Wood (2010)		
		Tiptree Heath (2010)	
Marks Tey Brickpit (2008)			
Roman River (2010)			
		Cattawade Marshes (2012)	
Upper Colne Marshes 1 unit (plus 1 unit in Tendring District) (2010)		Upper Colne Marshes 2 units (2010)	

Wivenhoe Gravel Pit (2008)			
Colne Estuary 8 units (2008- 2010)		Colne Estuary 10 units (2010)	Colne Estuary 1 unit (2009)

There are 9 Sites of Special Scientific Interest (SSSIs) in Colchester. These are nationally important ecological/geological sites designated under the Wildlife & Countryside Act 1981 (as amended) with further protection provided through the Countryside and Rights of Ways Act 2000 (as amended).

Natural England is responsible for monitoring the condition of SSSIs and the most recent data is shown in the table above. The table shows that 6 of the Borough's SSSIs are in favourable condition. Some of these sites cover a large area; for these sites, different parts of the SSSI are in a different condition. This is the case with the Colne Estuary and Upper Colne Marshes SSSIs. No new condition monitoring was carried out the sites in the table above during the 2013/2014 monitoring period.

One SSSI, one unit of the Colne Estuary SSSI, is in unfavourable and declining condition. The SSSI unit condition summary states that this is due to coastal squeeze. The sea defence close to the East Mersea Youth Camp is also mentioned as a causing factor.

The condition of SSSIs can be affected positively and negatively by a variety of factors including changes in management, coastal squeeze, impact of diffuse pollution, development impacts, climate change and water extraction.

The Council seeks to protect nature conservation sites of international, regional, national and local importance in accordance with Core Strategy policy ENV1 and Development Policies policy DP21.

<b>6.5.9</b>	<b>Number of visitors to Natura 2000 sites</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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Colchester Borough Council commissioned an Appropriate Assessment as part of the evidence base for the Core Strategy, which is a requirement of the Habitat Regulations 2004 (as amended). The Appropriate Assessment identified increased recreational pressure as a potential significant impact on both the integrity of Natura 2000 sites and the features of interest for which the sites were designated. The Assessment identified the need for Colchester Borough Council to implement a scheme to monitor visitor numbers to Natura 2000 sites. The Site Allocations DPD Appropriate Assessment reiterated the need for this monitoring.

In November 2010 the Council began surveying visitors to Natura 2000 sites in Colchester Borough and Tendring District. These surveys have taken place each year in June and/or November.

The scheme will enable trends to be measured in visitor numbers and associated levels of disturbance. Where visitor increases are found to be increasing disturbance at a Natura 2000 site avoidance measures will be identified in partnership with Natural England.

The final visitor surveys were completed in June 2013 and concluded the 3 year baseline data collection project. This report summarises the results of the 3 year HRA monitoring project to collect baseline data about visitor numbers at Natura 2000 sites in Colchester and Tendring.

### **Overall project summary.**

The highest number of groups interviewed during the 3 year period was at Brightlingsea Marshes where 312 groups were surveyed. This was followed by The Walls where 279 groups were surveyed, then Cudmore Grove where 236 groups were surveyed and Walton-on-the-Naze where 235 groups were surveyed. The quietest site was Old Hall Marshes where just 22 groups were surveyed.

Figure 62 below compares visitor numbers at the 9 international sites surveyed. The highest number of visitors in any one survey period was during winter 2012 at Brightlingsea Marshes where 74 groups were surveyed. The lowest number of visitors was at Old Hall Marshes during the spring 2012 survey where just 1 group was surveyed.

Visitor numbers have generally remained fairly consistent for most of the sites and whilst it appears that visitor numbers have increased this may in part be due to improvements in surveying. A number of sites show peaks in visitors during the winter 2012 survey period and this was the busiest survey period with 324 groups recorded across all sites. This was a very cold winter and surveyors noticed that on warmer days visitor numbers were higher than other survey periods and many visitors commented that they were taking the opportunity to enjoy a break in the cold weather. Winter 2010 was the quietest survey period with 135 surveys recorded across all sites. Strood Channel, which was a fairly quiet site, experienced a peak in visitors during the winter 2011 survey due to the presence of a rare bird. Visitor numbers at Abberton Reservoir have significantly increased since the early part of the

monitoring period and this is likely to be because of the opening of the new visitor centre in June 2012.

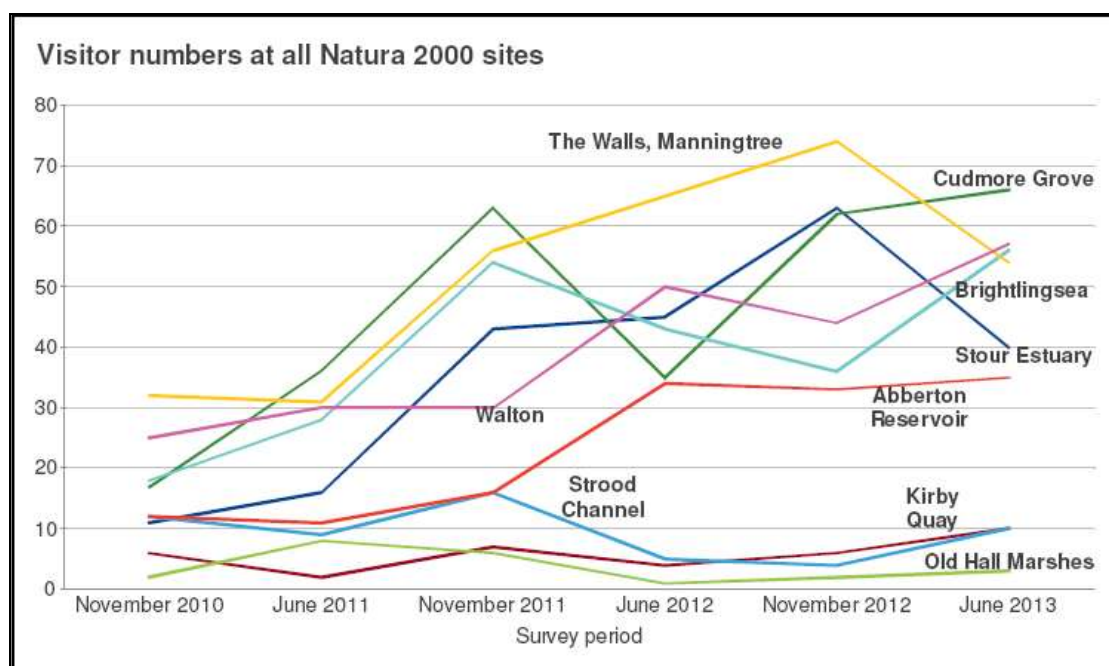


Figure 62 Visitor numbers at all Natura 2000 sites over the survey period.

Overall 75% of visitors to all sites said that they visit all year round and this is reflected in the findings that the winter survey periods were very busy and the busiest survey period was winter 2012. Cudmore Grove and Walton-on-the- Naze had the highest number of visitors that said they generally only visit during the spring/ summer months. There were also a number of visitors at

Abberton Reservoir, The Walls and Brightlingsea Marshes that said they generally only visit during the spring/summer months. There was a distinct difference between winter and spring visitors surveyed at Walton-on-the-Naze.

Across all of the sites 55% of visitors travelled less than 5 miles to visit. Kirby Quay had the highest number of local visitors; only 1 visitor travelled over 5 miles to visit. 77% of visitors to Strood Channel, 68% of visitors to Brightlingsea Marshes, 67% of visitors to Stour Estuary, 59% of visitors to The Walls and 58% of visitors to Walton-on-the-Naze travelled less than 5 miles.

This reflects the finding that these sites, particularly Kirby Quay and Strood Channel, are visited regularly by people living nearby. Only 14% of visitors to Abberton Reservoir travelled less than 5 miles. 39% of visitors to Abberton Reservoir travelled 6-10 miles and 20% travelled over 30 miles. Abberton Reservoir is a large and popular nature conservation site managed by Essex Wildlife Trust and it is evident from the 3 year survey period that visitors travel from all over Essex and Suffolk to visit. As already stated visitor numbers increased following the opening of the new visitor centre in June 2012 and further monitoring will help to understand whether this increase in visitors is sustained.

Cudmore Grove and Walton-on-the-Naze also experienced a large number of visitors that had travelled over 30 miles. 39 groups to each of these sites had travelled over 30 miles and this represents 18% of total groups to Cudmore Grove and 17% of total groups to Walton-on-the-Naze. It was found that there were many large groups at these two sites, particularly

during the weekend spring/survey periods. These are popular coastal sites with car parking, toilets, visitor information and refreshments.

Across all sites dog walking was the most popular purpose of visiting with 46% of total visits being to dog walk, 39% to walk and just 1% to cycle. The highest percentage of dog walkers was at Kirby Quay where 88% of groups had visited to dog walk. Abberton Reservoir, The Walls and Old Hall Marshes had very low numbers of dog walkers. No-one at Abberton Reservoir visited to walk their dogs as dogs are not permitted on the reserve. 5 groups at Old Hall Marshes, which represents 23% of visitors, had visited to dog walk and 41 groups at The Walls, which represents 20% of visitors, had visited to dog walk. Old Hall Marshes is a very remote site with few dwellings within walking distance which is likely to explain the low numbers of dog walkers. The site is also managed by the RSPB and visitors are required to have a permit which may discourage some visitors. Many visitors to The Walls walk into Manningtree Town for their day to day business. Furthermore, the site is linear and adjacent to a busy road so is not really a safe site for dogs to run off the lead. Reflecting this The Walls has the highest percentage of visitors that had visited for the purpose of walking (61% and 124 groups). A high percentage of visitors at the Stour Estuary visited for the purpose of walking (49% and 103 groups). It is interesting that these are the two Stour and Orwell Estuaries SPA sites that are surveyed.

Across all sites very similar numbers of visitors had visited to bird watch and exercise, 15% and 16% respectively. Abberton Reservoir was the most popular site for bird watching, followed by Old Hall Marshes. These sites are well known as important sites for birds and are both nature reserves. Very low numbers of visitors at Brightlingsea Marshes, Walton-on-the-Naze and Stour Estuary visited with the purpose of bird watching. It is surprising that such low numbers of those surveyed at Stour Estuary had visited to bird watch as it is an RSPB reserve (Stour Wood) and there are several bird hides within the site. However, the majority of surveys were carried out in Stour Wood and along the estuary path close to the wood therefore it was possible that some of those people visiting to bird watch may have been missed by the surveyors.

Cudmore Grove, Walton-on-the-Naze, Strood Channel and The Walls were the most popular sites for exercising. From the 3 year monitoring work it is evident that sites visited by ornithologists will be influenced by the birds species present. Bird enthusiasts at both the Strood Channel and Abberton both reported that they were happy to travel to different sites to see rare birds and the species present had a major influence on the sites they decided to visit. This could have implications for visitor numbers at some sites in the future.

Across all of the sites close to home was the most popular reason that visitors gave for visiting with 49% of total visitors saying they visit sites because the site is close to home. Like the area and attractive scenery were also popular reasons for visiting with 43% and 39% respectively of total visitors saying that this is one of their reasons for visiting.

A quarter of total visitors said that their reason for visiting was because of their desire to be close to the coast. This would suggest that the provision of alternative accessible natural greenspace to deter people from visiting sensitive coastal areas in Colchester and Tendring would only have limited success as one of key reasons people visit the sensitive coastal sites in Colchester and Tendring is to be close to the coast, which alternative accessible natural greenspace would not be able to replicate. Furthermore, analysis has shown that people are prepared to travel some distance to visit the coast.

Of those groups that had travelled 26-30 miles 41% said it was because of a desire to visit the coast and of those that had travelled over 30 miles 31% said it was because of a desire



to visit the coast. The desire to visit the coast is less popular with people who live close to the coast (14% of those that lived within 0-5 miles said that they visited because of a desire to visit the coast), perhaps because visiting the coast is something they are very familiar with and also because there are other reasons they visit such as being close to home.

Availability of parking was the least popular reason for visiting with just 8% of total visitors saying that this is one of the reasons they visited. 52% of visitors at Abberton Reservoir said that they visited because the site is close to home. However, only 14% of visitors to Abberton Reservoir travelled under 5 miles. This implies that many of the visitors to Abberton Reservoir are happy to travel some distance to visit sites. Almost every visitor at Strood Channel (33 out of 36) said that they had visited because the site is close to home, demonstrating that this site is popular with local people and very few people travel from outside of the area to visit.

At most sites weekend and week day surveys were carried out. It was found that for most sites there were similar numbers of visitors during the week and at the weekend albeit with slightly more visitors at the weekend. However, at the Stour Estuary there was a marked difference between weekend and week day visitors with 70 of total groups visiting during the week and 148 of total groups visiting at the weekend.

31% of total visitors across the sites said that they do not visit alternative sites regularly, which demonstrates loyalty to sites. 44% of total visitors to Kirby Quay and 42% of total visitors to Brightlingsea Marshes said that they do not visit alternative sites regularly. The highest percentage of visitors who regularly visit alternative sites was at Abberton Reservoir where 86% of visitors regularly visit alternative sites. 78% of visitors to The Walls, 76% of visitors to Cudmore Grove and 73% of visitors to Old Hall Marshes visit alternative sites regularly. As already reported visitors to Abberton Reservoir and to a lesser extent Old Hall Marshes visit from a range of locations several miles away and many visit to bird watch and so it is unsurprising that many of the visitors visit alternative sites regularly. This may be sites closer to home or other sites which are well known for bird watching and wildlife.

There were very few visitors to Kirby Quay during each of the survey periods and only 1 visitor had travelled over 5 miles to visit the site. The majority of visitors had visited to dog walk and so the finding that 44% of visitors do not visit alternative sites regularly is unsurprising as many dog walkers use the same paths, close to home.

In terms of which alternative sites visitors regularly visit, Tendring coastal sites was the most popular overall with 40% (396) of total visitors saying that they regularly visit Tendring coastal sites.

A much higher percentage of visitors surveyed at sites in Tendring said that they visit alternative coastal sites in Tendring than the sites surveyed in Colchester. 29% (287) of visitors said that they regularly visit EWT and RSPB sites. Inland sites in Colchester were the least common of the alternative sites regularly visited. This could be because of the pull of the coast and visitor's desire to visit other similar areas. Location has an impact on the alternative sites visitors regularly visit. A high number of visitors at The Walls said that they regularly visit coastal sites in Suffolk and a high percentage of visitors at the Strood Channel (74%) said that they regularly visit alternative sites on Mersea. The list of alternative sites that groups visit regularly is far too lengthy to list in this report. However, the sites that were mentioned most frequently were Fingringhoe nature reserve, Abberton Reservoir, Alton Water, The beach (Tendring beaches, Mersea and Felixstowe were mentioned the most), Brightlingsea, Dedham and Flatford, Dunwich, Minsmere, Aldeburgh.



10% of total visitors said that they do not have access to open space close to home. The highest percentage of groups that did not consider that they had good access to open space close to home were at the Stour Estuary and The Walls. 16% of visitors to the Stour Estuary, which was 34 groups and 14% of visitors to The Walls, which was 37 groups said that they did not have access to open space close to home. The Walls and Stour Estuary are in fairly close proximity to one another as both form part of the Stour and Orwell Estuaries SPA. Tendring District Council has protected a 50 hectare area along Ramsey Creek between Ramsey and Parkeston for a new country park. Tendring District Council's Open Space Strategy 2009 also includes a number of recommendations to improve connectivity to existing open spaces e.g. between Stour Estuary Nature Reserve and Essex Way and site improvements at The Naze and The Hangings, Dovercourt.

These initiatives may help to address the perceived shortfall in open space close to home identified by some of the visitors to the Stour Estuary and The Walls. At the Strood Channel only 1 group said that they did not have access to open space close to home, which reflects the fact that the vast majority of visitors to Strood Channel are local people and thus the Strood Channel is close to home.

Small open spaces close to home was the most common answer given with 47% of groups saying they regularly visit small open spaces close to home. 34% said they regularly visit the beach and 29% said they regularly visit public rights of way close to home. Many visitors said that they were not aware of or did not visit any of the sites on the questionnaire list.

As with the list of alternative sites visited the list of sites close to home is far too lengthy to list in this report. However, many people referred to country parks, local fields and local woods. Many visitors expressed concern over the loss of green spaces to housing.

It is evident from the conclusions in this report that each of the 9 sites surveyed has its own distinct patterns of visitors which has been fairly consistent over the past 3 years. Patterns have also been established across all or some of the sites. Conclusions that have already been drawn can be seen to influence development in Colchester, Tendring and Braintree and over time as the monitoring programme progresses conclusions will be drawn on whether population increases in Colchester, Tendring and Braintree are adversely affecting the integrity of international sites.

Whilst it would appear that visitor numbers have increased since the first survey this is partly related to improvements in carrying out the surveys. Since the first survey period in November 2010 the timings and in some cases locations of the surveys have changed. However, what is clear is that weather has had a big influence on the numbers of visitors. For example, only 2 groups visited Stour Estuary during the weekend spring 2011 survey as the weather was cold and wet but during the weekend winter 2012 survey 59 groups visited on an unseasonable warm day. Across all sites there was generally little difference between the numbers of groups during the winter and spring surveys.

At some of the sites there was very little difference between the number of groups interviewed during the week and weekend but at other sites there was a marked difference in visitor numbers. It was found that people are prepared to travel further at the weekend and at some sites the number of large groups also tends to be higher at this time.

The Stour Estuary was significantly busier at the weekend compared with during the week. It has been found that many people (49% across all sites over the 3 years) visit sites because they are close to home and so it is essential that as part of new development good quality open space is delivered.

A quarter of total visitors across all sites said that one of their reasons for visiting was because of a desire to be close to water. Therefore the provision of accessible natural greenspace will have limited success in deterring people from visiting the international sites in Colchester and Tendring. It may be more beneficial to focus management measures on encouraging visitors to use less sensitive areas within international sites. The provision of car parking and facilities such as toilets and refreshments appears to have an impact on the number of visitors and also the size of groups visiting.

Cudmore Grove and Walton-on-the-Naze are very popular sites and there were more large groups at these sites than any of the other sites. These 2 sites have a greater range of facilities than the other international sites surveyed. Although this is also likely to have limited success at deterring visitors as almost a third of total visitors over the 3 years said that they do not visit alternative sites regularly, which shows a loyalty to sites.

Visitors could be encouraged to use sites like Cudmore Grove Country Park and The Naze which as well as being very well used for leisure and recreational purposes are also used by health groups and for education purposes. While both these sites are partly managed for their biodiversity interest, they probably have greater capacity to absorb more visitors than the other more sensitive Natura 2000 sites without adversely impacting on their integrity.

Some of the more sensitive sites like Old Hall Marshes and Abberton Reservoir are already putting measures in place to help manage visitor disturbance on wildlife. Access is managed at Old Hall through a permit system and visitors are encouraged to keep dogs on leads and walk at the base of sea walls at the more sensitive parts of the reserve. At Abberton, the Wildlife Trust have also put in hides from where visitors can watch birds without disturbing wildlife at the reserve. Similar measures or changes to site management/access could be implemented at other sites where it emerges that growing visitor numbers are adversely impacting on wildlife on the sites.

A new Appropriate Assessment will need to be completed to support the development of the new Local Plan. Future monitoring arrangements will need to be considered as part of the future AA process.

<b>6.5.10</b>	<b>Amount of residential development on greenfield land</b>	<b>Core Strategy Indicator for Policies SD1, Hi, UR1</b>
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A total of 725 units were completed in the 2013/14 monitoring period. Of these, 116 were built on greenfield sites, which equates to 16% of total completions. This is an increase from the 2012/13 figure where 7.29% of developments were on greenfield sites.

<b>6.5.11</b>	<b>Applications involving Tree Preservation Order (TPO) trees</b>	<b>Supporting Indicator for Policies ENV1</b>
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Between April 2013 and March 2014 162 Tree Preservation Order (TPO) applications were made. This is an increase from 135 applications in the last monitoring period.

<b>6.5.12</b>	<b>No recorded loss of listed buildings (by demolition) and Buildings of Grade I and II+</b>	<b>Core Strategy Indicator for Policy UR2</b>
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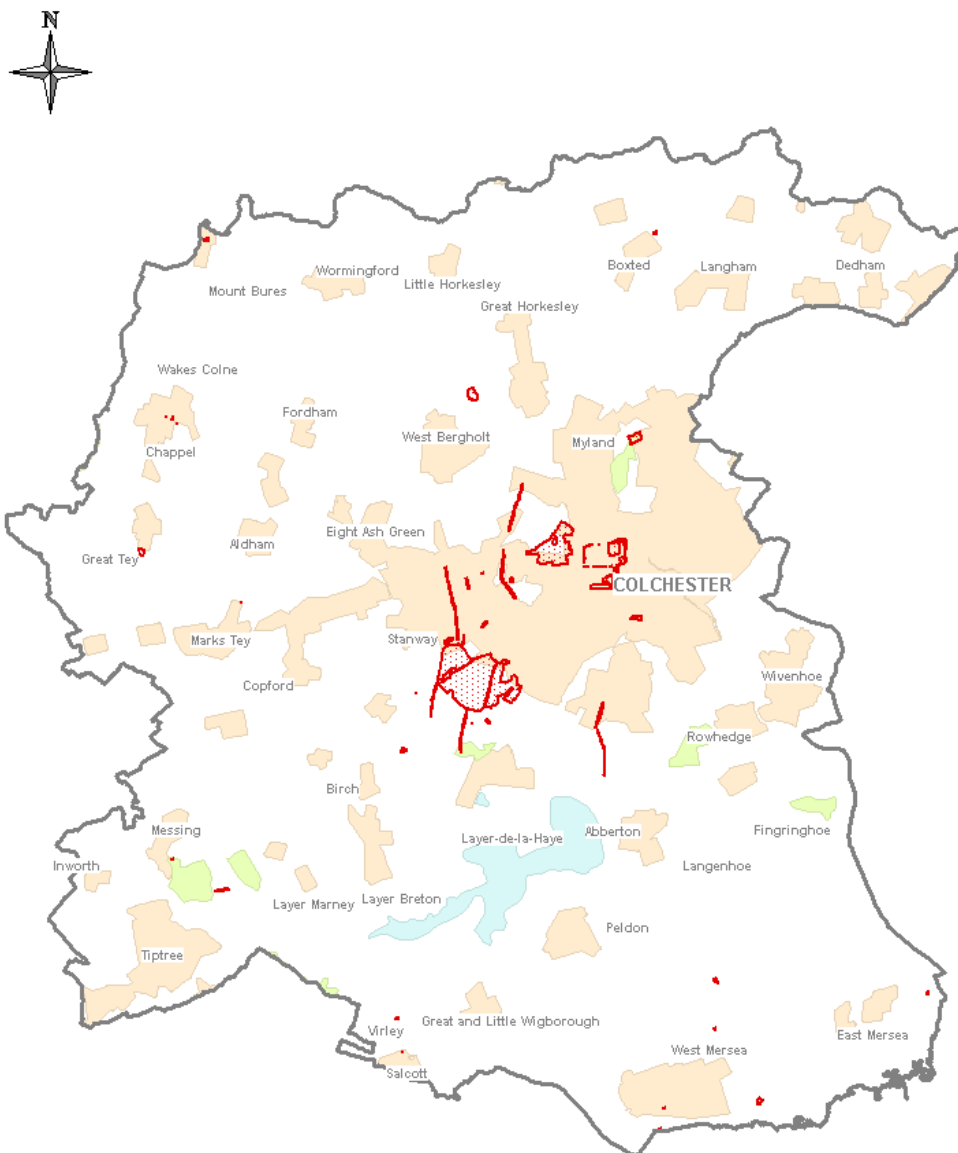
In the 2013/14 monitoring period, 1 grade II listed building was lost.( Brook House, Tiptree)

Essex Country Council is in the process of updating the Heritage at Risk Register (HARR). The 2013 version of the Heritage at Risk Register showed that 37 of the Borough's listed buildings were at risk. Four buildings were removed from the 2011 version of the list, as they have since been converted/refurbished. This total number of buildings at risk has fallen by 11, since 2010, when the total number of buildings at risk was 48.

<b>6.5.13</b>	<b>No recorded loss or damage to Scheduled Monuments or nationally important archaeological sites through development</b>	<b>Supporting Indicator for Policy UR2</b>
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There are currently 45 Scheduled Monuments in Colchester Borough and between April 2014 and March 2014 there was no recorded loss or damage to a Scheduled Monument or nationally important archaeological site through development. Overleaf is a map showing the location of Colchester's Scheduled Monuments.

## Colchester's monuments and physical features 2014



### Map Legend

Colchester District Boundary Scheduled Monument

© Crown copyright and database rights 2013 Ordnance Survey 100023706 | Not To Scale.

6.5.14	<b>Contributions secured towards streetscape improvements</b>	<b>Core Strategy Indicator for Policies SD2, PR1 and PR2</b>
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In the 2013/14 monitoring period, £5,215 was secured towards 'public art', £30,000.00 was secured towards footpaths and cycleways, £3,500.00 was secured for travel planning while , £3,000.00 contributions were provided towards a Community Bus and further £5,016.08 was secured for Local street improvements. A figure of £\_£86,558.29 was secured as 'commuted funds', which is for ground maintenance and playgrounds, etc.

<b>6.5.15</b>	<b>Number of homes with provision of private/communal open space</b>	<b>Supporting Indicator for Policy PR1</b>
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There is currently no way to measure this indicator. However, information provided by the Development Management team indicates that all new homes have or will have access to either an area of public open space or a private or communal area of open space in accordance with Core Strategy policy PR1.

<b>6.5.16</b>	<b>Number of Parish Plans/Village Design Statements adopted as guidance</b>	<b>Core Strategy Indicator for Policy ENV2</b>
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Between April 2013 and March 2014, two community plans were adopted. These were the East Mersea Village Design Statement which was adopted in April 2013 and the Eight Ash Green Village Design Statement which was adopted in September 2013. During the same monitoring period, two more Neighbourhood Plan Area Designations were also approved by the Local Plan Committee for West Bergholt and Wivenhoe in July 2013. At the end of March 2014, a total of four Neighbourhood Plans were being progressed in the Borough for Boxted, Myland and Braiswick, Wivenhoe Town and West Bergholt. Messing Parish Council is no longer progressing a Neighbourhood Plan. Stanway and Tiptree Parish Councils are also developing Neighbourhood Plans but the Area Designations these were approved outside the current monitoring period and will be reported in the next AMR.

<b>6.5.17</b>	<b>Number of Air Quality Management Areas (AQMA) in Colchester</b>	<b>Core Strategy Indicator for Policies ENV1, TA1 and UR2</b>
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Like most local authority areas in the region, without large industrial processes, the main source of local air pollution is motor vehicles. Vehicles emit, amongst other things, nitrogen oxides, carbon monoxide, carbon dioxide and fine particular matter. Particular problems arise where traffic is slow moving through old, narrow streets near the historic centre of the town.

Air Quality Management Areas (AQMAs) have been in existence in Mersea Road and Brook Street for several years.

A new Air Quality Management Order came into effect on the 5 January 2012. This replaces the previous order and designates a total of four Air Quality Management Areas:

- Area 1 - Central Corridors (including High Street Colchester, Head Street, North Hill, Queen Street, St. Botolph's Street, St. Botolph's Circus, Osborne Street, Magdalen Street, Military Road, Mersea Road, Brook Street, and East Street).
- Area 2 - East Street and the adjoining lower end of Ipswich Road
- Area 3 - Harwich Road / St Andrew's Avenue junction
- Area 4 - Lucy Lane North, Stanway

This order was amended on the 26 February 2013 to include St Johns Street within the Area 1 – Central Corridors AQMA.

The Council has been awarded Defra Funding to support the Borough's behavioural change project 'Love Your Car', which encourages car sharing; sustainable transport; and fuel efficient driving. The funding was also awarded to support the development of a Low Emission Strategy.

<b>6.5.18</b>	<b>Percentage of household waste recycled and composted</b>	<b>Core Strategy Indicator for Policy ER1</b>
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In 2013/14 - 43.05% of all household waste collected was recycled, reused and composted. The half year performance was 41.08%. this was a slight increase from last year and in fact, during the fourth quarter, Colchester actually reported 50.06% of household waste was recycled reused or composted in March . This is the first time we have reached the 50% mark. Food waste collections were introduced on a rolling basis across the Borough from October 2013 and this is believed to be what has enabled us to drive the recycling figure up in the latter part of the year.

There is, as always a variation in recycling figures across the year, particularly in the amount of glass, cans and paper collected at the doorstep. However, this does follow a trend across the last few years and it is believed the same factors of changing buying habits and reduced packaging have contributed. In addition to this, garden waste tonnages are heavily influenced by weather patterns and short growing seasons, translate into lower recorded tonnages.

<b>6.5.19</b>	<b>Per capita consumption of water</b>	<b>Core Strategy Indicator for Policy ER1</b>
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The Environment Agency reports that the average person in the UK uses 150 litres of water per day. Future Water, the Government's water strategy for England, outlines a vision for the average person to reduce the water they use by 20 litres per day to 130 litres a day, or possibly even 120 litres per person per day, depending on new technological developments and innovation.

Part G of the 2010 amendments to Building Regulations requires per capita consumption of water to be limited to 125 litres as a minimum. Colchester Borough Council is committed to delivering more sustainable buildings in accordance with the Local Plan and Sustainable Design and Construction SPD.

### **6.5.20 Background**

In the 2013/14 monitoring period, 18.47 hectares of contaminated land were brought back into beneficial use. This is a significant increase on last year's figure of 9.77 hectares and the 2011/12 figure of 2.54 hectares. This year's increase on the 2012/13 figure is thought to be linked to an improvement in the housing market.

There are 22 conservation areas, and some 2,056 listed buildings in Colchester Borough (this was mistakenly reported as 2,560 in last year's AMR). 4 new Conservation Areas were proposed following a review of the Local List in South Street, Salisbury Avenue, Beaconsfield Avenue and Roman Road. Work is progressing on these new designations but none have been adopted yet. There are 4 parks within Colchester on the National Register of Special Historic

Interest, including Colchester Castle Park, Severalls Hospital, Layer Marney Tower gardens and Wivenhoe Park. As a Scheduled Monument (SM) Gosbecks Archaeological Park is a major asset to the area containing Roman remains. However, the primary archaeological monument is an Iron Age Dyke System around Colchester. Such remains are also uncovered on a regular basis during development, particularly in the town centre. Many of the town's buildings are listed and date from 15<sup>th</sup> century. There are also many listed barns and agricultural buildings in the outlying villages.

Under the Water Framework Directive (WFD) all water bodies (lakes, rivers and coastal waters) need to achieve 'good ecological potential or status' by 2015. Ecological potential/ status is made up of physico-chemical status (phosphorus/ ammonia/ dissolved oxygen and pH) and biological status (fish/ diatoms/ macrophytes/ macro invertebrates).

The Environment Agency has reviewed the water body boundaries. Over time we have made improvements to these building blocks. In order to understand whether changes to classification are due to improvements in the building blocks or due to real environmental change, we will be running two sets of classifications in 2013-15. One based on the original building blocks called "old building blocks" (OBB) and one based on the updated building blocks called "new building blocks" (NBB).

The Environment Agency has confirmed that there are 18 old building blocks WFD river water bodies within Colchester Borough covering 148.661 km. In 2009, 16 of these waters (86% by length) are classified as being of moderate ecological status, 1 is classified as poor (12% by length) and 1 has yet to be assessed (2% by length). The Roman River is of poor ecological classification and St Botolph's Brook has yet to be assessed.

The Water Framework Directive results are not officially updated until 2015 when the next River Basin Plan is published. However, interim classification results are available.

In 2013 classification under the old building block water bodies, there are 18 water bodies within Colchester Borough covered 148.661km. In 2013, 2 of these water bodies have deteriorated to bad (4% by length), 3 of these are poor (43% by length) and 13 are moderate (54% by length). The main reason for these deteriorations is diatoms and macrophytes, however these are believed to be due to issues with the national tool. This national tool generates a species list of expected species in rivers under certain conditions, however due to the specialised localised nature and conditions of Essex's rivers it is not believed that the national tool accurately represents the species the Environment Agency would find here. As a result Environment Agency local experts believe the main reasons for the apparent deterioration are likely to be:

- sampling variation, classification is based on a very small number of samples.
- changes to the classification tools.
- the unreliability of the diatom tool in naturally eutrophic lowland rivers with high P and mid to high alkalinity.

The new building blocks for this area have resulted in 9 water bodies being assessed. This has overall resulted in 127 km of water body being assessed. 100% of this river length is assessed at Moderate.

For the 2011 to 2013 bathing water seasons, the bathing waters at West Mersea (South Colchester) have been assessed to be of 'excellent' quality, an improvement on the 2010 'good' quality".

In January 2010, the Colchester Local List project was launched, covering Colchester's urban



area. A group of historic buildings and architecture experts produced a set of criteria to help identify buildings suitable for inclusion on the Local List. Following site surveys, approximately 600 buildings were identified for inclusion on the draft Local List.

The draft Local List was issued for Public Consultation using the Colchester Historic Building Forum website<sup>17</sup>.

As a result of the public consultation a further 59 buildings were identified for inclusion on the draft Local List. The Colchester Local List was formally adopted by the Council at Local Development Framework Committee on the 12 December 2011. The Colchester Local List includes approximately 600 buildings or historic assets. The final list is available on the Colchester Historic Building Forum website and Colchester Borough Council's Civica and C-MAPS systems.

Two more Local List projects commenced in Langham and Wivenhoe. This work, which is being undertaken by historic building enthusiasts, will use the same methodology and selection criteria as those used in the Colchester Local List study. The Wivenhoe Local List was completed and adopted in March 2012. The compilation of the Langham Local List has not progressed. The Local List is reviewed and updated annually and the changes Colchester's Local List approved in April 2014 are set out below.

- Cavalry Barracks Officers' Quarters (located off Goojerat Road) – added to Local List
- Nursery Cottage Priory Street - added to Local List
- Guard Houses to former Goojerat Barracks Goojerat Road- added to Local List
- The Barn', 10 Williams Walk, Colchester CO1 1TS – removed from Local List
- Williams and Griffin – removed from Local List
- Hyderabad 11 barracks- removed from Local List
- Hardings Yard, Wivenhoe – added to Local List

Between April 2013 and March 2014, 4 new buildings/assets were added to the Local List. 3 buildings/assets were removed from the List, because 2 buildings had been approved for demolition and 1 that had been destroyed by fire. Colchester Borough's Local List contained 742 records as of April 2014. The Local List provides useful information when determining planning applications and will be reviewed again in January/February 2015

## **Potential Issues**

Water quality is an important issue for the Borough. In order to achieve good water quality, it is important for issues such as sewerage infrastructure to be considered as part of all developments, to ensure that the Borough's watercourses are not adversely affected and, where possible, improved. The Haven Gateway Water Cycle Study (2009) has assessed both water quantity and water quality issues in the Borough. Anglian Water and Veolia Water East have also published Business Plans for the period 2009-2014. These documents set out planned infrastructure spending identified across Colchester Borough for this period, to ensure that new development needs can be adequately met in terms of water supply and waste water treatment. Anglian Water has recently published its new Business Plan which covers the period 2015-2040. The Asset Management Plan – AMP6 sets out agreed expenditure for improvements to existing or new water infrastructure between 2015-2020.

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<sup>17</sup> [www.colchesterhistoricbuildingforum.org.uk](http://www.colchesterhistoricbuildingforum.org.uk)



Another potential issue is the impacts of a changing climate on biodiversity. Corporately, the Council seeks to mitigate and adapt to the effects of climate change. This is discussed in the Climate Change section of this report.

*Contains Environment Agency information © Environment Agency and database right*

## 6.6 Key Theme: ACCESSIBLE SERVICES AND COMMUNITY FACILITIES

<b>LDF Core Strategy Policies</b>	
SD2	Delivering Facilities and Infrastructure – Will work with partners to ensure that infrastructure and community facilities are provided to support sustainable communities.
SD3	Community Facilities – Will work with partners to deliver key community facilities to support communities and provide facilities for local communities based on identified needs and all new development will be required to contribute towards the provision of such facilities.
PR1	Open Space – Will provide strategic green links between the rural hinterland, river corridors and key green spaces, whilst protecting and enhancing the existing network of green links, open spaces and sports facilities and secure additional areas where deficiencies are identified.
PR2	People-friendly Streets – Will promote and secure attractive, safe and people-friendly streets which will encourage more walking, cycling, recreation and local shopping.
UR1	Regeneration Areas – Enhance Colchester as a prestigious regional centre, to regenerate rundown areas, deprived communities and key centres, with the purpose of building successful and sustainable communities.

<b>LDF Development Policies</b>	
DP4	Community Facilities - Supports the provision of new community facilities and the retention of existing facilities.
DP15	Retention of Open Space and Indoor Sports Facilities – Protects open space and sports facilities from change of use and ensures that a change of use will not be supported if it would result in deficiencies in public open space provision.
DP16	Private Amenity Space and Open Space Provision for New Residential Development – Sets out standards for private amenity space for different dwelling types. Also requires at least 10% of the site area to be provided as public open space.

### Overview

Accessible services and facilities are vital to the development and maintenance of communities. Community facilities should be located within or near centres and other accessible locations to maximise community access and build a sense of local community identity. The Council supports the retention and enhancement of existing community facilities that can provide a range of services and facilities to the community at one accessible location. In addition, the Council will work with local partners, such as Parish Councils or Community Associations, to plan and manage community facilities.

The Borough Council will safeguard existing facilities and will work with partners including the local community to bring together funding from a variety of public and private sources to deliver new community facilities. Development proposals will be required to review community needs (e.g. Health Impact Assessment) and provide community facilities to meet the needs of the new population and mitigate impacts on existing communities.

Colchester's Core Strategy identifies the following growth areas and potential new community facilities projects to be delivered in partnership with local service providers.

<b>Growth Areas</b>	<b>Project</b>
<b>Town Centre</b>	Firstsite (Community arts facility) (opened in September 2011) St Botolphs Quarter Creative Business Centre Magistrates Court (completed in April 2013)
<b>North Growth Area</b>	Community stadium and regional conference centre (opened in 2008) Colchester General Hospital expansion (there is no longer any plans for a large scale development/redevelopment) 4 new primary Schools (Queen Boadicea School open) Early years and childcare facilities Either a new secondary school site (on a precautionary basis) and/or expansion of existing secondary school provision at nearby schools.
<b>East Growth Area</b>	University of Essex expansion (The campus multi-story car park, the extension and refurbishment of Wivenhoe House Hotel school, and the first phase of the new student accommodation are complete. The library extension/new student centre and the business school are underway, and permission has also been granted for the first phase of the office village.)
<b>General</b>	7 new health centres 6 forms of secondary school capacity 6 new primary schools New and improved community halls Extra pre-school, primary and secondary school provision (including new schools where appropriate)

<b>6.6.1</b>	<b>Proportion of eligible open spaces managed to green flag award standard</b>	<b>Supporting Indicator for Policy PR1</b>
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The Green Flag Award scheme is the benchmark national standard for parks and green spaces in England and Wales

Colchester Borough Council has retained the green flag awards held last year. As at July 2014, Castle Park had received its Green Flag award for the twelve year running. Castle Park also has a Green Heritage Site Award, in recognition of achieving the required standard in the management and interpretation of a site with local or national historic importance. High Woods Country Park had received its tenth annual Green Flag award.

Judges mark parks and open spaces against a list of categories for their: welcome, health and safety, cleanliness and maintenance, management, sustainability, conservation and community involvement.

<b>6.6.2</b>	<b>Recorded loss of designated allotment sites</b>	<b>Supporting Indicator Policy PR1</b>
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As in the previous three monitoring periods, there were no recorded losses or gains in designated allotment sites in the 2013/14 monitoring period.

<b>6.6.3</b>	<b>Recorded losses of community facilities as a result of development</b>	<b>Core Strategy Indicator for Policy SD3</b>
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Core Strategy policies SD2 and SD3 and Development Policies policy DP4 are designed to deliver and protect community facilities within Colchester Borough.

In 2013/14 planning permission and conservation area consent was granted for the demolition of the St Johns Ambulance building in Chapel Road, Wivenhoe and erection of a two storey building of mixed use C3 Residential and D1 Gallery/Studio, which was on the Register of Assets of Community Value (131452 & 131453).

In September 2009, the Council adopted a Supplementary Planning Document on the 'Provision of Community Facilities' which was supported by an audit of community facilities produced. Both have been prepared to ensure the adequate provision of community facilities that satisfy the needs of local people in the Borough.

New Government guidance issued in November 2014 will affect the Council's ability to attract contributions for community facilities and open space, sport and recreational facilities on sites under ten units in size.

<b>6.6.4</b>	<b>100% of new permitted developments to comply with SPDs on Open Space, Sport and Recreational Facilities and Community Facilities</b>	<b>Core Strategy Indicator for Policies SD2, SD3 and PR1</b>
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Core Strategy Policy PR1 ensures the protection and enhancement of Open Space, Sport and Recreational Facilities and Community Facilities.

All relevant developments are strictly subject to unilateral undertakings, and Section 106 agreements are prepared in accordance with adopted Supplementary Planning Documents. Contributions are being collected, monitored and allocated to local projects for the benefit of the increasing residential numbers. In 2013/14, £304,190.59. was received for Open Space, Sport and Recreational Facilities and £67,455.30 was received for community facilities. These figures are lower than the 2012/13 figures of £633,221 and £72,009.

New Government guidance issued in November 2014 will affect the Council's ability to attract contributions for community facilities and open space, sport and recreational facilities on sites under ten units in size.

<b>6.6.5</b>	<b>Key infrastructure projects delivered (SD)</b>	<b>Core Strategy Indicator for Policies SD1, SD2, UR1, PR1, TA3, and TA4</b>
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Table 6d (appendix 5) in the adopted Colchester Core Strategy identifies a number of key infrastructure projects which have been subdivided into the categories 'necessary' and 'local and wider benefit'. Many of the projects are tied to development programmed for later in the plan period, but the following progress is noted for projects currently underway:

- **Osborne Road Bus Station** – opened November 2012
- **Northern Approach Road Phase 3** – work commenced summer 2013
- **North Park and Ride** – due to open in Spring/summer 2015
- **Stanway Western Bypass** – Opened in April 2014
- **Magistrates Court** – completed April 2012
- **Green Links and Walking and Cycling improvements** – Cycle town projects have included new and improved cycle routes; cycle training for adults and children; and new cycle parking spaces installed at key locations including schools, railway stations, the town centre and University of Essex.

<b>6.6.6</b>	<b>All crime – number of crimes per 1000 residents per annum Number of domestic burglaries per 1000 households</b>	<b>Core Strategy Indicator for Policy SD1</b>
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Crime data is taken from the ONS publication regarding the numbers of offences recorded by the police, by Community Safety Partnership / local authority level, year and offence group.

The total recorded crime in Colchester in 2013/14 was 10,545, which is a very slight reduction from last years total of 10,565. Within Essex only Southend, Basildon and Thurrock have higher levels of total recorded crime. This figure equates to 60 recorded crimes per 1000 of the population, which is slightly higher than the Essex average of 57 per 1000.

There were 2,529 recorded crimes classed as violence against the person, which is higher than last years figure of 2,283. Only Southend has a higher number of violence against the person. This figure equates to 14 recorded crimes per 1000 of the population, which is higher than the Essex average of 11 per 1000.

There were 5,175 theft offences, which is slightly lower than last years figure of 5,224. This figure equates to 29 per 1000 of the population, which is lower than the Essex average of 31.

There were 1,609 recorded criminal damage and arson offences, which is slightly lower than last years total of 1,695. This figure equates to 9 per 1000 of the population, which is slightly higher than the Essex average of 8.

The overall aim of the Colchester Crime and Disorder Reduction Partnership is to improve the quality of life for people living, working, studying, managing a business and visiting Colchester Borough through a reduction in the fear of, and incidence of, crime and disorder.

### **6.6.7 Background**

In 2014 Sport England published the results of their Active People Survey 8 for the period April 2013 to April 2014. The statistics record the percentage of adults (aged 16 and over) participating in at least 30 minutes of sport at moderate intensity at least once a week.

The survey results for Colchester indicate that 33.8% of residents took part in at least one sports session a week in this monitoring period. This is very similar to the 2012/13 figure of 35.8%. However, for the second year in a row the figure has reduced. The Council

commissioned a new Sports Facilities Strategy in February 2014. This is due for completion in January 2015. One of the 3 aims of the strategy is to increase participation levels in sports and leisure across Colchester Borough year on year.

Colchester Borough Council runs four museums, all of which are registered under the Museums and Galleries Commission registration scheme.

### **Potential Issues**

For a number of reasons access to a variety of services and facilities can be an issue for Colchester residents. The Indices of Multiple Deprivation measure social inclusion by considering and scoring a whole range of issues, from access to certain facilities, to income and employment. The score provides an indication of how deprived an area is. On a national level Colchester Borough scores very low. However, there are areas in the Borough where deprivation does exist. As Colchester is generally an affluent area, the pockets of deprivation are often exacerbated by the marked differences of neighbouring communities. It is, therefore, important to encourage social inclusion through the design and build of new communities and to ensure adequate community infrastructure and services are available.

As Colchester contains a number of rural communities, rural isolation can also be an issue. Rural areas often have limited facilities, and this coupled with poor public transport links can prevent those without access to a car from accessing the facilities they need. Public consultation has also highlighted the perceived need for villages/rural areas to retain a sense of community and the need to prevent them from becoming so-called 'commuter-villages.' To address this issue, the Council is encouraging and assisting with the development of Neighbourhood Plans, as well as Parish Plans and Village Design Statements.

In promoting healthy lifestyles, access to recreation, leisure and open space is as important as access to formal health facilities such as hospitals, doctors' surgeries and NHS dentists. An aging population will increase demands on health and social care, particularly the need for residential nursing care. It will also have impacts for the local economy, housing demand, public transport and other key services. A general increase in population will have impacts on the number of schools, nurseries and recreation facilities needed.

In 2010, the Council introduced a requirement for certain types of development to be subject to Health Impact Assessments. The purpose of a Health Impact Assessment is to identify the potential health consequences of a proposal on a given population, in order to help maximise the positive health benefits and minimise potential adverse effects on health and inequalities.

## 6.7 Key Theme: Climate Change

<b>Core Strategy Policies</b>	
SD1	Sustainable Development Locations – Will promote sustainable development and regeneration to deliver at least 14,200 jobs between 2001 and 2021 and 19,000 homes between 2001 and 2023. Growth will be located at the most accessible and sustainable locations.
ENV1	Environment – Will conserve and enhance Colchester's natural and historic environment, countryside and coastline. The network of strategic green links between the rural hinterland, river corridors, and key green spaces and areas of accessible open space that contribute to the green infrastructure across the Borough will be protected and enhanced.
ER1	Energy, Resources, Waste, Water and Recycling – Will promote the efficient use of energy and resources, including the delivery of zero carbon homes and renewable energy projects, while working towards waste minimisation and increased recycling to reduce the Borough's carbon footprint.

### **LDF Development Policies**

DP25 Renewable Energy – Will support proposals for renewable energy schemes and applicants will be encouraged to incorporate renewable energy technologies into new development where viable.

### **Overview**

Colchester Borough Council is committed to promoting efficient use of energy and resources and promoting the development of renewable energy generation alongside waste minimisation and recycling. Through the Core Strategy and Development Policies DPD, the Council will encourage the delivery of renewable energy projects, including micro-generation, to reduce Colchester's carbon footprint. In addition, new dwellings will be required to reduce carbon emissions by 44% from 2013, from a 2006 baseline in line with revised national building regulations. From 2016, there will be a requirement to meet zero carbon homes requirements, which will be addressed through national building regulations.

Colchester Borough Council has signed up to the Nottingham Declaration on Climate Change and the Local Authority Carbon Management (LACM) scheme. The Council is now looking at the benefits of signing up to 'Climate Local'. Climate Local succeeds the Nottingham Declaration and offers a framework that can reflect local priorities and opportunities for action. It supports councils' efforts both to reduce carbon emissions and to improve their resilience to the anticipated changes in the climate.

The Council took part in a One to One Support Programme with the Energy Saving Trust. As part of this programme, an Action Plan was developed by the Council's Sustainability Action Group underwent consultation with Senior Management Team under the Leadership of Place programme. The Action Plan is split into the three areas of strategy, services and community leadership. A number of recommendations are included and each of these has a number of actions needed to fulfil the recommendation. Each action is supplemented with information on who will carry it out, when and how. This programme came to an end in 2010 but the Action Plan is continuing to be implemented and monitored. The Council is currently preparing an Environmental Sustainability Strategy which is expected to replace the Action Plan.

The Council and Colchester Borough Homes have been working together to generate electricity using photo voltaic solar panels. As well as the sustainability benefits, the scheme is a financial investment, made possible by the Feed-in Tariff. Feed-In Tariffs were introduced on



1 April 2010 and replaced UK government grants as the main financial incentive to encourage uptake of renewable electricity-generating technologies. The Council has also recently secured DECC funding for a feasibility study to explore opportunities to deliver District Heating in the Northern Gateway. If successful the scope to deliver District Heating in other growth areas could be explored in the future.

<b>6.7.1</b>	<b>Carbon emissions and Climate Change</b>	<b>Supporting Indicator for Policy SD1</b>
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Colchester Borough Council is committed to reducing Climate Change both within the Borough and through its in-house operations. The Council signed up to the Local Authority Carbon Management Scheme (LACM) in 2007. As such, a full programme of projects has been developed to achieve savings across the authority with a commitment of financial support projects through 'invest to save' initiatives. The Council have made substantial carbon emission savings, Between April 2013 and March 2014 there was a reduction in CO2 emissions from Council operations and buildings from 6,895 to 6,313 which provides the Council with a reduction of 582 tonnes of CO2.

Per capita emissions for Colchester residents are now 4.89 having fallen from a baseline of 6.9 tonnes per capita.

The Council has developed a number of services and projects across the Council to support environmental sustainability and a number of these will contribute to carbon reductions:

- The Cycle Colchester Training and Events Programme;
- Implementing a transportation policy linked to new development;
- Colchester Travel Plan Club;
- Colchester Station Travel Plan;
- 'Better Town Centre' focussing on traffic reduction in the town centre;
- Carbon Management Programme;
- Energy Efficiency advice and guidance;
- Food Waste trials and implementation across the borough;
- Reduce, Reuse and Recycle activity;
- Working with ECC to promote the Eco-schools project ;
- Working with ECC on the Waste busters project, promoting recycling and reuse and composting ;
- 'Warm Homes' and projects to reduce fuel poverty;
- Business Green Doctor Project;
- Colchester Borough Council housing stock improvement programme;
- Big Community Switch for residents to access cheaper energy bills;
- Access to energy and tariff switching for Small Medium Enterprises (SME) via the Big Community Switch portal;
- Local Community Zone Teams behaviour change work (such as recycle week);
- Private Sector Housing promotion of grants and use of enforcement powers;
- Disseminating information from The Carbon Trust and Carbon Action Network (CAN) events;
- Zone Warden Community engagement with regular 'coffee and chat' events to support more vulnerable residents with energy efficiency in the home;
- Energy Efficiency training for frontline staff, local organisations and voluntary groups;
- 3000 Energy Performance Certificates completed on our own housing stock in 2014.
- Installation of Photo-Voltaic (PV Solar) Panels on Colchester Borough Councils housing stock;



- Partnership event with En-form to deliver 'Green Open Homes' open day events;
- Working with private landlords to support them in the provision of energy efficient housing for tenants;
- Community projects focussing on reducing excess winter deaths and fuel poverty.

<b>6.7.2</b>	<b>Climate Change Adaptation</b>	<b>Supporting Indicator for Policies SD1, ENV1 and ER1</b>
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Under NI188, the Council progressed work on climate change adaptation. NI188 was a process based indicator that measured the Council's actions towards adapting to the inevitable effects of climate change. The Council achieved level 1 – 'public commitment and prioritised risk based assessment' in 2008/9 and level 2 – 'comprehensive risk assessment' in 2009/10.

During 2010/11 the Council developed an Adaptation Action Plan based on the findings of the Borough specific climate risk assessment, which was undertaken in 2009/10. The Adaptation Action Plan identified a number of measures that the Council could take both individually and with its partners to adapt to the effects of climate change.

During 2013/14 the Council started work on the production of a new Environmental Sustainability Strategy. This highlights the work done across the Council to reduce carbon emissions. The new strategy focuses on developing existing initiatives and supporting/empowering communities to take action, and an action plan has been developed (at the time of writing, this has not yet been adopted). It will be submitted to Cabinet for adoption on 28<sup>th</sup> January 2015

<b>6.7.3</b>	<b>Number of zero-carbon homes completed</b>	<b>Core Strategy Indicator for Policies SD1, H1 and ER1</b>
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Building regulations on zero-carbon homes does not become compulsory until 2016 and there is currently no data available on planning applications for zero-carbon development. The Code for Sustainable Homes is due to be phased out and new housing will have to meet energy efficiency standards in part L of the 2010 Buildings Regulations.

On 1 October 2010, improvements to Part L of the building regulations resulted in a requirement for increased carbon emission savings from new dwellings. New homes are now required to have a dwelling emission rate (the dwelling emission rate measures the maximum CO<sub>2</sub> emissions rate arising from energy use for heating, hot water and lighting for the actual dwelling) 25% below the 2006 building regulations requirements in respect of carbon emissions.

<b>6.7.4</b>	<b>Renewable energy installed by type</b>	<b>Core Strategy Indicator for Policy ER1</b>
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Between April 2013 and March 2014, 7 planning applications for renewable energy installations were received. Of those, 5 were for solar installations and 2 were for a biomass installation.

The amount of renewable energy installed in the current year has increased considerably over that in previous years, particularly for solar photovoltaics.

Part 40 of The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 gives permitted development rights to the installation of domestic microgeneration equipment. Planning permission is only required for a limited number of renewable energy technologies. This means that the number of renewable energy installations may be higher than that indicated by the number of planning applications. The number of renewable energy applications may decrease due to the recent government reductions in the tariff payments for energy produced from solar farms.

### **Potential Issues**

Climate change is a major issue that the whole Council will need to consider. It is predicted that, as a result of climate change, the summers in England will become longer, drier and hotter, whilst the winters will be stormier and wetter. This could have adverse impacts not only on the environment, but also on economic and social aspects of life in Colchester.

Colchester's Core Strategy, Development Policies and Supplementary Planning Documents have an important role to play in dealing with Climate Change. Planning can encourage the reduction of emissions of greenhouse gases, address the increased incidents of flooding by promoting Sustainable Urban Drainage Systems (SUDs) and help deal with increased droughts in the summer by promoting water efficiency techniques. Developers, local businesses and local communities will be encouraged to provide and use low carbon and renewable energy sources.

Connected to Climate Change are a whole collection of other related issues that could compound the effects. For example water usage is increasing both through ongoing development and increased demand and this, coupled with drier summers, could lead to sustained periods of restrictions on water supply. The inevitable increased rate of development will put further pressure on the water resources available in the Borough. Similarly the amount of waste produced in Colchester is increasing, and at the same time the land available to dispose of this waste (landfill sites) is reducing. Further, fuel poverty is an issue already facing some residents of the Borough and the number of residents affected is likely to increase as a result of projected rises in fuel prices.

## 7. Analysis of Policies

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Collection of monitoring information provides a basis for evaluating the success of planning policies. The following section accordingly analyses whether there are any areas of concern and the steps that the authority is taking to ensure that a policy is implemented, amended or replaced.

The National Planning Policy Framework (NPPF), published in March 2012 signalled a change from the Local Development Framework back to a Local Plan system. Accordingly, the Council is carrying out a two-stage review of its Local Plan which began with a Focused Review adopted in July 2014 to bring selected policies into compliance with the NPPF. A Full Review is now underway resulting in a new Local Plan with update policies and allocations based on an up-to-date evidence base. The Local Development Scheme, published on the Council's website, provides the timetable for the review process. The following issues will need to be monitored moving forward to inform this review and to ensure that the Council's planning policies remain effective.

- While the Council is currently on track to demonstrate its ability to provide a 5-year housing delivery targets, the longer term review of the plan will need to address the need to meet new targets based on the latest Government methodology for objectively assessed need.
- In line with the findings of its viability work, the Council has changed its affordable housing target from 35% to 20% as part of its Focused Review of the Local Plan with the intent that the lower level will support the delivery of more units than a higher target that renders development unviable.
- Approximately 84% of new and converted dwellings were on previously developed land which reflects the preference in planning policy for brownfield sites and the continuing availability of such sites in the Borough. Longer term growth, however, will require the increasing use of greenfield sites.
- Colchester's Core Strategy and Site Allocations DPDs both include policies on Gypsy and Traveller Accommodation. Site Allocations Policy H2 allocates 30 pitches for Gypsy and Traveller accommodation which meets the level of provision required in the now revoked East of England Plan. The policy also identifies the Essex Gypsy and Traveller Accommodation Assessment (GTAA) as providing important evidence to inform any future review of the Site Allocations document. The evidence in the Essex GTAA currently shows the need for further pitches in Colchester to be low. Core Strategy Policy H5 provides criteria to assist in the determination of planning applications.
- Employment land is allocated in suitable locations within the Borough to meet Core Strategy targets. The delivery of additional employment and retail developments are however dependent on external factors unrelated to planning such as market interest and the overall state of the economy. The Local Plan Review will need to have regard to the increased flexibility given to planning for economic growth in the NPPF as well as changing patterns of employment, retailing and leisure activity. The Council will

continue to work in partnership with developers, businesses and local communities to pursue new opportunities for economic growth.

- The challenging issue of transportation is being tackled through a number of approaches including new transport infrastructure (i.e. the new A12 junction and improved cycle routes) as well as behavioural change measures such as travel plans, which support shifts away from car based means of transport.
- Sustainability is a 'golden thread' running through the National Planning Policy Framework, and the Local Plan Review will need to ensure that policies continue to ensure enhancement and protection of the Borough's many environmental resources.

## 8. Sustainability Appraisal

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### Introduction

It is a requirement of the Strategic Environmental Assessment (SEA) Directive and part of Sustainability Appraisals that the significant effects of implementing a plan must be monitored to identify unforeseen effects and to be able to undertake appropriate remedial action. The Sustainability Appraisals of the Core Strategy, Site Allocations and Development Policies Development Plan Documents have been closely prepared alongside these documents. A monitoring framework is set out in the Core Strategy, which includes key indicators and targets for each Core Strategy objective. These are very closely linked to the Sustainability Appraisal objectives and assessment criteria.

Sustainability Appraisal monitoring is a continuous process; in addition to monitoring as part of the AMR, each time a Sustainability Appraisal is carried out for a DPD a scoping report will be prepared, which will update the baseline data, sustainability issues facing the Borough and likely evolution without implementation of the plan based on past trends.

Whilst this section will repeat information already presented in the AMR it presents data of relevance to each of the Sustainability Appraisal objectives and is an important part of the Sustainability Appraisal process and a requirement of the SEA Directive.

### Sustainability Appraisal Objectives

This section provides an outline of the progress against each Sustainability Appraisal objective.

#### *1. To ensure that everyone has the opportunity to live in a decent and affordable home:*

The amount of dwellings completed in 2012/3 was below target at 725 units, but achievement of above target figures in earlier years mean that the Council is still meeting its overall current targets for housing delivery. The amount of affordable dwellings completed reflects evidence that a lower target of 20% would be appropriate in the current climate. No zero carbon dwellings were completed and whilst some consents included conditions that dwellings be built to a minimum of Code for Sustainable level 3 there is currently no way of monitoring how many completed dwellings were built to this standard.

#### *2. To ensure that development is located sustainably and makes efficient use of land:*

No planning applications were approved contrary to the advice of the Environment Agency in regards to flood risk. The percentage of dwellings built on previously developed land was 84%, which is lower than last years figure of 93% but still indicative of a continuing supply of brownfield sites for the time being. 98.4% of all new development in the Borough in 2013/14 is considered to be within 30 minutes of community facilities.

#### *3. To achieve a prosperous and sustainable economy and improve the vitality of town centres:*

Commercial floorspace remains largely static. This “standstill” position reflects changes to the office market with increasing intensity in the use of space to accommodate more staff, new

methods of working such as home-working, flexi-working and the introduction of mobile communications. Retail floorspace, however, has continued to increase lightly, reflecting the Borough's position as a major retail centre in the Region and within the top 50 locations in the UK. Industrial floorspace has declined lightly but is holding up well while Other (warehouses, including retail warehouse) has increased, reflecting new development. One Parish Plan was adopted, and five Neighbourhood Plans are under development. This demonstrates that local communities are getting involved in the planning system in line with the localism agenda.

*4. To achieve more sustainable travel behaviour and reduce the need to travel:*

98.4% of all new development in the Borough in 2013/14 was considered to be within 30 minutes of community facilities. In the 2013/14 monitoring period £30,000.00 was secured towards footpaths and cycleways, £3,500.00 was secured for travel planning while , £3,000.00 contributions were provided towards a Community Bus and further £5,016.08 was secured for Local street improvements.

*5. To improve the education, skills and health of the Borough's population:*

During the 2013/2014 monitoring period a total of £390,748.88 contributions were secured for open space/leisure uses of which £199,100.26 was secured for provision and £86,558.29 for maintenance .A further £67,455.30 was also secured for the provision of community facilities during the same period.

*6. To create safe and attractive public spaces and reduce crime:*

100% of development complied with the standards set out in the Open Space SPD. When comparing the latest information for Colchester with the previous year to date (i.e. the 1 April 2013–31 March 2014 with April 2012–31 March 2013) The total recorded crime in Colchester in 2013/14 was 10,545, which is a very slight reduction from last years total of 10,565.

*7. To conserve and enhance the townscape character, historic and cultural assets of the Borough:*

In the 2013/14 monitoring period, one grade II listed building (Brook House, Tiptree) was demolished and has since been delisted. There was no recorded loss or damage to the Borough's Scheduled Monuments or nationally important archaeological sites through development.

*8. To conserve and enhance the natural environment, natural resources and biodiversity of the Borough:*

The condition of the ten Sites of Special Scientific Interest (SSSI) in the Borough has not changed since last year. Seven SSSIs units are in favourable condition, one is unfavourable no change, five units are in unfavourable condition but recovering and one SSSI continues to be in unfavourable condition and declining (the Colne Estuary). The Water Framework Directive requires all rivers to achieve good ecological status by 2015. In 2013 classification under the old EA monitoring system for the water bodies within Colchester Borough covered 148.661km. During 2013, 2 of these water bodies had deteriorated to bad (4% by length), 3 were classed as poor (43% by length) and 13 were scored as moderate (54% by length).

Within the Borough sixteen water bodies are moderate ecological status, one is poor and one has yet to be assessed.

The EA has changed how it monitors river quality. The revised monitoring system (see section 6) has resulted in 9 water bodies being assessed. This has overall resulted in 127 km of water body being assessed. 100% of this river length is assessed at Moderate.

The two air quality management areas have not altered. In the 2013/14 monitoring period, 18.47 hectares of contaminated land were brought back into beneficial use. The increase from last year is linked to increased growth in the housing market. 4.96 ha of new areas of open space were provided as part of recent development schemes in the 2013/14 monitoring period:

*9. To make efficient use of energy and resources and reduce waste and our contribution to climate change:*

Between April 2013 and March 2014, 7 planning applications for renewable energy installations were received. Of those, 5 were for solar installations and 2 were for a biomass installation. The amount of renewable energy installed in the current year has increased considerably over that in previous years, particularly for solar photovoltaics.

In 2013/14 - 43.05% of all household waste collected was recycled, reused and composted. The half year performance was 41.08%. this was a slight increase from last year and in fact, during the fourth quarter, Colchester actually reported 50.06% of household waste was recycled reused or composted in March . This is the first time we have reached the 50% mark. Food waste collections were introduced on a rolling basis across the Borough from October 2013 and this is believed to be what has enabled the Council to drive the recycling figure up in the latter part of the year

Adverse effects and mitigation measures

As explained in the housing section of the AMR the Council can ensure there is an adequate supply of land available for housing but there can be no guarantee in the current economic climate that units will be delivered each year. There has been an over supply in earlier years of the plan period and there is an expectation that the market will improve over time; thereby meeting the overall target to address housing need in Colchester.

Levels of commercial development are low, but this is partially offset by more positive indicators of Town Centre health such as vacancy levels which are below national averages. As set out in policy CE2a of the Core Strategy the Council will seek to deliver over 67,000sqm of net retail floorspace and 40,000 sqm of gross office floorspace in the town centre, urban gateways and town centre fringe between 2006 and 2021. The Better Town Centre Project should be a catalyst for investment and regeneration in the Town Centre.

Not all of the ten SSSIs in the Borough are in favourable condition. This can be due to a number of different conditions and the Core Strategy, through policy ENV1, seeks to protect and enhance nature conservation interests. The visitor monitoring programme that the Council has commenced as part of the Habitat Regulations Assessment will provide some useful evidence on visitor trends to the Natura 2000 sites in the Borough, which are all also notified as SSSIs.

The amount of planning applications for renewable energy installations is gradually increasing although the number of applications may reduce in the future as a result to recent announcements to changes to the tariffs system. It should be noted, however, in the majority of cases householders are able to install renewable energy technologies under permitted development rights.

No planning application data was available on whether any zero carbon homes were completed. Research published by national government has shown that this is very expensive to achieve and so it is unlikely that zero carbon homes will be completed within the Borough within the next few years.

#### Gaps in information

Only one indicator was available under the objective: 'To achieve more sustainable travel behaviour and reduce the need to travel'. This makes it very difficult to assess the effects of the Borough's DPDs on sustainable travel behaviour.



## 9. Future AMRs

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This is Colchester Borough Council's eleventh AMR and many improvements have been made since our first publication in 2004/05. Its official status has changed in light of the removal of national requirements for AMR content and submission, but the need to monitor local progress remains. The format developed in previous years is considered to remain largely relevant, but the evolution of the AMR will continue since it is a live document that will change year on year as new documents and policies arise and need monitoring. This year, we have worked on the on-line publication of the report to provide that it can be accessed via topics and includes 'hot-links' to the policies being monitored.

Colchester's Local Plan includes a number of indicators intended to measure the effect of planning policies which have been agreed through the examination process. These can be found in Appendix Four.

Our monitoring of Sustainability Appraisals will be a continuous process. In addition to monitoring as part of the AMR, each time a Sustainability Appraisal is carried out for a plan a scoping report will be prepared, which will update the baseline data, sustainability issues facing the Borough and likely evolution without implementation of the plan based on past trends.

## Appendix 1 – Data Sources

### Housing Indicators

AMR Section	Data item	Source	Date
<b>Core Output Indicators</b>			
6.2.1	<b>Housing trajectory</b> - Originates from the results of the annual development monitoring survey carried out by ECC and agreed with CBC - from data off LABC and NHBC monthly returns, together with planning data off Flare.		
i)	The number of net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer (net additional dwellings)	CBC analysis of planning permissions	2014
ii)	The number of net additional dwellings for the current year (net additional dwellings - current year)	CBC analysis of planning permissions	
iii)	The projected net additional dwellings up to the end of the relevant development plan document period or over a ten year period from its adoption, whichever is the longer	CBC analysis of planning permissions	
iv)	The annual net additional dwelling requirement (requirements)	CBC analysis of planning permissions	
v)	The annual average number of net additional dwellings needed to meet overall housing requirement, having regard to previous years' performances (annualised strategic housing figure)	CBC analysis of planning permissions	
6.2.2	Percentage of new and converted dwellings on previously developed land	CBC analysis of planning permissions	
6.2.3	Affordable housing completions	English Local Authority Statistics on Housing (ELASH) published by CLG	2014
<b>Local Output Indicators</b>			
6.2.4	Percentage of affordable housing in rural areas	Occupied affordable housing by quarter - data available by UPRN or first line of address so that it can be mapped on GIS against rural areas.	2013-14
6.2.5	Number of new homes and employment development completed at ward level within Growth/Regeneration Areas	A regeneration layer exists on MapInfo. DC can only do permissions rather than completed. Divide between residential and non-residential development.	2013-14
6.2.6	Percentage of residential completions that are two or three bedroom properties	CBC analysis of planning permissions	2013-14
6.2.7	Gypsy and Traveller Issues	Colchester Borough Council Planning Policy and Development Management	2013-14
<b>6.2.8 Contextual Indicators</b>			

	Number of dwellings and number of privately owned dwellings	Council tax figures and English Local Authority Statistics on Housing (ELASH) published by CLG	2014
	Average household size	Census 2011, ONS	2011
	Mean house price	Land Registry of England and Wales, Crown Copyright. The data is from hometrack but the source is the Land registry and its specifically prices based on sales only (Hometrack also supply the figures based on sales and valuations)	2014
	Vacant dwellings	English Local Authority Statistics on Housing (ELASH) published by CLG	2014
	Decent homes (NI 158)	English Local Authority Statistics on Housing (ELASH) published by CLG	2014
	Number of homeless people - Number of households accepted as full homeless.	CLG Homelessness Statistics (P1E form)	2013-14
	Number of people on the housing register	English Local Authority Statistics on Housing (ELASH) published by CLG	2014
	Number of people in temporary accommodation (NI 156)	CLG Homelessness Statistics (P1E form)	2013-14

## Economy Indicators

Section	Data Item	Source	Date
<b>Core Output Indicators</b>			
6.3.1	Amount of floorspace developed for employment by type.	Colchester BC	2013-14
6.3.2	Amount of floorspace for employment type which is on previously developed land.	Colchester BC	2013-14
6.3.3	Employment land available by type	Colchester BC	2013-14
6.3.4	Total amount of floorspace for 'town centre uses'	Colchester BC	2013-14
(i)	Town Centre Areas	Colchester BC	2013-14
(ii)	Local Authority Areas	Colchester BC	2013-14
6.3.5	Jobs in Rural Areas	Annual Business Inquiry, ONS	2009
6.3.6 Background Information			
	Number and % of economically active people	Annual Population Survey, Nomis.	2013/14

	Economically active and in employment	Annual Population Survey, Nomis.	2013/14
	Those classed as employees	Annual Population Survey, Nomis.	2013/14
	Those self-employed	Annual Population Survey, Nomis.	2013/14
	Economically active and unemployed	Annual Population Survey, Nomis.	2013/14
	Increase in economically active people of working age	Annual Population Survey, Nomis.	2013/14
	JSA Claimants (total & by gender)	ONS claimant count with rates and proportions, Nomis	Aug-14
	Number and % economically inactive	Annual Population Survey, Nomis.	2013/14
	Economically inactive gender split	Annual Population Survey, Nomis.	2013/14
	Those wanting a job	Annual Population Survey, Nomis.	2013/14
	Those not wanting a job	Annual Population Survey, Nomis.	2013/14
	Number and % of those claiming worklessness benefits (pie chart of benefits)	DWP benefit claimants, Nomis.	Feb-14
	Employment by Occupation	Census 2011 Data	2011
	Industry	Business Register and Employment Survey, ONS	2013
	Value of tourism and visitor trips	The Cambridge Model - Volume and Value of Tourism in Colchester, CBC internal data.	2013
	No. of jobs and job density.	Nomis Local Profile	2012
	No. of VAT registered businesses.	Nomis Local Profile	2013
	Qualifications	Annual Population Survey, Nomis.	2013
	% of Colchester's Population living in seriously deprived small areas.	Index of Multiple Deprivation, Audit Commission Area Profiles.	2010

## Transportation Indicators

Section	Data Item	Source	Date
<b>Core Output Indicators</b>			
6.4.1	Percentage of new residential development within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre	CBC analysis of planning permission	2013-14
<b>Local Output Indicators</b>			
6.4.2	To obtain an agreed Travel Plan for all major commercial/community developments	Transportation Team - Colchester Borough Council	2013-2014

6.4.3	Comparison of long and short stay car parking demand and duration in public car parks in Town Centre (with a view to reducing long stay)	CBC Parking Services Team	2014
6.4.4	Annualised indicator of Cycling Trips (increased to reflect Colchester's cycle town status)	ECC	2013
6.4.5	Motor vehicles entering Colchester on the main radial corridors	ECC LTP Indicator 126	2013
6.4.8 Background Information			
	Number of residents who travel to work by private motor vehicle.	ONS via the Audit Commission's Area Profiles.	2011
	Car Ownership	Census 2011, ONS	2011
	Distance Travelled to Work	Census 2001, ONS	2011
	Travel within the Borough	Census 2001, ONS	2011

## Environment & Heritage Indicators

Section	Data Item	Source	Data
<b>Core Output Indicators</b>			
6.5.1	Number of planning applications approved contrary to advice given by the Environment Agency on either flood defence grounds or water quality	CBC Environmental & Protective Services	2013-14
6.5.2	Change in areas and populations of biodiversity importance including	Data unavailable	
6.5.3	Area of ancient woodland within the Borough	CBC Geo Spatial Team	2013-14
6.5.4	Number and area of Local Nature Reserves (LNRs) and Local Wildlife Sites (LoWs) within Colchester	CBC Spatial Policy Team	2013-14
6.5.6	Increase in areas of public open space	CBC Parks & Recreation Team	2013-14
6.5.7	Amount of development in designated areas (Local Sites, SSSI, ANOB)	CBC Planning Register (Civica) / CBC Environmental & Protective Services	2013-14
6.5.8	No sites of national importance for nature, or AONB, SSSIs or Local Site, to be lost or damaged by development and/or amount of development in designated areas (Local Sites, SSSI, ANOB) (2 indicators combined).	Natural England / Nature on the map	2014
6.5.8	95% of nationally and internationally important wildlife and geological sites in favourable condition (SSSI, SPA, SAC & RAMSAR)	Provided by Natural England every 3 years.	2008-2010
6.5.9	Number of visitors to Natura 2000 sites	CBC Spatial Policy Team	2013-14
6.5.10	Amount of residential development on greenfield land.	CBC Spatial Policy Team	2013-14
6.5.11	Number of TPO applications made No. of TPO applications granted, refused and withdrawn CA notices made and agreed	CBC Environmental & Protective Services / CBC Planning Register (Civica)	2013-14

	Number of new TPOs made		
6.5.12	No loss of listed buildings (by demolition) and (2) Buildings of Grade I and II+	(1) CBC Planning Register and (2) Provided by English Heritage via the ECC website, 2009.	2013-14
6.5.14	Contributions secured towards streetscape improvements	CBC Development Management Team	2013-14
6.5.16	Number of Village Design Statements/ Parish Plans adopted as guidance	CBC Spatial Policy Team	2013-14
6.5.17	Number of Air Quality Management Districts (AQMD)	CBC Environmental & Protective Services	2013
6.5.18	NI 191 - Residual household waste per household	Performance Dashboard - Organisational Quadrant Results, Colchester Borough Council.	2013-14
6.5.18	NI 192 - Household waste reused, recycled and composted	Performance Dashboard - Organisational Quadrant Results, Colchester Borough Council.	2013-14
6.5.19	Per capita consumption of water	Environment Agency	2014
<b>Supporting Indicators</b>			
6.5.5	To deliver the revised quantity standards for the different open space typologies across the Borough by 2011.	CBC Spatial Policy Team	2013-14
6.5.13	No loss or damage to SM or nationally important archaeological sites through development.	CBC Planning Register (Civica)	2013-14
6.5.15	Number of homes with provision of private/communal open space	Data unavailable	-
<b>Background</b>			
	Contaminated Land	CBC Environmental & Protective Services	2013-14
	Assets of the Built Environment	CBC GeoSpatial Team	2013-14
	Quality of rivers	Environment Agency	2014

## Accessible Service & Community Facilities Indicators

Section	Data Item	Source	Date
<b>Core Output Indicators</b>			
6.6.3	Recorded losses of key community facilities lost in any part of the Borough as a result of development.	CBC Planning Register (Civica)	2013-14

6.6.4	100% of new permitted developments to comply with SPD on Open Space, Sport and Recreational Facilities and Community Facilities.	CBC Development Management Team	2013-14
6.6.5	Key Infrastructure projects delivered (SD)	CBC Regeneration and Development Management Teams	2013-14
6.6.6	All crime - number of crimes per 1,000 residents per annum	Office for National Statistics - Numbers of offences recorded by the police, by Community Safety Partnership / local authority level, year and offence group These data are taken from the database used for the National Statistics bulletin Crime in England and Wales, year ending March 2013 published by the Office for National Statistics (ONS), 18 July 2013 Recorded crime figures remain subject to revision in future publications, as forces resubmit data to reflect the latest information. Police recorded crime statistics, like any administrative data, are affected by the rules governing the recording of data, systems in place and operational decisions in respect of the allocation of resources. More proactive policing in a given area could lead to an increase in crimes recorded without any real change in underlying crime trends. These issues need to be taken into account when using these data.	2013-14
<b>Supporting Indicators</b>			
6.6.1	Proportion of eligible open spaces managed to green flag award standard.	CBC Parks & Recreation Team	2013-14
6.6.2	Recorded loss of designated allotment sites.	CBC Parks & Recreation Team	2013-14
<b>6.6.9 Background</b>			
	Results from the Sport England Active People Survey of those aged over 16 years.	Sport England	2013-14
	Museums	CBC website	2013-14

## Climate Change Indicators

Section	Data Item	Source	Data
<b>Core Output Indicators</b>			
6.7.3	Number of zero carbon homes completed		-
6.7.4	Renewable energy installed by type	CBC Planning Register (Civica)	2013-14

Supporting Indicators			
6.7.1	Carbon emissions and climate change	CBC Street Services	2014
6.7.2	Climate Change Adaptation	CBC Street Services	2014



## Appendix 2 - Glossary

### Annual Monitoring Report (AMR)

A report by a local planning authority assessing plan production progress and policy effectiveness.

### Area of Outstanding Natural Beauty (AONB)

An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, they represent the finest landscapes.

### Biodiversity

The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

### Biodiversity Action Plan (BAP)

A strategy prepared for a local area aimed at conserving biological diversity.

### Conservation Area

Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

### Core Indicator

An indicator that measures the direct output of the plan or programme. These indicators measure progress in achieving plan or programme objectives, targets and policies.

### Core Strategy

A Local Development Document which sets out the strategic policies guiding development of the Borough. Colchester's Core Strategy was adopted in 2008. A review of the Core Strategy is commencing which will see it eventually incorporated into a new Local Plan, in accordance with the National Planning Policy Framework.

### Contextual Indicators

An indicator used in monitoring that measures changes in the context within which a plan or programme is being implemented.

### Evidence base

The information and data gathered by local authorities to justify the "soundness" of the

policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area.

### Habitat

An area of nature conservation interest.

### Listed Building

A building of special architectural or historic interest. Graded I (highest quality), II\* or II.

### Local Plan

The Local Plan includes all the local planning authority's local development documents (comprised of development plan documents, which will form part of the statutory development plan, and supplementary planning documents). Related documents include the statement of community involvement, the local development scheme and the annual monitoring report. Documents comprising the Local Plan were referred to as the Local Development Framework prior to the publication of the National Planning Policy Framework.

### Local Development Scheme

The local planning authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with Government and reviewed every year.

### National Planning Policy Framework (NPPF)

The NPPF was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

### Regional Spatial Strategy

Regional Spatial Strategies have now been abolished, but formerly they provided a strategy for how a region should look in 15 to 20 years time and possibly longer. Their function has now been taken over by local authorities and wider area based groupings known as Local Economic Partnerships.

### **Significant Effects Indicators**

An indicator that measures the significant effects of a plan or programme.

### **Scheduled Ancient Monuments**

Nationally important monuments that enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

### **Local Wildlife Sites**

Locally important sites of nature conservation adopted by local authorities for planning purposes.

### **Sites of Special Scientific Interest**

A site identified under the Wildlife and Countryside Act 1981 (as incorporated in the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

### **Statement of Community Involvement (SCI)**

The SCI sets out standards to be achieved by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.

### **Strategic Environmental Assessment**

An environmental assessment of certain plans and programmes, including those in the field of planning and land use, which complies with the EU Directive 2001/42/EC. The environmental assessment involves the:

- preparation of an environmental report;
- carrying out of consultations;
- taking into account of the environmental report and the results of the consultations in decision making;
- provision of information when the plan or programme is adopted; and

showing that the results of the environment assessment have been taken into account.

### **Supplementary Planning Document**

An SPD is a Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' DPD.

### **Sustainability Appraisal (including Environmental Appraisal)**

The process of weighing and assessing all the policies in a development plan, Local Development Document, or Regional Spatial Strategy, for their global, national and local implications. (See also Strategic Environmental Assessment).

### Appendix 3

## Local Development Framework Monitoring Indicators

### Core Strategy

	CS Objectives	Targets	Key Indicators	AMR Reference
Sustainable Development Policies	Focus new development at sustainable locations to support existing communities, local businesses, provide sustainable transport and promote urban regeneration to protect greenfield land.	National target 60% of new development on Previously Developed Land (Policies SD1, CE1, H1 and UR1)	-Number of new homes completed on previously developed land (AMR Core Indicator) - Amount of new employment development on previously developed land (AMR Core Indicator)	See Para 6.2.2  See Para 6.3.2
	Provide the necessary community facilities and infrastructure to support new and existing communities.	100% of new permitted developments to comply with SPD on Open Space, Sport and Recreational Facilities and Community Facilities (Policies SD2 and PR1)	Indicator based on Community Facilities Audit and regular updates.	See Para 6.6.6
	Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.	100% of major new development to be accessible to health, education and employment facilities (Policies SD1 and SD2)	% of new development within 30 minutes public transport travel time of health, education and employment facilities (AMR Core Indicator)	See Para 6.4.1
		0% of applications to result in the overall loss of community facilities (Policy SD2)	Number of applications resulting in the loss of community facilities (AMR Local Indicator)	See Para 6.6.5
	Promote active and healthy lifestyles and strive for excellence in education and culture.	Delivery of infrastructure schemes identified in the LDF (Policy SD2, Table UR1, Table PR1, Table TA3, Table TA4, Table 6d)	Key infrastructure projects delivered (AMR Infrastructure Trajectory)	See Para 6.6.7
	Reduce the Borough's carbon footprint and respond to the effects of climate change.	General contribution of new development to national targets on educational attainment by improving job opportunities and life chances (Policy SD1)	Percentage of population of working age qualified to NVQ level 3 or equivalent (AMR Significant Effects Indicators) Percentage of adults with poor literacy and numeracy skills (AMR Significant Effects Indicators)	See Para 6.3.7 See Para 6.3.7
		100% of relevant proposals address the health implications of the development	% of relevant applications complying with policy	Indicator under development
		Funding for necessary local and sub-regional infrastructure secured through a Community Infrastructure Levy (CIL)	Development and approval of a charging schedule. Amount of CIL raised	Charging schedule under development. Indicator will be included in AMRs following adoption

Centres and Employment Policies	Create a significant regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations.	Contribute to East of England Plan Haven Gateway target of 20,000 jobs to 2021 (Policies CE1, CE2 and CE3)	Amount of floorspace development for employment and leisure by type (AMR Core Indicator)-Number of jobs (AMR Contextual Indicator)	See paras 6.3.1, 6.3.3, 6.3.4 and 6.35
	Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment.	85% A1 Retail street frontage in the Inner Core. 50% A1 Retail street frontage in the Outer Core.	Amount of employment development delivered in Growth or Regeneration areas (AMR Core Indicator)	See Para 6.2.5
			Number of new businesses setting up in the Borough- VAT registrations (AMR Significant Effects Indicator)	See Para 6.3.7
			Indicator on retail frontage percentages	See Para Para 6.3.5
Housing Policies	Provide high quality and affordable housing at accessible locations to accommodate our growing community  Provide a range of housing options to meet the diverse needs of the whole community.	Contribute to East of England Plan target for Colchester of 17,100 houses to 2021 (Policies H1 and SD1)	Housing completions per annum (net) - Housing Trajectory (AMR Core Indicator) Number of new and converted dwellings completed on previously developed land (AMR Core Indicator)	See 6.2.1, 6.2.2
		Homelessness - Monitored by Strategic Housing Team – precise target inappropriate for this cross-cutting issue (Policies H1, H3, H4 and SD1)	Number of households accepted as full homeless (AMR Contextual Indicator)	See 6.2.8
		East of England Plan and Core Strategy target of 35% of new dwellings to be affordable (Policy H4)	Affordable housing completions (AMR Core Indicator).	See 6.2.3
		Ensure that new residential development makes efficient use of land (Policies H2, H1, UR1, and SD1)	Percentages of new dwellings completed at the following density bands – less than 30 dwelling per hectare, between 30-50 dph and above 50 dph	Monitored through the planning application process – specific density indicators no longer appropriate in the context of their removal from PPS3.
		100% of flat conversions to comply with the criteria of Policy DP11	Number of flat conversions permitted as departures from Policy DP11	Indicator under development
		All residential development to have a high standard of design, construction and layout	Satisfaction with residential development will be monitored through LDF consultations	Indicator under development
Urban Regeneration	Revitalise rundown areas and create inclusive and sustainable new communities.	Meet Core Strategy housing and employment housing targets for Growth/Regeneration areas to contribute to East of England Plan target for	Number of new homes and employment development completed at ward level within Growth/Regeneration Areas	See Para 6.2.5

	Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology	Colchester of 17,100 houses and 20,000 new jobs to be created in the Haven Gateway to 2021 (Policy UR1)		
		0% of new developments to result in loss of Grade I and II* and scheduled monuments at risk. Year on year reduction in number of buildings on Buildings at Risk register. Monitored through the planning applications process (Policy UR2)	Buildings of Grade I and II* and scheduled monuments at risk	See Para 6.5.13
Public Realm Policies	Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live, work and play.	New development to contribute to open space, green links and streetscape improvements (Policies PR1, PR2, and SD2)	Increase in areas of public open space	See Para 6.5.7
			Contributions secured towards streetscape improvements	See Para 6.5.14
		100% of all new permitted developments to deliver adequate areas of private/communal space in accordance with the standards set out in the Essex Design Guide and Urban Place Supplement. (Policy PR1)	Number of homes with provision of private/communal open space.	See Para 6.5.15
		Reduce crime rates across the Borough. Delivered in partnership with Essex Police. These targets will be monitored through the Colchester Community Safety Crime and Disorder Reduction (Policies PR2 and UR2)	All crime – number of crimes per 1000 residents per annum	See Para 6.6.9
			Number of Domestic Burglaries per 1000 Households	See Para 6.6.9
Transport and Accessibility Policies	Focus development at accessible locations which support public transport, walking and cycling, and reduce the need to travel.  Provide excellent public transportation, walking and cycling connections between centres, communities and their	Cycling – increase by 75% in urban area by 2010/11 (Policies TA2, TA1 and PR2)	Annualised Indicator of Cycling Trips linked to LTP* Performance Indicator 10 – Increased to reflect Colchester's cycle town status	See Para 6.4.4
		Motor Vehicles – to control peak period traffic entering the Colchester urban area to 33,400 vehicles by 2010/11 (Policies TA1, TA2, TA3, TA4, and TA5)	Motor Vehicles entering Colchester on the main radial corridors – LTP* Performance Indicator 12a	See Para 6.4.5
		To reduce the percentage of pupils aged 5-16 travelling by car	Mode Share of Journeys to School linked to LTP* Performance indicator 13	See Para 6.4.6

	needs.	(Policies TA1, TA2, TA3, TA4, and PR2)		
	Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region.	Increase use the of public transport on selected routes in Colchester (Policies TA3 and TA1)	Number of bus passenger journeys on selected routes linked to LTP* Performance indicator 17	See Para 6.4.7
	Improve the strategic road network and manage traffic and parking demand.	To obtain an agreed travel plan for all major commercial/community developments (Policy TA1)	Encourage modal shift through Travel Plan and planning application processes	See Para 6.4.2
		Reduce the proportion of long stay in comparison with short stay parking (Policy TA5)	Comparison of long and short stay car parking demand and duration in public car parks in the Town Centre	See Para 6.4.3
		Percentage of completed non-residential development(within Use Class Orders A, B and D) complying with parking standards as set out in the LDF (Policies TA5 and TA1)	Percentage of completed non-residential development(within Use Class Orders A, B and D) complying with parking standards as set out in the LDF	Indicator under development
			*LTP indicators are only set to 2010/11, but since the indicators have not yet been replaced, they are still in use as the best option.	
Environment and Rural Communities Policies	Protect and enhance Colchester's natural and historic environment, countryside and coastline. Support appropriate local employment and housing development in villages and rural communities.	40% or less new houses to be built on greenfield land (AMR Core Indicator) (Policies ENV1, ENV2, SD1, CE1, H1, and UR1)	Number of homes completed on greenfield land	See Para 6.5.11
		Minimise impact of new development in areas designated due to their environmental importance (Policy ENV1)	Amount of development in designated areas.	See Para 6.5.8
		95% of nationally designated SSSI's are to be in favourable condition or recovering by 2010. (Policy ENV1)	Condition of internationally and nationally important wildlife and geological sites (SSSI, SPA, SAC & RAMSAR)	See Para 6.5.9
		Manage visitor numbers at European Sites at levels that do not cause damage or affect site integrity. (Policy ENV1)	Number of visitors to Natura 2000 sites	See Para 6.5.10
		No increase in number of Air Quality Management Districts (AQMDs) (Policies ENV1, TA1, UR2)	Number of AQMDs	See Para 6.5.17

		All developments to incorporate water management schemes including Sustainable Urban Drainage (SUDs) (Policies ENV1 and ER1)	Number of schemes incorporating water management schemes	See Para 6.5.17
		0% net loss of Local Sites (formerly Sites of Importance for Nature Conservation) & Local Nature Reserves (LNR) (Policy ENV1)	Number and area of SINC's and LNR's within the Borough	See Para 6.5.5
		0% loss of ancient woodland (Policy ENV1)	Area of ancient woodland within the Borough (New AMR indicator)	See Para 6.5.4
		0% net loss of priority habitats and species (Policy ENV1)	Change in priority habitats and species	See Para 6.5.3
		0 applications to be approved contrary to EA advice (Policies ENV1 and SD1)	Number of planning applications approved contrary to advice given by the EA on flood risk/flood defence grounds	See Para 6.5.2
		Assist villages in the preparation of Parish Plans/Village Design Statements and achieve 100% adoption rate. (Policy ENV2)	Number of Parish Plans/Village Design Statements adopted as guidance.	See Para 6.5.18
		Provide 35% of all housing in rural areas as affordable housing (Policies ENV2 and H4)	Percentage of affordable housing units provided in rural wards	See Para 6.2.4
		Ensure rural areas contribute their proportionate share to the overall jobs target (Policy ENV2)	Number of jobs in rural areas	See Para 6.3.6
Energy, Resources, Waste, Water and Recycling Policies	Encouraging renewable energy and the efficient use of scarce resources.	Contribute to national target of 100% zero carbon by 2016. Data for this will be more readily available from 2010 onwards in line with interim targets for a 25% carbon reduction by 2010, 44% by 2013 & zero carbon by 2016 as defined in Building Regulations (Part L). (Policy ER1)	Number of zero-carbon homes completed (National target). AMR Indicator to be developed in line with evolving national targets and policies	See Para 6.6.4
	Reduce, reuse and recycle waste.	Contribute to Regional targets in the East of England Plan set out below to increase energy production from renewables sources : 10% by 2010, 17% by 2020 -excluding offshore wind energy, 14% by 2010, 44% by 2020 – including offshore wind energy (Policy ER1)	Renewable energy capacity installed by type	6.6.5

		Contribute to Colchester Borough Council's Local Area Agreement domestic waste recycling targets set out below: 21% by 2008/09, 22% by 2009/10 & 26% recycled by 2010/11 ( <i>Policy ER1</i> )	Percentage of domestic waste recycled	See Para 6.5.18
		Contribute to Colchester Borough Council's Local Area Agreement domestic waste composting targets as set out below: 13% by 2008/09, 13% by 2009/10 & 14 % recycled by 2010/11. ( <i>Policy ER1</i> )	Percentage of domestic waste composted	See Para 6.5.18
		Contribute to national targets for reduced water consumption/person between 120 litres/person (level 1) and 80 litres/person (level 6) as defined in The Code for Sustainable Homes ( <i>Policy ER1</i> )	Per capita consumption of water	See Para 6.5.19



## Appendix 4 – Key Facilities and Infrastructure (Table 6d from adopted Core Strategy)

Development Linkage	"Necessary" Projects	Funding status	Delivery Body
East Growth Area	East Transit Corridor	To be secured	ECC
	Medical Centre	To be secured	PCT/LIFT Strategic Partnership Board
North Growth Area	4 new primary schools	To be linked to new development through planning obligations/ standard changes	Developer/ CBC
	A12 junction improvements – Cuckoo Farm (Junction 28)	To be secured	Developer/ Highways Agency
	Expand secondary school capacity	To be linked to new development through planning obligations/ standard changes	Developer/ECC
	North Transit Corridor	To be secured through the release of the Severalls Hospital Development	Developer
	North/South Capacity Improvements (A133/A134)	To be secured	ECC
	Northern Approaches (phase 3) and new A12 Junction (junction 28)	Secured through Section 106 Agreement Community Infrastructure Funding (CIF2) bid submitted	Developer / Highways Agency

Development Linkage	"Necessary" Projects	Funding status	Delivery Body
	North Park and Ride (permanent) <sup>1</sup>	Project identified in Regional Funding Allocation as a Priority 1b scheme	ECC
South Growth Area	Medical Centre	Secured	PCT
	New Primary School	To be linked to new development through planning obligations/ standard changes	ECC
Stanway Growth Area	New Primary School	To be linked to new development through planning obligations/ standard changes	ECC
	Western Bypass - Northern and Southern sections	Secured through Section 106 agreement	Developer
	Stanway Road Improvements Warren Lane	To be secured	Developer
Town Centre Growth Area	A133 Central Corridor Improvements (Stage 1 short term measures) <sup>2</sup>	Essex County Council (ECC) Local Transport Plan (LTP) funds allocated, Community Infrastructure Funding (CIF2) bid submitted	ECC
Supports all growth areas	A12 junction improvements - Crown Interchange (Junction 29)	To be secured	Developer/ Highways Agency
	A12 junction improvements - Eight Ash Green (Junction 26)	To be secured	Developer/ Highways Agency
	A12 junction improvements - Marks Tey (junction 25)	To be secured	Developer / Highways Agency

Development Linkage	"Necessary" Projects	Funding status	Delivery Body
	A133 Central Corridor (Stage 2 long term measures)	To be secured	ECC

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
East Growth Area	Colne River Pedestrian/Cycle Bridge	Secured through Section 106 Agreements	Developer
	Hythe Rail Station improvements	GAF allocated	Network Rail/ ECC
	Strategic public open space	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	University of Essex expansion	To be secured	University
	University Research Park (Access improvements)	Secured through Section 106 Agreements	Developer
North Growth Area	Allotments	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Community Hall improvements and new Community Centre	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Community stadium	Secured	CBC
	Electricity Sub Station	To be linked to new development through planning obligations/ standard charges	Electricity Provider

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	Sport, recreation and youth facilities	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Strategic public open space	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
South Growth Area	Gym Facilities Garrison	Secured	Developer/ CBC
Stanway Growth Area	Allotments	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Expand secondary school	To be linked to new development through planning obligations/ standard charges	ECC
	Improved Bus Links	To be secured	ECC
	Strategic public open space	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Village Hall improvements	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Youth recreation facilities	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
Town Centre Growth Area	Cultural Quarter (Public Realm)	Development team selected, Growth Point Funding Secured	CBC/ Developer

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	Firstsite New site (Community Arts Facility)	Secured	CBC
	Historic Town Centre Improvements	Growth Area Funding (GAF) allocated	ECC/CBC
	Magistrates' court	Dept for Constitutional Affairs (DCA) PFI funding decision imminent	DCA
	New Bus Station	To be secured through development	Developer
	Colchester North Rail Station Improvements <sup>3</sup>	To be secured	Network Rail/ECC/CBC
	Colchester Town Rail Station Improvements <sup>4</sup>	Secured through Section 106 Agreements	Network Rail/ ECC
	Southway Pedestrian/cycle bridge <sup>5</sup>	To be secured through development	Developer
Tiptree	Expand primary school	To be linked to new development through planning obligations/ standard charges	ECC
	Sports pitches and allotments	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Tiptree Health Centre	To be secured	PCT/LIFT Strategic Partnership Board

<b>Development Linkage</b>	<b>"Local and wider benefit" Projects</b>	<b>Funding status</b>	<b>Delivery Body</b>
West Mersea	West Mersea Health Centre	To be secured	PCT/LIFT Strategic Partnership Board
Wivenhoe	Allotments	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Community Hall improvements	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Wivenhoe Health Centre	To be secured	PCT/LIFT Strategic Partnership Board
	Youth facilities	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
Supports all growth areas	A120 Braintree to A12	Partial allocation in Regional Funding Allocation	HA
	Cemetery expansion - Berechurch	To be secured	CBC
	Colchester-Clacton branch line re-signalling	Secured	Network Rail
	Essex Police facilities	To be secured	Essex Police
	Facilities to support 2012 Olympics	To be secured	Developer/ CBC

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	Green Links and Walking and Cycling improvements	Funding secured	ECC/CBC
	New public open space - St John's	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
	Quality Bus Partnerships and Public Transport Improvements	Secured through LTP allocation	ECC
	Village Hall improvements - Rowhedge	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
<sup>1</sup> Transport project also supporting development in the Town Centre Growth Area <sup>2</sup> Transport project also supporting development in the North Growth Area <sup>3</sup> Transport project also supporting development in the North Growth Area <sup>4</sup> Transport project also supporting development in the South Growth Area <sup>5</sup> Transport project also supporting development in the South Growth Area			







Sites on Greenfield Land



Sites on Previously Developed Land



Colchester Borough Housing Trajectory *(as of 31/10/2014)*

Colchester Borough Housing Projects (01/01/2014 - 31/12/2014)								0	0	0	0	0	0	0	0	0	0	0	0	725	1107	1096	1110	1155	1150	1084	670	575	527	442	484	326	262	220	220
Planning Permission No.	Date Expires	Site Location	Status	Grid Ref.	Area	Ward	Applicant Name	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
111062	COMPLETE	REAR OF 150 ST ANDREW'S AVENUE, COLCHESTER	PERM	601627	225175	0.021	AND Jordan Day													1															
144746	2017/06	REAR OF 152 ST ANDREW'S AVENUE, COLCHESTER	PERM	601622	225154	0.071	AND Mrs I Anzalone															1													
100534	2015/06	LAND AT REAR OF 148 ST ANDREWS AVENUE, COLCHESTER	PERM	601653	225175	0.101	AND Mr & Mrs G Yuill														1														
110166	STARTED	LAND REAR OF 164 TO 168 GREENSTEAD ROAD, COLCHESTER	PERM	601654	225021	0.076	AND Chase Court Dev Ltd														2														
130560	STARTED	78 BROMLEY ROAD, COLCHESTER	PERM	602568	226024	0.066	ANN Mr & Mrs Mooney														1														
143698	2017/06	22 BRIDGEFIELD CLOSE, COLCHESTER	PERM	601305	225272	0.126	ANN Mr & Mrs R Hopkins																1												
111739	2015/01	LAND ADJOINING 31 ST ANNE'S ROAD, COLCHESTER	PERM	601041	225970	0.019	ANN Mrs Claire Marsh														1														
131700	2016/10	LAND BETWEEN 11 AND 19 NEWBRIDGE ROAD	PERM	590398	216154	0.41	BAW Mersea Homes Ltd														4	5													
111976	2015/02	SOUTH OF WYKE COTE, SMYTHES GREEN, LAYER MARNEY	PERM	592030	218337	0.322	BAW Amber Real Estate Investments Ltd														2														
121818	2015/12	GREENFIELD HOUSES, MILL LANE	PERM	593981	219138	0.024	BAW Mr G Saunders															1													
111364	STARTED	25 GREEN ACRES ROAD	PERM	596945	220254	0.03	BAW Mr Bob Warren														1														
110419	COMPLETE	THE BUNGALOWS, REAR BROOK COTTAGE, HUXTABLES LANE, EAG	PERM	594260	226048	0.105	BEG Mr C Watts													1															
132186	2017/01	ADJACENT TO 43 COLCHESTER ROAD, WEST BERGHOLT	PERM	596264	227949	0.039	BEG Mr F and Ms J Lucking															1													
145138	2017/10	192-200 MERSEA ROAD, COLCHESTER	PERM	600372	223095	0.213	BER Mr & Mrs Martin, Poppleton & Frost															1													
Not applied for yet		LAND ADJACENT TO 56 BERECHURCH HALL ROAD	WOPP	599998	221933	0.096	BER																	4											
130432	STARTED	10 MONKWICK AVENUE, COLCHESTER	PERM	600070	222671	0.017	BER Mr J O'Conner															1													
Not applied for yet		LAND WITH ACCESS TO KING GEORGE ROAD/DUDLEY CLOSE	WOPP	600109	223843	0.71	BER																		10	10									
101706	COMPLETE	LAND ADJACENT TO 3 PRINCE PHILLIP ROAD	PERM	600150	222386	0.061	BER Mr T Harvey													1															
Not applied for yet		LAND AT EAST BAY MILL	WOPP	600698	225225	0.496	CAS																								20	20	21		
132178	2016/12	35-39 SHRUB END ROAD, COLCHESTER	PERM	598037	223988	0.022	CHR Dynamic Property Investments Ltd															1													
142460	2017/04	56 IRVINE ROAD, COLCHESTER	PERM	598094	224140	0.021	CHR Mr J Addison																1												
112447	2015/03	107 LONDON ROAD, COPFORD	PERM	592775	223866	0.817	CWS Copford Lodge														4	5													
121040 / 121041 / 131932	STARTED	LAKELANDS PHASE 2 (LAND NORTH OF CHURCH LANE)	PERM	594960	224128	18.02	CWS O&H Properties Ltd, Persimmon Homes Ltd														60	85	85	85	85										
Not applied for yet		WYVERN FARM (LAND BETWEEN A12/ LONDON ROAD)	WOPP	594361	224709	10.81	CWS															38	80	80	80	80									
102169	STARTED	ADJACENT ALEFOUNDERS BARN, WICK ROAD, LANGHAM	PERM	602855	231088	0.137	DAL Mr and Mrs Eels														1														
131867	2016/11	23 & 25 PARKFIELD STREET, ROWHEDGE	PERM	602943	221486	0.026	DON Mrs J Wright															1													
142470	2017/07	LAND TO THE REAR OF RECTORY ROAD, ROWHEDGE	PERM	602813	221801	0.085	DON Edificio Developments																1												
144968	2017/07	LAND ADJ. TO 15 PARKFIELD STREET, ROWHEDGE	PERM	602983	221490	0.027	DON Mr S Cadman																1												
111999	COMPLETE	57 RECTORY ROAD	PERM	602618	221711	0.159	DON Ms S Sadler														2														
112079	STARTED	LAND IN NATHAN COURT, REAR OF THE CHERRY TREE P.H.	PERM	600553	221685	0.015	DON Sterling Developments														1														
080005	STARTED	LAND AT TILE HOUSE FARM, GREAT HORKESLEY	PERM	597788	229434	12.93	FAS Mersea Homes Ltd														10	5													
145673	2017/10	GREENGATES, BRICK KILN LANE, GREAT HORKESLEY	PERM	598129	229087	0.451	FAS Vaughan & Blyth (Builders) Ltd															3	4												

Sites on Greenfield Land



Sites on Previously Developed Land



Colchester Borough Housing Trajectory *(as of 31/10/2014)*

								0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Colchester Borough Housing Trajectory (as of 31/10/2014)

Colchester Borough Housing Projects (as of 31/10/2017)																			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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