

Local Development Framework Committee

Grand Jury Room, Town Hall
2 December 2008 at 6:00pm

**The Local Development Framework Committee
deals with**
the Council's responsibilities relating to the Local
Development Framework.

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**COLCHESTER BOROUGH COUNCIL
LOCAL DEVELOPMENT FRAMEWORK COMMITTEE
2 December 2008 at 6:00pm**

Members

Chairman : Councillor Cope.
Deputy Chairman : Councillor Spyvee.
Councillors Jowers, Davidson, Garnett, Goss, Naish and Sutton.

Substitute Members : All members of the Council who are not members of the Planning Committee.

Agenda - Part A

(open to the public including the media)

Pages

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 off or to silent;
- 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 and to give reasons for the urgency.

4. Declarations of Interest

The Chairman to invite Councillors to declare individually any personal interests they may have in the items on the agenda.

If the personal interest arises because of a Councillor's membership

of or position of control or management on:

- any body to which the Councillor has been appointed or nominated by the Council; or
- another public body

then the interest need only be declared if the Councillor intends to speak on that item.

If a Councillor declares a personal interest they must also consider whether they have a prejudicial interest. If they have a prejudicial interest they must leave the room for that item.

If a Councillor wishes to make representations on an item on which they have a prejudicial interest they may do so if members of the public are allowed to make representations. In such circumstances a Councillor must leave the room immediately once they have finished speaking.

An interest is considered to be prejudicial if a member of the public with knowledge of the relevant facts would reasonably regard it as so significant that it is likely to prejudice the Councillor's judgement of the public interest.

Councillors should consult paragraph 7 of the Meetings General Procedure Rules for further guidance.

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

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To confirm as a correct record the minutes of the meeting held on 29 September 2008

7. Adoption of Core Strategy

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See report by the Head of Strategic Policy and Regeneration

8. Site Allocations Consultation

140 - 254

See report by the Head of Strategic Policy and Regeneration

9. Development Policies Consultation 255 - 326

See report by the Head of Strategic Policy and Regeneration

10. Wivenhoe Town Plan - Proposed Planning Guidance Note 327 - 362

See report by the Head of Strategic Policy and Regeneration

11. Exclusion of the Public

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).

LOCAL DEVELOPMENT FRAMEWORK COMMITTEE

29 SEPTEMBER 2008

Present:- Councillor Cope (Chairman)
Councillors Davidson, Garnett, Jowers, Naish, Spyvee and Sutton.

Substitute Member:- Councillor Barlow for Councillor Goss.

7. Minutes

The minutes of the meeting held on 11 August 2008 were confirmed as a correct record.

Councillors Garnett (in respect of his membership of Langham Parish Council) and Jowers (in respect of his role as an Essex County Council Cabinet member for Localism and Planning, his membership of the East of England Regional Planning Panel and Rural Communities Councillor for Essex) each declared their individual personal interests in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3).

8. Proposed Planning Guidance Note – Langham Village Design Statement

The Committee considered a report by the Head of Strategic Policy and Regeneration together with the draft Langham Village Design Statement produced by a panel, the members of which had been drawn from the Langham village community. It was proposed that the design statement be adopted as a Planning Guidance Note.

Beverley McClean, Coast and Countryside Planner, attended to assist the Committee in its deliberations.

Members of the Committee congratulated the panel on the design statement which was considered to be very clear and well laid out. A document such as this was a very useful tool because it had been developed by members of the community and covered issues that could arise at planning meetings. It was recognised that the whole village had been able to contribute to its development and all those who had an input were to be congratulated. It was held up as an example to the other parish councils and parish meetings in the borough.

Councillor Garnett, Langham and Dedham Ward, expressed his appreciation of the comments made which were gratefully received. He also thanked the members of the panel and borough council officers for their assistance.

RESOLVED that the Langham Village Design Statement be adopted as a Planning Guidance Note.

Councillor Jowers (in respect of his role as an Essex County Council Cabinet member for Localism and Planning and his membership of the East of England Regional Planning Panel) declared his personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3).

9. Supply of Flats in Colchester

The Committee considered a report by the Head of Strategic Policy and Regeneration on the supply of flats in Colchester together with comparisons with other UK towns and cities. Information on measures being considered by Ipswich to ensure high quality flatted developments was set out in the report.

Councillor Gamble attended and, with the consent of the Chairman, addressed the Committee about the proliferation of large blocks of flats which have been and are being constructed. He referred to the current Government policy which allowed greater densities than our policies and this had driven the Colchester position. He referred to a previous situation whereby under crown immunity, government agencies were able to give themselves permission to build very large blocks of offices in the 1960s. He had become very concerned about the very large and dominant buildings being constructed in areas of regeneration and speculated about how future generations would view some of the buildings constructed in the early part of the 21st century. He acknowledged that there were some interesting high buildings in Rowhedge, on the Maldon Road/Lexden Road junction and along Southway. At riverside locations with large expanses of open space it seemed reasonable to have higher blocks such as the student premises, but he remained concerned about the very large blocks and asked that the Committee explore these issues.

Karen Syrett, Spatial Policy Manager, and Laura Chase, Planning Policy Officer, attended to assist the Committee in its deliberations.

Laura Chase, Planning Policy Officer, referred to the new system of criteria that could be used to judge proposals for all dwellings to provide high quality and infrastructure, and paragraph 4.4 of the report by the Head of Strategic Policy and Regeneration set out some elements of dwellings or housing schemes which Ipswich Borough Council had identified as possible criteria which could form the basis of a detailed policy, particularly for locations such as waterfronts. She explained that it was intended to present to the Committee at its next meeting a report on development policies in the Core Strategy and it was open to the Committee to request that a detailed policy on this matter be included.

Members of the Committee expressed a variety of views regarding blocks of flats. The report recognised that Colchester had fewer flats than other comparable towns, but given the housing target for Colchester and the national policy which required local authorities to make the best use of the available land, developments which included flats were inevitable. The regeneration areas on the waterfront in Colchester tended to be on former industrial land which required expensive decontamination. Developers needed to make a profit which they obtained by increasing the densities, hence the scaled up buildings in those areas. It was recognised that to some extent the market would largely dictate the provision of flats and there was a view that there was a demand for flats from young people because of their affordability. The proliferation of flats was not just a Colchester phenomena but was countrywide. Members were aware that if developers were not able to build upwards they would need to build sideways which could lead to urban areas joining up.

A number of particular issues were raised which could be included when drawing up policies to ensure flatted developments were high quality:-

- the issue of balconies being included in the calculation for the provision of public open space which reduces the public open space provided at ground level. There were also similar concerns regarding roof gardens,
- the aspect of individual properties which may be governed by how the block fits in with the rest of the development rather than the best aspect for the flats,
- flexible units may be a positive element but there may be issues of noise and soundproofing,
- the danger of designing in problems rather than eliminating them was highlighted,
- design - the smaller the unit and the denser the development the better the design needs to be,
- the Urban Place Supplement prepared by Essex County Council provides useful guidance on design for higher density schemes in town centres,
- densities in general and densities in particular areas,
- parking provision for flatted developments including parking close to the dwelling and parking standards for flats,
- a desire to increase the percentage of affordable housing provision,
- the appropriate location of flats, i.e. in town centres rather than villages,
- the creation of good communities,
- mixed developments,
- safety for families,
- sustainability, energy generation, green efficiencies, etc.,
- a minimum floor area for flats which some developers are considering introducing.

Members acknowledged the need for policies in the planning process because applications could only be refused if there was a material consideration which was contrary to policy. There was support for using the Ipswich model as a starting point but it would need to be developed specifically for Colchester.

It was explained that in respect of car parking, revised standards will be circulated for consultation by Essex County Council in due course and the revision was anticipated to be a minimum instead of a maximum as is the current standard. This increase would require more land to be set aside for parking provision. The Committee would have the ability to comment on the consultation document and adopt the new standards. In respect of garden sizes and balconies, the current garden standard was 25sqm for flats and higher for houses which helped to control density. Balconies of a certain size could contribute to garden sizes but they would not replace them. Sustainability was covered by other policies and was inherent across the whole strategy.

The following figures illustrating the provision of flats as a percentage of the housing stock were taken from 2001 census:- Ipswich and Luton were each 18%, Cambridge was 28%, Norwich was 31%, Southend on Sea was 32% and Peterborough was 13%. At 15% Colchester was quite low. 75% of the new dwellings built in Ipswich between 2001 and 2007 were flats. Colchester was producing a more balanced housing market stock.

It would be possible to develop a criteria about being appropriate to the context and it would be for a developer to prove that another approach was appropriate. There were policies in the Core Strategy to refuse a project which was out of context with the surroundings. Whilst

Planning Policy would not wish to accept the Urban Place Supplement document wholesale, they would want to extract parts of it, for instance higher densities in town centres, lower densities in surrounding areas, together with a policy for context and doing appraisals. Development Policies were being prepared for consultation and next year it was planned to build on the general policies in the Core Strategy to provide more detail. The Planning Policy team were already looking at a full range of Development Policies and would be bringing them to the Committee's next meeting.

Karen Syrett, Spatial Policy Manager, thanked the Committee for their very useful comments particularly in terms of criteria which would feed into the development of policies. She confirmed that the Ipswich policy was a starting point and together with the Committee's comments would assist the team to consider how to progress a Colchester policy. A report would be submitted to the next meeting.

RESOLVED that the report be noted and a report and draft policy be submitted to the next meeting.



Local Development Framework Committee

Item
7

2 December 2008

Report of	Head of Strategic Policy and Regeneration	Author	Karen Syrett 01206 282473
Title	Adoption of Core Strategy		
Wards affected	All		

The Local Development Framework Committee is asked to recommend to Council the adoption of the Core Strategy.

1. Decision(s) Required

- 1.1 To recommend to Full Council that it adopts the Core Strategy at its meeting on 11th December 2008 as recommended by the Inspector in accordance with Section 23 (3) of the Planning and Compulsory Purchase Act 2004;
- 1.2 The Spatial Policy Manager be authorised to deal with all the necessary adoption documentation and other consequential matters in accordance with the appropriate Regulations.

2. Reasons for Decision(s)

- 2.1 To enable Colchester to move forward with the process of production of the Local Development Framework directing future development in Colchester.
- 2.2 The binding report of the Planning Inspector, following the Independent Examination in the summer, was received on the 9th October 2008. This report finds that the Core Strategy Development Plan Document is 'Sound' and recommends that it be adopted in accordance with the legislative requirements.

3. Alternative Options

- 3.1 The Planning Inspectors Report on the Core Strategy is binding on the Council. The adoption of a Development Plan Document is governed by Section 23(2) – (5) of the Planning and Compulsory Purchase Act, 2004.

4. Supporting Information

- 4.1 In 2004, Colchester Borough Council started work on the production of their Local Development Framework (LDF). The overarching Core Strategy Development Plan Document was the first document to be produced, in line with Government guidance on the priorities for the LDF.
- 4.2 The Core Strategy is the most important element of the Council's LDF as it provides the long term vision and objectives for steering and shaping development growth in the Borough up to 2021 and beyond. The document was subject to four stages of public consultation the results of which helped inform the submission Core Strategy. An Inspector, appointed by the Secretary of State, conducted an Examination in the summer to consider the 'soundness' of the document. The Inspector has subsequently produced a report with recommendations that are binding upon the Council.
- 4.3 The Inspector concludes that the Core Strategy is 'Sound' and recommends its adoption subject to changes. In her report, the Inspector endorses the Borough Council's approach regarding the preparation, consultation and formulation of the plan. A full copy of the Inspector's binding report is set out in Appendix 1. The appendices to the report are available as background papers. The revised Core Strategy which incorporates all the changes is contained in Appendix 2.
- 4.4 The principal changes required by the Inspector are summarised below, many of which were suggested by the Council:
- Add Appendix E (list of the saved policies from the adopted Local Plan that are to be superseded by policies in the Core Strategy.)
 - Amend policy SD1 and associated text to make clear that dwelling numbers are minima not ceilings.
 - Amend the text of Table H1a and elsewhere to remove references to specific sites, to allow for the two main areas of greenfield land to be brought forward before 2016 if necessary and for them to accord with national standards at the time regarding reduced or zero carbon development.
 - Replace references to the South West distributor road with the term 'Stanway road improvements'.
 - Delete reference to the east park and ride site from the text and Key Diagram 2 (KD2).
 - Add the Coastal Protection Belt to policy NE1 (renamed ENV1) and Key Diagram 1 (KD1).
 - Delete the Areas of Landscape Conservation Importance and Green Breaks from policy NE1, KD1, KD2 and related text and provide a criteria based policy to deal with landscape protection.
 - Amend Table CE1 and add to the text to clarify the role of the Town Centre, its fringe and the Urban Gateways in terms of the sequential approach in PPS6.
 - Replace Table 6d with information from the infrastructure trajectory to show clearly who will implement each policy and project.

- Amend Appendix C to include monitoring targets as well as indicators.
- Various minor amendments, including editorial changes, updating, clarification and correction to the text of the Core Strategy, in the interests of clarity, accuracy and consistency.

4.5 There are several important issues within the Inspectors report and the Core Strategy that are worth highlighting;

- The new affordable housing policy introduces a higher percentage (35%) and lower thresholds, i.e. all new proposals for residential development will be expected to contribute to affordable housing either on site or by way of financial contribution.
- The Council undertook the Sustainability Appraisal in house and an important principle is established. The Inspector supported this approach and stated 'National guidance makes it clear that this is an acceptable, even desirable, arrangement and I find no merit in the criticism that CBC should not have carried out this work in-house.'
- Policy SD2 establishes the principal of standard charges for developer contributions.
- Policy CE1 protects employment land and states that proposals which would result in the loss of employment capacity will not normally be supported.
- All housing developments will be expected to provide new residents with access to private and/or communal open space. At least 25 square metres per dwelling will be sought for flats, whilst houses should provide larger private gardens.
- New developments will be expected to provide facilities and employ technology to optimise opportunities for recycling and minimising waste.
- The transport strategy, including park and ride, is considered most appropriate but more work needs to be undertaken to demonstrate the need for a park and ride site to the east.

4.6 As soon as practicable after the Council adopts the Core Strategy it must comply with Regulations 35 and 36 of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended by the 2008 Regulations). These relate to the deposit of documents and publication arrangements including the Adopted Core Strategy, Sustainability Appraisal, public notice and adoption statements.

4.7 A Sustainability Appraisal adoption statement must be prepared as part of the adoption documentation. This will detail how the Core Strategy has been produced in accordance with the requirements of Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004. The statement will summarise how sustainability issues have been integrated into the Core Strategy how the sustainability appraisal and consultation has been taken into account, and the reasons for choosing the document as adopted in light of other reasonable alternatives.

- 4.8 Any person aggrieved by the Core Strategy may make an application to the High Court under section 113 of the Planning and Compulsory Purchase Act 2004, on the grounds that the document is not within the appropriate power or that a procedural requirement has not been complied with. Any applications must be made not later than the end of the period of six weeks starting on the day on which the Core Strategy is adopted by the Borough Council.
- 4.9 Once adopted, the Core Strategy becomes part of the statutory development plan for the Borough and is used in the determination of planning applications. An appendix to the Core Strategy sets out those saved policies in the Adopted Borough Local Plan and the Essex and Southend-on-Sea Structure Plan which will be superseded by the Core Strategy.
- 4.10 The Colchester LDF will now comprise the following documents:
- Adopted Statement of Community Involvement;
 - Approved Local Development Scheme;
 - Approved Annual Monitoring Report;
 - The adopted Core Strategy;
 - Supplementary Planning Documents on the Provision of Open Space, Sport and Recreation; Sustainable Construction; Extending Your House; Magdalen Street Development Brief and Colne Harbour Masterplan.
- 4.11 The Council is making very good progress implementing the new planning system introduced by the Planning and Compulsory Purchase Act, 2004. Further documents will be added in line with the Approved Local Development Scheme.

5. Proposals

- 5.1 It is proposed that the Committee recommend to Full Council the adoption of the Core Strategy DPD.

6.0 Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of Colchester's regeneration programme and the Sustainable Community Strategy.

7.0 Consultation

- 7.1 Full consultation has taken place at various stages in the preparation of the Core Strategy. Those who made representations were also able to attend and take part in the examination hearing sessions which were held in the summer.

8.0 Publicity Considerations

- 8.1 The regulations require us to publish details of the adoption process and give notice by way of a local advertisement that the Core Strategy will be adopted.

9.0 Financial implications

- 9.1 Hard copies of the final document will be kept to a minimum. Printing costs have been included in existing budgets.

10.0 Human Rights Implications

- 10.1 The document was produced using a range of methods in order to enable as many people as possible to respond regardless of gender, gender reassignment, disability, sexual orientation, religion or belief, age and race/ethnicity.
- 10.2 This document will work to increase individual human rights by increasing involvement in the planning process.

11.0 Community Safety Implications

- 11.1 None

12. Health and Safety Implications

- 12.1 None.

13. Risk Management Implications

- 13.1 The Core Strategy is intended to reduce the risk of inappropriate development. It will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

Background Papers

Planning Inspectors Report and Appendices.



Report to Colchester Borough Council

by Jean Jones MA DipTP MRTPI

**an Inspector appointed by the Secretary of State
for Communities and Local Government**

The Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
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☎ 0117 372 8566

Date 09 October 2008

PLANNING AND COMPULSORY PURCHASE ACT 2004 SECTION 20 REPORT ON THE EXAMINATION INTO THE COLCHESTER CORE STRATEGY DEVELOPMENT PLAN DOCUMENT

Document submitted for examination on 19 November 2007

Examination hearings held between 24 June and 10 July 2008

File Ref: A1530/429/3

ABBREVIATIONS

AA	Appropriate Assessment under the Habitats Directive/Regulations
ALCI	Area of Landscape Character Importance
AMR	Annual Monitoring Report
APO	Core Strategy Amendment to Preferred Option stage
App	Appendix
AONB	Area of Outstanding Natural Beauty
BREEAM	Building Research Establishment Environmental Assessment Method
CBC	Colchester Borough Council
CCA	Countryside Conservation Area
CD	Core Document
CIF	Community Infrastructure Fund
CLG	Communities and Local Government
CPB	Coastal Protection Belt
CS	Core Strategy
CSPO	Core Strategy Preferred Option stage
DCLG	Department of Communities and Local Government
DPD	Development Plan Document
EA	Environment Agency
ECC	Essex County Council
EEP	East of England Plan – the Regional Spatial Strategy
EH	English Heritage
GA	Growth Area
GO-East	Government Office for the East of England
HA	Highways Agency
ha	hectares
HGGIS	Haven Gateway Green Infrastructure Study
KD1	Key Diagram 1
KD2	Key Diagram 2
LDF	Local Development Framework
LDS	Local Development Scheme
LP	2004 Local Plan
LSP	Local Strategic Partnership
LTP	Local Transport Plan
NE	Natural England
para	paragraph
PAS	Planning Advisory Service
PDL	Previously developed land (brownfield land)
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSL	Registered Social Landlord
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SCI	Statement of Community Involvement
SCS	Colchester's Sustainable Community Strategy 2007
SEZ	Strategic Employment Zone
SFRA	Strategic Flood Risk Assessment
SHMA	Strategic Housing Market Assessment
SHLAA	Strategic Housing Land Availability Assessment
SOCG	Statement Of Common Ground
SP	Essex and Southend-on-Sea Replacement Structure Plan 2001
SPD	Supplementary Planning Document
SSA	Soundness Self Assessment

Introduction

i. Under the terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004, the purpose of the independent examination of a Development Plan Document (DPD) is to determine:

- (a) whether it satisfies the requirements of s19 and s24(1) of the 2004 Act, the regulations under s17(7), and any regulations under s36 relating to the preparation of the document; and
- (b) whether it is sound.

ii. This report contains my assessment of the Colchester Core Strategy DPD in terms of the above matters, along with my recommendations and the reasons for them, as required by s20(7) of the 2004 Act. A schedule of changes is attached to the report (Annexe 1 and 1a-d) and references to changes are shown thus **(C)**. References to core documents are shown thus *[CBC]*.

iii. Under regulation 13(5) a DPD must identify any policies that it is to supersede. The submission CS did not contain this information but to overcome this omission Colchester Borough Council (CBC) suggests including a new Appendix E to the CS to show which of the relevant 'saved' policies of the 2004 Local Plan (LP) it would supersede. This change would ensure that this soundness test has been met.

iii.i In order for the Core Strategy to be sound, it should include a new Appendix E to list the saved policies from the adopted Local Plan that are to be superseded by policies in the Core Strategy, as set out in Annexe 1 to my report (C1).

iv I am satisfied that the Core Strategy (CS) meets the requirements of the Act and Regulations. My main role is to consider its soundness against each of the tests of soundness set out in Planning Policy Statement 12 (PPS12). Although the recently revised PPS12 *Local Spatial Planning* is a material consideration, the Colchester CS will be considered against the nine tests of para 4.24 of the 2004 PPS12 *Local Development Frameworks* because it was submitted prior to the revision.

v. In line with national policy, the starting point for the examination is the assumption that the local authority has submitted what it considers to be a sound plan. The changes I have specified in this binding report are made only where there is a clear need to amend the document in the light of the soundness tests in PPS12. None of these changes should materially alter the substance and overall strategy of the submitted DPD, nor undermine the sustainability appraisal and participatory processes already undertaken.

vi. My report firstly considers the Core Strategy against the procedural tests and then deals with the key planning issues considered during the examination in terms of the tests of conformity, coherence, consistency and effectiveness. My report does not address individual representations, although relevant issues were included in the main Matters and Issues

identified for examination. My overall conclusion is that the Core Strategy is sound, provided it is changed in the ways specified. This report refers to all the changes that are needed to make the Core Strategy sound and the detailed wording is set out in Annexe 1 to my report.

vii. In summary, the main changes required to make the CS sound are:

- *Add Appendix E to list the saved policies from the adopted Local Plan that are to be superseded by policies in the Core Strategy.*
- *Amend policy SD1 and associated text to make clear that dwelling numbers are minima not ceilings.*
- *Amend the text of Table H1a and elsewhere to remove references to specific sites, to allow for the two main areas of greenfield land to be brought forward before 2016 if necessary and for them to accord with national standards at the time regarding reduced or zero carbon development.*
- *Replace references to the South West distributor road with the term 'Stanway road improvements'.*
- *Delete reference to the east park and ride site from the text and Key Diagram 2 (KD2).*
- *Add the Coastal Protection Belt to policy NE1 (renamed ENV1) and Key Diagram 1 (KD1).*
- *Delete the Areas of Landscape Conservation Importance and Green Breaks from policy NE1, KD1, KD2 and related text and provide a criteria based policy to deal with landscape protection.*
- *Amend Table CE1 and add to the text to clarify the role of the Town Centre, its fringe and the Urban Gateways in terms of the sequential approach in PPS6.*
- *Replace Table 6d with information from the infrastructure trajectory to show clearly who will implement each policy and project.*
- *Amend Appendix C to include monitoring targets as well as indicators.*
- *Various minor amendments, including editorial changes, updating, clarification and correction to the text of the Core Strategy, in the interests of clarity, accuracy and consistency.*

Procedural tests

1: Consistency with the Local Development Scheme

1.1 The Colchester Core Strategy DPD is contained within the Council's Local Development Scheme (LDS), the updated version being approved on 5 November 2007 [CBC/SUB/012]. There, the CS is shown as having a submission date of November 2007. The CS follows the profile in the LDS and soundness test 1 of PPS12 is therefore met.

2: Compliance with the Statement of Community Involvement and associated Regulations

2.1 The Council's Statement of Community Involvement (SCI) [CBC/SUB/009] has been found sound by the Secretary of State and was formally adopted by the Council before the examination hearings took place. It is evident from the documents submitted by the Council, including the Regulation 28 and 31 Statements and its Soundness Self Assessment (SSA), that it has met the requirements of soundness test 2.

3: Sustainability Appraisal

3.1 The CS was subject to Sustainability Appraisal (SA) at all stages during its preparation and the SA documents properly identify the process carried out [CBC/SUB/002, CBC/EB/017, 019, 021 & 022]. The development of sustainability objectives, derived from national, regional and local indicators and sources of information, has been a clear process.

3.2 Criticisms of the adequacy of the SA are more appropriately dealt with in considering the coherence, consistency and effectiveness tests. The fact that outcomes might vary with different objectives or weighting is not surprising but does not lead me to find fault with the SA that underpins the CS. In the initial stages the SA was carried out by Essex County Council but the Borough Council took over for the Amendment to Preferred Option (APO) stage on the advice of GO-East, to ensure the SA was integrated with the plan-making process. National guidance [CBC/NAT/057] makes it clear that this is an acceptable, even desirable, arrangement and I find no merit in the criticism that CBC should not have carried out this work in-house. Consultants and the Planning Advisory Service (PAS) provided independent verification that the SA at submission stage satisfied the relevant standards and guidance.

3.3 The Borough contains a number of areas with European designations including the Essex Estuaries Marine Special Area of Conservation, several Special Protection Areas and Ramsar sites which together may be termed Natura 2000 sites. An Appropriate Assessment (AA) is included in the evidence base [CBC/SUB/011] and fed into the SA. In accordance with the Habitats Directive, I am satisfied that an AA has been undertaken and that there would be no significant harm to the conservation of any Natura 2000 sites as a result of the policies and proposals within this DPD. A Statement Of Common Ground (SOCG) [CBC/EB/090] indicates that Natural England is fully supportive of the AA and it has suggested minor changes to the CS introduction to clarify its role.

3.4 In summary, I find that soundness test 3 has been met.

Conformity, Coherence, Consistency and Effectiveness tests

4: A Spatial Plan

4.1 The CS provides a locally distinctive vision of the Borough's future and its position in the wider area. The spatial quality of the CS is evident

from its focus on particular parts of the Borough and the way in which their development would be integrated. Colchester is in the Haven Gateway sub-region which was identified as a 'New Growth Point' in October 2006. There are well established arrangements for joint working at varying levels, including the Regional Cities East partnership, and a number of reports demonstrate this [CBC/EB/001-4, 067, 080 and 110].

4.2 Table 6a lists the partners who will help to deliver the policies and projects in the CS and Table 6d, as revised, indicates the varied range of organisations involved including health trusts, Network Rail, the education authority and power suppliers. I shall deal with proposed changes to Table 6d later in my report. Essex County Council works closely with CBC on the Local Transport Plan (LTP) [CBC/EB/006]. Sport England is closely involved in arrangements for hosting facilities related to the 2012 Olympics. Discussions with stakeholders ensure their future plans are taken into consideration. I find the Core Strategy conforms with the descriptions of spatial planning contained in PPS1 and PPS12 and meets this part of Test 4.

Consistency with national planning policy

4.3 Appendix D of the CS refers to national guidance in terms of Planning Policy Guidance (PPG) and PPS which have been taken into account in its preparation. The evidence base contains studies such as the Strategic Flood Risk Assessment (SFRA) [CBC/EB/041] which relates to PPS25 and the Open Space Study [CBC/EB/040] based on PPG17.

4.4 Specific matters related to national policies such as housing land supply (PPS3), the sequential approach to town centre developments (PPS6) and local landscape designations (PPS7) are more appropriately considered under the separate issues below. GO-East has been involved throughout the preparation of the CS and has not identified any lack of consistency with national policy except for querying the designated countryside and coastal areas in KD1 and policy NE1. This will be considered later in my report.

General conformity with the Regional Spatial Strategy

4.5 The approved Regional Spatial Strategy, the East of England Plan (EEP) [CBC/REG/014a] was published in May 2008. However, it is to be the subject of an immediate review under policy IMP3 to increase housing provision in line with more recent national requirements. It is expected that this will be submitted late in 2009, examined in 2010 and published in 2011. The CS may need to be reviewed then although CBC and Essex County Council (ECC) believe it has the flexibility to accommodate some further growth.

4.6 The EEP provides an up to date framework for the CS which I consider follows its direction very closely. The East of England Regional Assembly has indicated [CBC/SUB/015a] that the CS is in general conformity with the EEP. There has been a legal challenge to the EEP relating to land

in Hertfordshire but for the purposes of this examination I have assumed that the relevant policies will continue in their current form.

5: The Community Strategy

5.1 There are two relevant community strategies: *Colchester's Sustainable Community Strategy October 2007 [CBC/SUB/014]* for the Borough (SCS) and *Shaping the Future of Essex 2004-2024 [CBC/REG/021]* for the County of Essex. The Council has a close working relationship at both officer and member level with the Local Strategic Partnership (LSP) and a joint public consultation exercise was undertaken in May 2007. The PAS diagnostic report indicated that there are strong working relationships. Table 1 of the CS demonstrates how the priorities of the SCS translate into the CS policies. Some minor changes are proposed to the key issues for Colchester in para 2.4 and elsewhere to emphasise the role of tourism, culture and leisure and the role of the University of Essex to support the role of Colchester as a prestigious regional centre, which is a prime element of the SCS and the EEP. The CS has also had regard to Essex County Council's Community Strategy and I am satisfied that test 5 is met.

6: Coherence and consistency within and between DPDs

6.1 The CS is the first of Colchester's DPDs and consistency is therefore an aspect that will be tested in the future when other DPDs come forward. CBC is in advance of adjoining districts in Essex and Suffolk in terms of submitting a CS but the SSA states that they have been consulted at each stage of the process. Joint working in the Haven Gateway Partnership provides a consistent policy approach. Some of the evidence base has been prepared jointly with other authorities such as the North Essex Retail Study [CBC/EB/026] and the SFRA [CBC/EB/041].

6.2 Only two items raise cross boundary issues – these are the impact of traffic from Tiptree on the environment of Kelvedon and Feering parishes (Braintree District Council) and the omission of the Coastal Protection Belt (Essex County Council). I shall deal with these later in my report under the relevant issues and conclude that the CS satisfies test 6.

7: Appropriate strategies and policies, robust and credible evidence base

7.1 Most of the key planning issues concerning the soundness of the CS are considered under this heading. These include the main Matters and Issues identified for examination covering the spatial strategy, the amount and distribution of housing and employment, and the provisions for transport and the environment. They cover soundness tests 4 and 6-9.

Issue 1: Have the relevant alternatives been adequately considered?

7.2 In the EEP Colchester is identified as a key centre for development and change and as a regional transport node. The distribution of housing and employment is a fundamental driver of the overall strategy because of

the growth point status. The CS translates this into a strategy of concentrating future employment and housing growth into Colchester town's existing Regeneration Areas and five future Growth Areas (GA), carrying forward, but significantly developing, the approach of the LP [CBC/EB/011]. Transit corridors would provide greatly improved public transport and the two broad areas for greenfield growth later in the plan period (in the North GA and Stanway GA) would be in sustainable locations, well served by facilities. The choice of Stanway for the smaller greenfield area emerged from consideration of alternatives and the SA. The inclusion of a new Regeneration Area at North Station also emerged through the process after consultation with the LSP.

7.3 The twelve principal objectives at Issues and Options stage were derived from issues identified in national and regional policy, public consultation and the evidence base. Eight alternative strategies were initially considered for distributing housing, providing a wide range of scenarios from developing in selected small towns and larger villages to developing a new settlement at Marks Tey. A range of three transport options was considered from a radical approach to one with limited investment in transportation.

7.4 The Core Strategy Preferred Option (CSPO) stage refined and extended the principal objectives into key issues, vision and objectives. It assessed the housing and transport options against the findings of the SA and public consultation and explained the preferred strategic direction, integrating transport with development to achieve a sustainable strategy focussed on Colchester town. While it then took on broadly the format of a draft CS, the topics contained policy alternatives which were assessed. The APO stage considered a limited range of alternatives for distributing new housing and employment and making investment in transport, leading on to the submission CS.

7.5 Over this process, the need for greenfield land was assessed to be only about 3,000 dwellings because of the good housing land supply from existing commitments. There was also a strong direction from national and emerging regional policy that Previously Developed Land (PDL) or brownfield land should be used first and that was strongly supported by public consultation. The alternative of allocating a proportion of the greenfield growth to a 'halo' of smaller sites around the urban fringe rather than using two larger urban extensions does not appear to have been promoted by others at the time as a discrete strategy. Bearing in mind the policy context and the feedback from the SA, the Council's approach seems to me to be valid and there is no requirement to consider alternatives that were not appropriate or relevant.

7.6 The LP proposals map is not to be altered by the CS and it does not at present show boundaries for Colchester or the three rural District Centres. These will be defined in the Site Allocations DPD which will also review the existing LP village envelopes. In my opinion, the CS lacks analysis of the rural District Centres and villages compared with what is suggested in EEP policy SS4 and it does not seem to look beyond carrying forward existing permissions and allocations. Allowing for a very limited

amount of further growth in certain of the rural District Centres or villages might be possible without undermining the overall strategy. *However, it would need to be supported by robust and credible evidence relating to the CS objectives.* That could allow for some 'fine tuning' and, while the CS is the place for tough decisions to be made, I do not consider it inappropriate for this level of detail to be left to the site allocations DPD.

7.7 A radical alternative, which has been fully considered in the emerging CS, would be to create a new settlement at Marks Tey where there is a mainline railway station. This was not supported by the EEP panel because of concerns that it would detract from regeneration in Colchester. I consider this alternative would fundamentally undermine the CS, fail to comply with EEP policy SS2 regarding prioritising the re-use of PDL within and around urban areas to the fullest extent possible and would be more appropriately considered in the next phase of plan-making. Even if limited to a first phase only, that would still involve fundamental changes to the overall strategy and would not demonstrably provide the critical mass needed for local facilities and good public transport.

7.8 I have considered the various alternatives put forward but do not consider the CS to be unsound in terms of this issue.

Issue 2: Is the focussing of significant growth into the Growth and Regeneration Areas the most appropriate strategy for the Borough, having regard to national and regional policies, and do these areas have the environmental capacity to absorb the planned amounts of growth?

7.9 The five GAs are intended as sustainable locations where growth of employment and housing will be focussed to make the best use of existing and new infrastructure and to improve public transport potential. They are not indicated on KD2 and it is necessary in the interests of clarity for them to be included there, along with the broad areas for new housing. The separate diagram on page 24 duplicates this and should be deleted. The detailed GA boundaries, together with others on KD2, will be defined in the Site Allocations DPD, masterplans or development briefs in line with the schedule in Hearing Document 6.

Town Centre Growth Area

7.10 Colchester is England's oldest recorded town and has important historic and archaeological remains. Nevertheless, the town centre contains substantial residential development and over the CS period it will gain some 2,000 dwellings, including 1,500 that have already been built or permitted.

7.11 The CS addresses the need for regeneration in two parts of the Town centre GA. St Botolphs Regeneration Area will involve retail and cultural developments and a new bus station. North Station Regeneration Area will be the focus for high density mixed use schemes including 40,000 sq m of office space. In the CS the historic town centre is a focus for cultural and public realm improvements that will help to deliver the EEP

and SCS visions of Colchester being a prestigious regional centre. The proposals for the Town Centre GA are an important part of the overall strategy in carrying forward the CS vision and objectives.

South Growth Area

7.12 This coincides closely with the Garrison Regeneration Area where development is well under way to provide a modern garrison on a reduced site and a master planned urban village of some 2,600–3,000 dwellings with associated facilities. This area is close to the town centre and in a sustainable location for new development.

North Growth Area

7.13 This will accommodate the greatest amount of housing growth - 6200 dwellings, of which 1,500 would be in the Severalls Hospital development (North Regeneration Area) and 2,200 in a greenfield urban extension. It is generally well located for employment opportunities. Because of the availability of large brownfield sites, the Mile End area has already experienced considerable redevelopment and strong concern has been expressed by the parish council and residents about the loss of established facilities and open space plus the lack of new infrastructure.

7.14 The broad area for the greenfield urban extension contains public open space and there are larger privately owned green areas shown as proposed open space on the LP proposals map. Although only used informally, these are valued by those living in the area. While recent development has contributed to the extension of Highwoods country park, that is not so easily accessible to Mile End. Part of the evidence base is the recently completed PPG17 report [CBC/EB/040] which assesses the Borough's open space, sport and recreation facilities in terms of demand/supply as well as providing qualitative and quantitative standards for the future, which improve on current standards.

7.15 I am confident that, even though the CS will result in the development of greenfield land in the North GA, policy PR1, underpinned by the PPG17 study, will provide for an overall reassessment of the area's needs for open space and sport/recreation facilities, seen in the wider context. CS table 6d also indicates new schools, community facilities and open space, sport, recreation and youth facilities for this area in association with new development. A community facilities audit is under way and this will identify wards with problems of multiple deprivation and poor access to services so as to improve the situation across the Borough, not only in the GAs. This will feed into the Annual Monitoring Report.

7.16 Impact on the landscape, ecology and archaeology are other matters that must be taken into consideration by any greenfield development to the west of Mile End Road. However, an *Environmental Audit* [CBC/EB/038] and the study *Landscape Capacity of Settlement Fringes in Colchester Borough* [CBC/EB/036] found the landscape to be of moderate quality and that it had the capacity to accept development, albeit with accompanying mitigation and enhancement measures.

7.17 Traffic congestion is seen by some as a drawback to developing the North GA because the railway forms a barrier which funnels traffic into the A134 in the North Station area. I am not persuaded that free flowing conditions need be provided for motorists at peak periods and congestion may be one of the 'sticks' which encourages the transfer to public transport. However, it can also delay buses and this problem needs to be addressed if there is to be a modal shift away from the car, which is a fundamental part of the overall strategy. Nevertheless, the North GA already has a higher level of travel to work by non-car modes than other parts of Colchester and accessibility is potentially very good. During the course of the examination it became apparent that the Council and ECC understand the problems and have improvements in the LTP to tackle them. These include a rolling programme of work to increase highway capacity at a series of roundabouts on the A133 and the allocation of road space to bus priority including Quality Bus Partnerships.

7.18 In the medium and longer term, the CS aims to make significant improvements to public transport through the final phase of the Northern Approaches Road, associated segregated bus route, new A12 junction and park and ride site. Potential problems associated with the delivery of this major infrastructure will be considered later in my report.

7.19 Considerable analysis has been undertaken of the impact of the proposed growth on transport conditions in the North GA [CBC/EB/073]. This indicates that there are no fundamental highway issues which would be an impediment to delivery and this is an agreed position with both the Highways Agency and Essex County Council. The Highways Agency regarded the CS as unsound on submission because of the lack of information about the detailed impact of development growth on the A12. However, as a result of discussions and further work, it has agreed a SOCG [CBC/EB/100] and confirmed that it no longer considers the CS unsound.

Stanway Growth Area

7.20 This will provide some 1,800 dwellings and development of a Strategic Employment Zone (SEZ). While further from the town centre than the other GAs, it has good accessibility to employment and local facilities. Some 800 dwellings would be on a broad area of greenfield land on the south western fringe, generally where landscape quality is low and avoiding important archaeological areas.

7.21 CBC has confirmed that the South West distributor road shown in KD2 is in fact a series of junction and width improvements. There is no evidence to justify a new road and I consider the CS would be unsound if it were retained. It should be deleted from KD2 and the Diagram of Future Accessibility and Transport and replaced in the text by reference to Stanway road improvements. The Western Bypass mentioned in the LTP is a partly built road linking the A12 approach and the Stanway SEZ. It will be completed through to Warren Lane in conjunction with the adjoining housing development.

East Growth Area

7.22 This contains the East Colchester Regeneration Area and is the site of the former port. There has already been considerable development and the CS provides for a total of some 2,600 dwellings here. The GA includes land with planning permission for a research park between the Regeneration Area and the University of Essex and this is one of the three SEZs. The university is included as a partner in the East GA because of local linkages and the research park but the Council indicated that the university campus itself is considered to be outside the GA. Local traffic and flooding are constraints that require mitigation but although there are some risks to delivery of growth because of the difficult nature of many of the sites, East Colchester has strong potential for regeneration which carries forward an important element of the EEP.

Summary of issue 2

7.23 In summary, I find that the strategy of focussing new development on the Regeneration and Growth Areas of Colchester meets national and regional policy and is the most appropriate in all the circumstances. There is evidence that the Growth Areas have the capacity to accommodate the proposed levels of development and in this respect the CS satisfies soundness test 7.

7.24 In order for the CS to be sound, the following changes should be made, as set out in Annexe 1 to my report:

- 1) amend KD2 to show the Growth Areas and the broad areas for new housing and delete the diagram on page 24 (C23 & 43);**
- 2) delete the South West distributor road from KD2 and the Diagram of Future Accessibility and Transport and replace it in the text by reference to Stanway road improvements (C2, 29, 32, 34, 40, 43, 83, 85, 99 & 120).**

Issue 3: Does the CS provide an appropriate strategy to take forward the vision and objectives for the rural parts of the Borough, helping to sustain thriving rural communities in line with national and regional policies?

7.25 Tiptree, Wivenhoe and West Mersea are the three settlements that are separately identified in table CE1a as rural District Centres. They have housing allocations for the CS period in table H1a although some of this is already built or permitted. Their role is to provide for a small amount of new housing and to continue to provide services for the surrounding areas. Some new retail provision and additional facilities are planned for all three. It seems to me that they serve the function of 'key service centres' as described in EEP policy SS4.

7.26 A small area of greenfield land for 140 dwellings is identified at Tiptree in table H1a. However, this is not a strategic allocation and, in order to make the CS sound, it should be subsumed within the overall allocation for Tiptree. This is the largest of the three rural District Centres and the only one with a secondary school. There are good local facilities although employment and public transport are limited. It has had recent housing growth and there is concern about additional traffic from further housing passing through Kelvedon and Feering parishes in Braintree District. Nevertheless, having visited the area at peak traffic times and heard and read the evidence I do not find that the level of new housing proposed for Tiptree would make the CS unsound.

7.27 Policy NE2 supports appropriate development of infill sites and PDL within the boundaries of villages which are tightly drawn on the existing proposals map. Some consider that the CS places a virtual embargo on new housing in rural areas as most of the 705 dwellings shown for villages in table H1a are already built or permitted. The settlement hierarchy in Appendix B does not include a tier of principal villages as did the previous LP. I note, however, that the principal villages in the LP were not distinguished by any separate policy and did not feature in the LP housing allocations except for Great Horkelesley. Their function in the Borough has thus not been materially altered by the omission of such a tier in the CS.

7.28 I have already indicated that there has been a lack of analysis of the rural District Centres and villages compared with what is suggested in EEP policy SS4. On the other hand, no rural parish councils consider the CS to be unsound on the basis of the limited opportunities it provides for new housing in villages and only three have indicated their wish to accommodate further housing. The CS evidence base includes the Countryside Agency publication *Are Villages Sustainable?* [CBC/NAT/049]. This concludes that the widespread approach of directing new development to a tier of larger villages in order to sustain services may be over-simplistic, failing to reflect the complexity of the dynamics of contemporary rural settlements, and in some cases promoting unsustainable outcomes. No evidence was provided to the examination to demonstrate the contrary.

7.29 The CS instead supports through policies H4 and NE2 the provision of relevant community needs such as local affordable housing on land outside but contiguous with village boundaries. Several such developments have come forward in the Borough already and it may be that limiting opportunities for market housing in villages will stimulate further such schemes and be the most effective way of addressing the lack of affordable housing in rural areas. The CS also encourages the production of parish plans (18 out of 32 are under way) and village design statements as inputs to the future development of villages. A forthcoming audit of community facilities will establish a baseline of needs.

7.30 Policy NE1 (to be renamed ENV1) makes a general presumption against development on unallocated greenfield land but proposed changes clarify that it is greenfield land *outside settlement boundaries* that would be protected. Proposed changes to NE2 (to be renamed ENV2) state that the Site Allocations DPD will provide an opportunity to review the extent of

village envelopes previously set through the LP process. I consider that these changes are needed to make the CS sound in terms of flexibility.

7.31 Policy NE2 allows for small scale employment development in the countryside where there are low travel needs and low impacts. The definition of 'small scale' is a matter that can more properly be dealt with in the forthcoming Development Policies DPD. Proposed changes to NE2 (to be renamed ENV2) and CE3 clarify the role of Local Employment Zones and add support for rural employment and tourism. I consider that without these the CS would not be sound in terms of test 4 because it would not conform with PPS7 in respect of rural business needs. Separate monitoring targets for rural employment and affordable housing will assist in highlighting the progress of the policies relating to rural communities and these are included in the Council's proposed changes to Appendix C dealt with later in my report.

7.32 Subject to these changes, I find that the CS conforms with national policy and the EEP and meets soundness tests 4 and 7 by providing an appropriate strategy that takes forward the vision and objectives for the rural areas.

7.33 In order for the CS to be sound, the following changes should be made, as set out in Annexe 1 to my report:

- 1) amend policies NE1 and NE2 (to become ENV1 and ENV2) to clarify that greenfield land outside settlement boundaries would be protected and that the LP village envelopes would be reviewed in the Site Allocations DPD, (C104 & 105);**
- 2) amalgamate the housing numbers for Tiptree in table H1 and amend the text to remove reference to 140 zero carbon homes (C69);**
- 3) amend policies NE2 and CE3 and the related text to encourage rural employment and tourism (C36, 66, 107, 108 & 110);**
- 4) amend the revised Appendix C to provide separate monitoring of rural affordable housing and employment (C123).**

Issue 4: Is the CS housing land supply consistent with national and regional policy and supported by robust and credible evidence?

Quantity of housing required

7.34 The EEP was published shortly before the hearings began and gives a minimum requirement of 17,100 dwellings for the Borough from 2001-2021. This equates to an annual average of 855 but, because of higher completions up to 2006, the average is 830 from that year. The CS provides for at least 19,000 new homes between 2001 and 2023, two years beyond the EEP period.

7.35 In order to meet the full requirements of paras 53-57 of PPS3, that a 15 year supply of housing land should be identified from the date of adoption, I assessed supply until 31 March 2024 under the framework of a discussion note [IHD1] which was agreed at the hearing. This extended the requirement from 2021-2024 on the basis advised in the EEP and meets the guidance of revised PPS12 that the CS should cover a 15 year period. I have taken account of the CLG advice in '*Demonstrating a 5 Year Supply of Deliverable Sites*'. My calculations give a minimum requirement of 19,665 dwellings from 2001-2024. I do not find it necessary to amend the CS to add the extra year 2023/2024 so long as the evidence base demonstrates that the necessary supply to that date could be provided. However, in order for the CS to be sound in terms of conformity with PPS3 and the EEP (test 4), changes are needed to policy SD1, table H1a and related text to make clear that the 19,000 dwellings is a minimum not a ceiling and that at least 1,710 additional homes, rather than 1,660, would be required between 2021 and 2023.

7.36 The CS states that in 2006 there was planning permission for over 8,000 homes and 95% of these were on PDL, reflecting the strong emphasis on the Regeneration Areas and well above the EEP target of 60%. However, PPS3 makes it clear that reliance should not be placed on existing planning permissions unless their deliverability has been demonstrated.

7.37 In *CBC/EB/083 & 106* CBC updated its housing completions to 31 March 2008 and revised the housing trajectory from the Topic Paper [CBC/EB/106]. It shows a minimum of 22,914 new dwellings by 31 March 2024 compared with the 19,665 required. The high rate of completions over the last two years leaves a minimum requirement for each of the future 5 year periods of 3920. Even without taking recent completions into account, the delivery tables show that the 830 per annum average from the EEP, (4150 dwellings for each 5 year period) could be achieved. Although it could be argued that this minimum requirement should be more generously exceeded, it is my view that such an approach is not desirable because it could fetter the outcome of the forthcoming EEP review.

7.38 An estimate of 100 dwellings per year is included in the trajectory from 2008/9 onwards for identified small sites that could not be included without making the document unwieldy. A list of small sites with planning permission shows over 300 sites with permission for 695 dwellings, indicating that there is a realistic supply of this type and past completions on small sites are over 100 a year. However, there is no evidence of assessment against deliverability criteria and, if this element were omitted, the minimum housing target would still be comfortably exceeded, demonstrating robustness in the housing land supply.

Housing supply and the evidence base

7.39 There have been criticisms of the Strategic Housing Land Availability Assessment (SHLAA) [CBC/EB/031] which was produced by building on the work of the previous Urban Capacity Study. It does not entirely follow the

national practice guidance in *Strategic Housing Land Availability Assessments [CBC/NAT/043]*, for example it does not show the boundaries of each site on a map and does not contain detailed information about discussions with stakeholders, site constraints and action to mitigate such problems. Furthermore it does not take the detailed work beyond Colchester, Stanway and the three rural District Centres although it does look at areas for future potential.

7.40 Nevertheless, it became clear in the course of the examination that the assessment of site constraints and the level of discussion with developers to date is greater than reported in the SHLAA itself. Clarification of the methodology and fieldwork was provided at the hearing by the consultant who prepared the SHLAA. Thus, while some criticisms are valid and should be remedied when the document is reviewed, I find that does not detract from the underlying evidence. The updated housing trajectory provides the necessary link between individual sites and the timescales involved. The SHLAA has taken a conservative view that does not assume increasing densities and makes a discount for non-delivery and is therefore robust.

7.41 I have considered in some detail the deliverability of the larger sites in the first five years' supply in order to test the credibility of the evidence base. One of the most important of these is the former Severalls Hospital at the core of the northern Regeneration Area. This has outline planning permission for 1,500 dwellings with a S106 agreement that would bring forward, amongst other things, the completion of the Northern Approaches Road and a new junction with the A12. These would then allow for a transit corridor, including a segregated bus route, and also for a park and ride site. This site is fundamental to the overall strategy but deliverability has been in doubt recently since the preferred developer withdrew.

7.42 However, the site is in public ownership (NHS trust and English Partnerships) and the outline planning permission was given an extended life. Discussions at the hearing indicated that the owners are taking steps to bring the development forward. It is not surprising that financial outcomes need to be reassessed in the current difficult circumstances but I am satisfied that there is a realistic prospect of the site starting to contribute within the first 5 years with the remainder within the CS period.

7.43 Another area where supporting evidence was examined was the East Colchester Regeneration Area where sites are at risk of coastal and fluvial flooding, although a coastal barrier provides protection. There has been close working between CBC and the Environment Agency (EA) during the preparation of the SFRA [CBC/EB/041] including government confirmation about how PPS25 should be applied in this area [CBC/EB/089]. This allows for development that assists the high priority of regeneration and many of the East Colchester sites in the housing trajectory already have planning permission. Flooding is therefore a factor that has been acknowledged in assessment of the delivery of sites in this area.

7.44 A common criticism of the housing strategy is that it relies too much on PDL which may have constraints and expenses such as contamination

and the need for major infrastructure. However, in recent years CBC has delivered housing well in excess of targets, mainly on PDL in the Regeneration Areas. The Garrison site, for example, is part way through a programme of delivery in phases, coordinated by a master plan. The continuation of a regeneration-led approach appears effective, although it is possible that the current economic circumstances and lack of demand for smaller higher density dwellings may make such sites less attractive in the immediate future. These sites may also bring forward less affordable housing or other benefits because of their higher costs. However, I consider that the regional priority given to regeneration justifies this strategy as a wider availability of greenfield land might deflect efforts away from more difficult sites. Monitoring will reveal whether action needs to be taken to bring forward areas of greenfield land in the event of delivery lagging, including that of affordable housing.

7.45 In table H1a and elsewhere the two larger areas of greenfield land in the North GA and Stanway GA are reserved for after 2016. However, this would be inflexible if PDL were slow to come forward or failed to deliver affordable housing or other benefits. Within these areas are some discrete sites that do not depend on major infrastructure and could come forward relatively quickly if needed. In order for the CS to be sound in terms of tests 7 and 9, I consider that it should be amended to remove references to greenfield land coming forward after 2016 and to remove mention of the specific location of 'land to the west of Maldon Road'. It is not necessary to change the CS to introduce alternative greenfield sites on the periphery of Colchester as sites within the GAs could provide the necessary flexibility in supply. It has been suggested that the greenfield land in the Northern GA might bring forward more dwellings than the 2,200 sought but that is not relied on to meet minimum housing targets and indicates robustness and flexibility in the CS.

7.46 Evidence about housing land supply and delivery has been subject to thorough examination with the outcome that I am satisfied that CBC is able to support its housing trajectory by a robust and credible evidence base. In my judgement it has identified a fifteen year supply of housing land as required by PPS3 with a sufficient degree of flexibility in delivery. I do not find it necessary to make changes suggested by those promoting alternative sources of supply such as at Marks Tey, as the CS is sound in this respect, meeting tests 4, 6 and 7 on this issue.

7.47 In order for the CS to be sound, the following changes should be made, as set out in Annexe 1 to my report:

- 1) amend policy SD1, table H1a and associated text to make clear that a minimum of 19,000 dwellings will be provided and that at least 1,710, rather than 1,660, additional homes would be required between 2021 and 2023, (C3, 8, 44, 70 & 71);**
- 2) amend the text to allow greenfield land to come forward before 2016 if needed, and to omit mention of specific sites (C24, 31, 73, 116, 117 & 119).**

Issue 5: Does the CS provide for affordable housing and a range of housing densities and types that are appropriate for Colchester Borough and conform with national and regional policies?

7.48 Policy H4 seeks 35% of new dwellings as affordable housing, normally on site, with an equivalent financial contribution sought for developments below the thresholds. Policy H2 of the EEP suggests that DPDs should set appropriate targets and its supporting text indicates that more than the overall 35% sought by the EEP may be justified in the more pressured areas. The Strategic Housing Market Assessment (SHMA) [CBC/EB/024] indicates the annual need for affordable homes is high at some 1,104 a year, greater than the total annual housing target of 830. Delivery of affordable housing has been very modest in the past, for example only 9.8% of housing completions between 2005-6 were affordable at the time when the 2004 LP target was 25%. This may reflect the number of sites below the 25 unit threshold, that some sites were granted permission before the LP and that others had viability problems leading to a lower percentage being agreed.

7.49 A Viability Assessment [CBC/EB/113/114] was prepared in line with the current PPS3 and from the Executive Summary it appears to provide a sound basis for assessing this aspect. It considered a range of affordable housing targets from 0% to 40% on a variety of sites. It assumed zero Social Housing Grant and a split between social rented and intermediate housing in line with the SHMA.

7.50 It found that a target of 40% would make a significant proportion of sites non viable although it could be achieved on greenfield sites and some in rural locations. Even 35% was not always viable on sites that were heavily constrained and/or possessed a high alternative land value but this assumed quite a high level of developer contributions to other infrastructure. When these were reduced then viability improved so that only three sites were clearly unviable at 35% with high density flats having particular problems. Policy H4 refers to exceptional circumstances where high development costs undermine the viability of housing delivery on brownfield sites. The explanation states that the viability of housing delivery needs to be maintained, particularly in regeneration areas, so this would not preclude viability being taken into account on all sites. Policy H4 is worded in terms of 'seeking to secure' 35% rather than being prescriptive about individual sites and this provides the necessary flexibility. I conclude that the policy is an appropriate balance between the demonstrable need for affordable housing and concerns about viability so that it satisfies PPS3.

7.51 The thresholds for providing affordable housing in the CS are 10 or more dwellings in Colchester, Stanway, Tiptree, Wivenhoe and West Mersea but 3 or more in other villages. The national indicative minimum site size threshold in PPS3 is 15 dwellings but it advises that lower minimum thresholds can be set, where viable and practical, including in rural areas. The CS threshold of 10 is based on the high need for affordable housing demonstrated by the SHMA and expressed through

strong public concern during the consultation process. The Viability Assessment included an urban site with twelve dwellings and a rural one with six and found that the size of site did not unduly affect viability. Indeed, the higher prices for dwellings outside Colchester could make it financially easier to provide an affordable element on rural sites.

7.52 Very few large sites come forward in villages, for example, from 2003-7 there were 198 permissions for 324 dwellings in villages, with only two schemes of more than 15 units. Without a very low threshold therefore, it is unlikely that any affordable housing would come forward on the back of market housing in the rural areas. The practicalities of a Registered Social Landlord (RSL) managing single houses scattered between small sites were said from the Council's experience not to be an insuperable problem. Having regard to all the evidence provided, including the work carried out as part of the SA [CBC/SUB/002], I find that the thresholds of 10 and 3 strike a reasonable balance between the need for affordable housing and the desirability of encouraging sites to be developed. Affordable housing on exception sites in rural areas has already been discussed above.

7.53 Policies H2 and H3 cover housing density and type. Their associated tables are indicative of the densities and mix that would be appropriate for various types of location in the Borough and conform with national policy. Policy H5 states that sites will be identified to meet the established needs of gypsies, travellers and travelling showpeople. A suitable site is already being provided and additional sites will be identified in the Site Allocations DPD as required, to meet future needs. Criteria included in the policy guide the location of future sites without being prescriptive and meet the guidance of Circular 01/06 and EEP policy H3. Overall, soundness tests 4 and 7 are met on this issue.

Issue 6: Does the CS provide an appropriate strategy for employment growth and is the Centres and Employment hierarchy clear, effective and supported by robust and credible evidence?

7.54 The CS carries forward the EEP target of planning for the delivery of at least 20,000 jobs in Colchester & Tendring between 2001 and 2021. There is a good evidence base underpinning the strategy, including the *2007 Employment Land Study* [CBC/EB/030], the *2005 Haven Gateway Employment Land Study* [CBC/EB/001], the *2006 North Essex Authorities Retail Study* [CBC/EB/026/027] and a *2007 Hotel Market Demand Appraisal* [CBC/EB/028/029]. The required jobs are to be provided in a diverse range of sectors with varied locational requirements.

7.55 The CS aims to accommodate 67,400 sq m of net internal retail floorspace, a small amount of which will go to the Rural District Centres. Most, however, will go to Colchester Town Centre, of which some 35,000 sq m already has planning permission in the Vineyard Gate Shopping Centre proposal. Some 106,000 sq m of gross office floorspace is sought, together with 45,000 sq m of other business floorspace. Outline planning permissions for the University Research Park, Cuckoo Farm and at Stanway will bring forward some 110,500 sq m of this. High quality employment

sites, close to the A12 and with good road access, are under way in the SEZs at Stanway and in North Colchester. Economic diversity to provide for small and medium enterprises will be encouraged in new developments under policy CE1.

7.56 The Town Centre, Town Centre Fringe and the Urban Gateways containing the three railway stations are sustainable locations for mixed use developments under policies CE2 and CE2a. Redevelopment of surplus and poor quality employment land or premises will in some cases bring forward mixed developments creating more jobs. While policy CE1 seeks to protect and enhance employment, the use of the word 'normally' in para 4 allows the necessary flexibility to consider other uses where justified. Local Employment Zones will provide for smaller scale developments, including in rural areas. I consider that this variety of approaches, coupled with the impetus of the Haven Gateway Partnership, offers good opportunities for achieving the ambitious employment targets.

7.57 However, the Centres and Employment Hierarchy in table CE1 is unclear and its application could have unintended adverse effects. Proposed changes would make it a classification, not just a hierarchy, with centres separated from employment sites. Proposed changes to policy CE2 would also clarify the role of the Town Centre, the Town Centre Fringe and the Urban Gateways with regard to the sequential approach of PPS6. These changes are necessary to make the CS sound in terms of conformity with national policies. The inclusion of the five Urban District Centres in table CE1a is appropriate in my view. Although four of these are typical out of centre supermarkets or retail parks, policy CE2b seeks a more diverse range of uses with improvements to the built character and public realm and limits new retail development. I consider this is a sound approach that does not conflict with national or regional policies.

7.58 Tourism is an important component of the Borough's economy which has been growing rapidly in recent years and which CBC seeks to develop further. I have considered whether a separate policy is required for tourism/leisure in the light of EEP policy E6, the advice of PPS7 and the good practice guide on planning for tourism [CBC/NAT/038]. I have concluded that, with the proposed minor changes to emphasise the importance of tourism, there is no need for a separate policy. Minor changes to Table CE1c are necessary to provide flexibility in references to hotels but this table is only an indication of employment delivery and should not be seen as covering all the circumstances in which hotels may come forward. I am satisfied that policy NE2, as amended, can provide a framework for tourism developments in rural areas that will satisfactorily feed into the Development Policies DPD.

7.59 Subject to the changes below, I conclude that the CS will provide an appropriate strategy for employment growth, supported by robust and credible evidence, meeting soundness tests 4 and 7.

7.60 In order for the CS to be sound, Policies CE1 and CE2 and Table CE1a should be amended for clarity. Policy CE2a and table CE1c should be revised to meet the sequential approach of PPS6 with regard to the role of the Town Centre, the Town Centre Fringe and the Urban Gateways, as set out in Annexe 1 to my report (C51-55, 58, 60 & 61).

Issue 7: Is the transport strategy, including park and ride, the most appropriate and is it supported by robust and credible evidence?

7.61 The overall transport strategy of the CS carries forward the thrust of national and regional policies that seek to address concerns about climate change by reducing the need to travel. The locations for housing and employment growth have been selected on the basis of good accessibility by public transport. Problems of transport and accessibility in the rural areas will be addressed by actively developing demand-responsive services and bidding for greener items such as ferries. The need to encourage a shift away from travelling by car is addressed by TA policies 1-3 and 5, including a range of 'stick and carrot' methods such as Quality Bus Partnerships, improving pedestrian routes and reducing town centre car parking. Working with ECC and local partners, Colchester has recently been awarded 'Cycle Town' status and matched funding, with an ambitious target of increasing the overall base level of cycle trips by 75% in the next three years.

7.62 The north and east transit corridors with rapid public transport services underpin the overall growth strategy. Park and ride facilities are included in the LTP as a general solution to congestion in Colchester. The north park and ride site at Cuckoo Farm has been the subject of a feasibility study and demand modelling [CBC/EB/050 & 051]. I consider that it is supported by evidence and complements the overall transport strategy. A west park and ride site is shown in the LTP and this was also included in the CS up until the APO stage after which it was omitted on the basis that demand studies had shown it would not be viable.

7.63 An east park and ride was specifically referenced in the CSPO (November 2006), having been identified in the 2003 document *Transport for Colchester* [CBC/EB/076]. However, there is at present no evidence to support it and it is a long term aspiration for beyond 2016. A study of the east transit corridor is not yet complete. Any park and ride site could have a 'knock on effect' and decisions could only be made on specific schemes following analysis of the context at the time. There is a large inflow of commuters from Tendring District to the east and the LTP includes measures to improve stations and signalling on that railway line. It is not known whether an east park and ride scheme would undermine rail travel. I consider that the CS is unsound because it includes that site when it is not founded on a robust and credible evidence base. The east park and ride cannot be supported purely as a means of adding local distinctiveness

to the CS and in order to make the CS sound it should be deleted from KD2 and other references in the text.

7.64 Nevertheless, some form of park and ride service would address congestion problems in Colchester and the SCS seeks the earliest introduction of the first park and ride system and a programme for its expansion. I am strongly of the opinion that CBC and ECC should continue to pursue the provision of park and ride facilities sooner rather than later; either temporarily or permanently; by bus, rail or both. However, any choice needs to be subject to the necessary detailed evidence, including viability, and that is not a matter for the CS in my opinion. In the meantime, policy TA3 as worded would not rule out any solutions.

7.65 Subject to these changes, I find that the transport strategy is the most appropriate and is supported by robust and credible evidence, meeting soundness tests 4 and 7.

7.66 In order for the CS to be sound, the east park and ride site should be deleted from the Diagram of Future Accessibility and Transport, from KD2 and from Tables UR1, TA3 and 6d, as set out in Annexe 1 to my report (C41, 43, 81, 97 & 120).

Issue 8: Will policy NE1 effectively protect the environmental assets of the Borough?

7.67 Policy NE1, to be renamed ENV1, has been the subject of proposed minor changes to incorporate representations from Natural England and English Heritage. These clarify that the policy covers all environmental assets including the historic heritage, strengthen sections on biodiversity and climate change and clarify the position regarding the Dedham Vale Area of Outstanding Natural Beauty (AONB), including its notation on KD1. I consider these changes are necessary for the CS to be sound in terms of conformity with PPS7 and with EEP policies ENV1 and ENV3.

7.68 Strategic Green Links, which are referred to in policy NE1 and shown in KD1, are not local landscape designations but physical links with a defined footpath width and green border; their boundaries would be defined in the Site Allocations DPD. They would provide attractive pedestrian routes to support the transport strategy and physical corridors for movement of wildlife to support the biodiversity strategy. These matters are coordinated in the Haven Gateway Green Infrastructure Study (HGGIS) [CBC/EBE/067] which carries forward EEP policy ENV1. Green infrastructure is an important factor in alleviating pressure on Natura 2000 sites. I therefore consider that the inclusion of Strategic Green Links in the CS is justified. Subject to these changes, policy NE1 will effectively protect the environmental assets of the Borough in line with tests 4 and 7.

7.69 In order for the Core Strategy to be sound, policy NE1 should be amended to include the historic and cultural environment and deal clearly with the AONB, as set out in Annexe 1 to my report (C5, 19, 21, 22 & 37).

Issue 9: Are the local landscape designations in policy NE1 supported by robust and credible evidence and do they conform with national and regional policy?

7.70 Policy NE1 and KD1 and KD2 contain a number of local landscape designations:

Areas of Landscape Conservation Importance (ALCI)

7.71 These are included in policy NE1 and shown on KD1. Their extent is said to be justified by a review [CBC/EB/037], based on the 2005 Landscape Character Assessment [CBC/EB/035], where they are the areas of highest or high landscape value. However, the review did not ask the fundamental question of whether there should be any local landscape designation at all. It merely re-examined the boundaries of the previous Countryside Conservation Area (CCA) designation in the LP and produced a generally less extensive coverage of proposed ALCIs. I find that it has not been clearly shown that criteria based policies cannot provide the necessary protection as required by para 25 of PPS7. The EEP in policy ENV2 also seeks criteria based policies, informed by Landscape Character Assessments, and does not refer to local landscape designations.

7.72 Supporters of the ALCI designation consider it would identify and protect the higher quality assemblages of natural and cultural landscape items and provide certainty in decision making. However, I am firmly of the opinion that a criteria based policy should be used, in order to prevent rigid designations stifling development that ought to be allowed and in order to conform to national and regional policy. The Landscape Character Assessment covers historic as well as natural features and is the basis for more detailed application of some of the criteria.

7.73 As a result of my changes to the policy, KD1 should be amended to delete the ALCIs and to remove the notation for areas of low and moderate landscape importance. The notation and key require amendment to show the AONB separately from the Natura 2000 sites. The Tiptree Heath Site of Special Scientific Interest (SSSI) should be deleted from KD1 for clarity and consistency as there are many other SSSIs in the Borough that are not shown. The diagram of settlements and rural areas on page 29 of the CS should be deleted as it is entirely duplicated by KD1. Reference to ALCIs in the monitoring indicators at Appendix 6C should be deleted. Without these changes the CS would be unsound in terms of test 4.

Green Breaks

7.74 These are included in policy NE1 and shown in KD1 and KD2 and are intended to prevent coalescence between the built up edge of Colchester and the surrounding villages. However, greenfield land outside settlement boundaries is already protected by policy NE1 and it is not clear what extra protection is needed. The same principles apply as in the case of ALCIs and in my view these concerns should be addressed by a criteria based policy in line with PPS7 and the EEP. The criteria should include one of

maintaining settlement separation which would adequately cover this matter in conjunction with the Landscape Character Assessment. In order to make the CS sound in respect of test 4 it is necessary to remove Green Breaks from policy NE1 and both KDs.

The Coastal Protection Belt (CPB)

7.75 This designation is in the LP but not in the CS. It originated in the 1984 Essex Coast Protection Subject Plan and is covered by saved policy CC1 of the Essex and Southend-on-Sea Replacement Structure Plan (SP) and LP policy CE1. It protects an area of open and undeveloped coast, containing a number of Natura 2000 sites, where extra protection is needed as minor development that would normally be permitted in the countryside might have adverse impacts on the sensitive environment. The designation crosses a number of other districts and is included in the recently adopted Chelmsford CS. The detailed boundary of the CPB will be defined in the Site Allocations DPD. I agree that it is necessary to include it in policy NE1 and to show it on KD1, in the interests of consistency (test 6) and to protect important and locally distinctive environmental assets.

7.76 Subject to these changes, the CS will be consistent with the plans of neighbouring authorities and will meet soundness tests 4, 6 and 7.

7.77 In order for the CS to be sound, the following changes should be made, as set out in Annexe 1 to my report:

- 1) reword policy NE1 and its explanation to insert the Coastal Protection Belt but replace the ALCIs and Green Breaks with a criteria based policy, (C38, 105 & 106);**
- 2) amend KD1 to add the Coastal Protection Belt and to clarify the notation and key in respect of the AONB and Natura 2000 sites but to omit the SSSI, ALCIs, Green Breaks and Areas of Low and Moderate Landscape Value (C42);**
- 3) amend KD2 to delete Green Breaks (C43);**
- 4) delete the Diagram of Settlements and Rural Areas on page 29 (C39).**

Issue 10: Does the CS make adequate provision for the expansion of the University of Essex?

7.78 The University of Essex has been involved in preparation of the CS as a partner in the LSP. Minor changes already considered above recognise its important role in the CS objective of making Colchester a prestigious regional centre. The research park between the university and the East GA provides a physical link to the East Colchester Regeneration Area. I do not consider it necessary to remove mention of the university from the East GA and Regeneration Area sections of the CS as this indicates potential involvement rather than physical location.

7.79 Changes to the proposals map will not be considered until the Site Allocations DPD and the CS is not the place to be considering a detailed scheme for university expansion. There is strong local opposition to any development of the land between the university and Wivenhoe which is at present within the CPB. This land has moderate landscape value (Review of Countryside Conservation Areas) [CBC/EB/037] and would not therefore have been included in the proposed ALCI. My decision to delete the Green Breaks leaves proposals for future development there to be assessed in relation to the CPB and the relevant criteria in policy ENV1.

7.80 The Site Allocations DPD will alter the proposals map to define boundaries for Colchester and Wivenhoe as well as for the CPB. That process should include consideration of whether some development could be accommodated in this locality, having regard to the impact on matters including landscape character and settlement separation. In my view it is appropriate for these more detailed aspects to be dealt with in the Site Allocations DPD and soundness test 7 is met.

Issue 11: Is CS policy ER1 relating to energy, resources, waste and recycling in line with national and regional policy so as to support climate change objectives?

7.81 Since the CS was submitted, the Haven Gateway Water Cycle Study [CBC/EB/110] has been published and, because this is an important factor in the sustainability of the growth point proposals, I consider it necessary for reference to be made to it in the policy and explanation and at other relevant points in order to ensure soundness in terms of a credible evidence base as required by test 7.

7.82 I have considered whether a separate policy is required to cover climate change but it is clear that the whole of the CS addresses this problem through its sustainability objectives. Minor changes to the explanation for policy NE1 meet the concerns of Natural England about the impact of climate change on biodiversity.

7.83 Policy ER1 encourages the provision of over 15% of energy demand of new developments through local renewables and low carbon energy sources. This is in line with EEP policy ENG2 which has the aim of providing 10% by 2010 and 17% by 2020. I consider the wording of this policy is flexible and does not place an undue burden on developers. While the Code for Sustainable Homes and BREEAM ratings are covered by other legislation, mention of these does not make the CS unsound.

7.84 Minor changes to the fourth para of policy ER1 will make clear that the sustainable urban extensions to the north and south west of Colchester may come forward before 2016 and will provide reduced carbon or zero carbon homes in line with national requirements at the time. This is to provide consistency with the changes already discussed regarding the timing of greenfield development to provide the necessary flexibility. Policy ER1 seeks to minimise waste and improve reuse and recycling rates and this is linked to targets in the revised Appendix C. Subject to these

changes I consider that the CS conforms with PPS22 and meets tests 4 and 7 in terms of this issue.

7.85 In order for the CS to be sound, policy ER1 and associated text should be amended to include Water, as set out in Annexe 1 to my report (C7, 111, 112 & 114).

Summary of section 7

7.86 Consideration of the main issues leads me to the conclusion that, subject to the changes specified, the strategy and policies of the CS represent the most appropriate in all the circumstances, having considered the relevant alternatives, and that they are founded on a robust and credible evidence base.

8: Monitoring and implementation

8.1 I consider that the CS as submitted is unsound because it does not include sufficient information about how policies and projects would be delivered and does not provide targets for monitoring. However, the Council has prepared an infrastructure trajectory [CBC/EB/085] and, while this is too detailed to be included in the CS itself, relevant information from it has been included in a proposed change to table 6d. A further change would amend Appendix C to provide monitoring targets as well as indicators. The targets are linked to the Annual Monitoring Report and LTP where relevant so as to provide clear mechanisms for monitoring.

8.2 Colchester Borough's position in the Haven Gateway growth point gives it considerable benefits in terms of implementation and monitoring. Although non statutory, the plans and reports produced on behalf of the sub region provide an effective framework for achieving sustainable growth and there is clearly a wide degree of partnership working which appears to be the norm rather than the exception. The very recent draft Haven Gateway Integrated Development Programme [CBC/EB/080] includes spatial packages for North Colchester, East Colchester and the Town Centre, as well as thematic packages for transport and green infrastructure. These include critical paths and an estimate of the risks involved. This work reflects regional priorities and is related to the Regional Economic Strategy so that it leads me to have a high degree of confidence that the projects in the CS will be capably implemented. The CS and evidence base, as amended, make it clear how and by whom the policies/projects will be delivered.

8.3 A major item which is needed for the north park and ride site and for much of the north GA development is the new junction with the A12 and the final phase of the Northern Approaches road from it to provide a segregated bus route. These works are to be funded by development of the Severalls Hospital site and CBC has shown considerable success in the past in delivering infrastructure through S106 agreements with developers. Despite the current difficult financial situation, I consider there are reasonable prospects of starting to deliver this site within the first five

years of the CS but there is the possibility that the extent of contributions currently required would deter a developer.

8.4 Contingency action has already been taken to accelerate the highway works through an application to the Community Infrastructure Fund (CIF) which has progressed through the initial stages and the outcome will be known by early 2009 [CBC/EB/081]. The new A12 junction is a project included in the EEP, the LTP and the draft Haven Gateway Integrated Development Programme. It has been given very high priority and I am impressed by the evidence of close working between CBC, the HA and ECC with experience of success in obtaining funding from this source. The works already have planning permission, there are no significant practical or ownership problems and the landowners and local authorities are taking the necessary steps to make the orders and submit them to the HA so that construction can proceed rapidly to ensure the grant is secured. While there are risks to implementation, they are not such as to lead me to find the CS unsound.

8.5 Issues connected with housing land supply have already been dealt with above and I am satisfied that the CS is sound in terms of national and regional policies regarding the deliverability of housing land and affordable housing. A proposed change to Section 6 will confirm that, in the event that monitoring shows housing delivery falling significantly short of the EEP's minimum requirements, the Council will act to release identified greenfield land within the Growth Areas and if necessary revise the LDF accordingly. I consider this change is necessary to make the CS sound.

8.6 Policy SD2 indicates that new development will be expected to provide facilities and infrastructure to meet the needs arising from the development. I do not find the CS unsound because this policy refers to possible requirements to contribute to strategic projects and standard charges. These are matters that will be dealt with through future national policy and the reference to consideration of viability in policy SD2 is appropriate.

8.7 Subject to these changes, the CS will provide for effective monitoring and implementation and will satisfy soundness test 8.

8.8 In order for the CS to be sound, the following changes should be made, as set out in Annexe 1 to my report:

- 1) amend table 6d to include more detailed information about implementation (C120);**
- 2) clarify section 6 as to the mechanism for ensuring housing delivery (C116, 117 & 119);**
- 3) Amend Appendix C to include monitoring targets as well as indicators (C123).**

9: Flexibility

9.1 I have already indicated that there is inherent flexibility in the housing element of the CS because parts of the greenfield urban extensions can be brought forward if necessary to speed up overall delivery or affordable housing. SOCGs between the Council and developers in the GAs demonstrate how this could be achieved [CBC/EB/92-94 & 97-99a]. It is not known whether the CS would need to be reviewed following the EEP review as that would depend on the housing numbers required and whether there was a change in strategy direction. However, it is possible that the CS will have enough flexibility to bring forward higher numbers of new dwellings as estimates from the SHLAA are based on conservative assumptions.

9.2 The CS appears to have considerable flexibility in terms of achieving its ambitious programme for job growth. This is because it provides for a diverse range of locations, from strategic sites with good connections to the A12 to the Town Centre itself and extensive Mixed Use Centres. Rural employment has shown good increases in recent years and this is also provided for in the CS. With this variety the CS is well positioned to achieve its objectives.

9.3 The transport strategy has some inflexibility in respect of North Colchester because it depends on the completion of the Northern Approaches road and A12 junction. This is not the case for the east transit corridor where the pattern of progress will be one of incremental improvements. Opportunities for providing park and ride services remain flexible, however.

9.4 The CS will be subject to regular monitoring through the AMR to ensure that its strategy and policies are successfully being delivered, and that it is reviewed if required. It therefore provides a sound, yet reasonably flexible, framework with which to plan for the future and meets soundness test 9.

10: Other policies and issues

10.1 I consider that there are no outstanding issues about the soundness of the remaining policies in the CS. Some representations raise issues that are outside the context and purpose of the CS, for example because they relate to detailed elements of policies or site specific matters. Some do not relate to the tests of soundness or are not central to my conclusions on the overall soundness of this DPD. In some cases they suggest changes to improve the text, which is not part of the examination process.

10.2 The Council has suggested some minor changes to the submitted CS to reflect relevant suggestions and points made in the written and oral representations. Other changes are suggested to clarify or update various parts of the text and to correct errors. Although these changes do not address key aspects of soundness, I endorse them on a general basis in the interests of clarity, consistency, accuracy and general soundness. These changes are shown in Annexe 1.

10.3 I have considered all the other points made in the representations and during the examination, including at the hearing sessions and in written representations, but I find no justification for making any further changes to the CS in terms of the various soundness tests.

10.4 In order for the Core Strategy to be sound, I endorse the remaining minor changes to the content of the policies, text and appendices suggested by the Council, as set out in Annexe 1 to my report, in the interests of clarity, consistency and accuracy.

Overall Conclusions

10.5 I conclude that, with the amendments I recommend, the Colchester Core Strategy DPD satisfies the requirements of s20(5) of the 2004 Act and the associated Regulations, is sound in terms of s20(5)(b) of the 2004 Act, and meets the tests of soundness in PPS12.

Jean Jones

INSPECTOR

Annexe 1 – Schedule of changes including Annexes 1a-1d

Local Development Framework

Core Strategy

Colchester Borough Council

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Executive Summary

Introduction

Colchester is a diverse and growing Borough, with a vibrant town centre, attractive villages and important natural landscapes. Over the next 15 years the Borough will face many challenges, such as housing growth, evolving economic trends and the need for more sustainable transportation.

The Borough Council is preparing a Local Development Framework (LDF) to establish a long-term strategy to manage development, provide services, deliver infrastructure and create sustainable communities. The Core Strategy will be the overarching document in the LDF that sets the strategic context for all the other development plan documents.

Stages of the Core Strategy

The adopted Core Strategy is the result of a 3 stage consultative process. The Core Strategy Issues and Options document (Stage 1) was published in March 2006. This was followed by the Core Strategy Preferred Options document (Stage 2) in November 2006, and an amendment to the preferred options in July 2007. At each of these stages the document has been consulted upon for a 6-7 week period and improvements have been made to the Core Strategy in response to submissions, sustainability appraisal, new evidence and changes to national policy. The submission Core Strategy (Stage 3) was published for consultation in November 2007 with any representations received being considered by the Planning Inspector during Examination in Public. The hearing sessions for Examination in Public were held during June and July 2008, and the Inspector's binding report received in October 2008. The Core Strategy was adopted by full Council on the 11th December 2008.

Vision and Objectives

The Spatial Vision sets out where we want to be in 2021 and articulates ambitious aspirations for Colchester to become a sustainable and prestigious regional centre, surrounded by thriving villages and countryside. The Spatial Vision is informed by the Sustainable Community Strategy, and the objectives provide more specific direction for the Spatial Strategy and Core Policies.

Spatial Strategy

The Spatial Strategy provides an overview or summary of the Core Strategy and establishes the context for the Core Policies. The spatial elements of the Strategy are also illustrated in the Key Diagrams.

The Spatial Strategy emphasises the importance of the Town Centre and regeneration. The Strategy directs development towards the most accessible and sustainable locations, and plans for the provision of transport, employment and community facilities to support the following growth areas.

The Town Centre will be the focus of regeneration activity to deliver 2000 new homes, 67,000sqm of retail floorspace and 40,000sqm of office floorspace.

The regeneration of St Botolphs and the North Station area will also deliver key outcomes, including the Firstsite Building, Cultural Quarter and North Station gateway.

The North Growth Area will accommodate 6200 homes, including a sustainable urban extension and the regeneration of the former Severalls Hospital. This growth area will also deliver the Community Stadium, North Transit Corridor, A12 junction, and Park and Ride.

The East Growth Area will regenerate the former harbour to accommodate 2600 new homes, as well as delivering the East Transit Corridor, Hythe Station improvements, the University Research Park, and expansion of the University itself.

The South Growth Area will deliver a new Army Garrison and regenerate the former garrison to accommodate 3000 homes within an urban village with good links to the Town Centre.

The Stanway Growth Area will also be subject to significant development during the life of the plan, including 1800 homes, employment development, and road improvements.

Tiptree, Wivenhoe and West Mersea are the main district settlements outside of Colchester Town. These settlements will accommodate about 1600 homes and provide shops and services to their surrounding rural hinterland. The distinct local character of other villages will be protected and local housing and employment development will be supported to meet community needs.

Core Policies

The policies in the Core Strategy provide the overarching policy direction for the Local Development Framework, and for the delivery of development, infrastructure, facilities and services in Colchester to 2021.

Sustainable Development

The Strategy establishes a Settlement Hierarchy to guide development towards the most sustainable locations. These development locations will be coordinated with transport infrastructure and the provision of community facilities, shopping, employment and open space to create sustainable communities.

The Core Strategy seeks to provide excellent health, education, culture and leisure facilities to meet the needs of Colchester's growing community. Major community facilities (including the University of Essex and the Colchester General Hospital) will form key components of the growth areas and will be better connected by Transit Corridors. The Strategy also seeks to deliver new community facilities, including the Firstsite Building and Community Stadium.

Centres and Employment

Achieving a prestigious regional centre and sustainable communities requires the enhancement of our Town Centre as well as other local centres. The Core

Strategy establishes a hierarchy that secures the important role of the Town Centre and encourages the regeneration of Urban Gateways to Colchester (e.g. North Station). The Core Strategy also promotes the enhancement of District and Local Centres to support communities with local employment, shops and services.

Strategic Employment Zones have also been identified to accommodate business development at locations to the north, east and west of Colchester Town that are well supported with infrastructure.

Housing

Colchester Borough needs to accommodate a minimum of 17,100 new homes between 2001 and 2021, and at least an additional 1,710 homes by 2023. Over two-thirds of this housing is already accounted for through existing allocations, permissions and completions. In broad terms, the majority of housing development in the Borough will be accommodated at the following locations:

- Town Centre (2000)
- North Growth Area (6200, including 2200 greenfield allocations)
- East Growth Area (2600)
- South Growth Area (3000)
- Stanway Growth Area (1800, including 800 greenfield allocations)

Housing developments will need to provide 35% affordable housing and provide a mixed of housing to meet the diverse needs of the community.

Urban Renaissance

The Core Strategy seeks to maximise the potential of the existing regeneration areas and stimulate a broader urban renaissance throughout the Town Centre. To help deliver this urban renaissance tourism will be supported and promoted. The Core Strategy also seeks to protect the historic character of the Borough whilst securing high standards of urban design in new developments.

Public Realm

Creating a high quality public realm, including parks, squares and streets, is integral to the success of sustainable communities, and is therefore a key element of the Core Strategy.

The Strategy seeks to improve the street environment and calm traffic in urban areas to attract residents to local shops, schools, parks and bus stops. Existing parkland and green links will be enhanced, and new open space will be acquired at appropriate locations, to meet the recreational needs of Colchester's growing community.

Transport and Accessibility

The key aims of the transport strategy and policies are to improve accessibility and promote sustainable travel behaviour. Improved access to shops, employment and services can be achieved through a long-term strategy of coordinating land use and transport. The Strategy seeks to

coordinate the following elements in order to improve accessibility and create sustainable communities:

- Support development at accessible locations to reduce the need to travel.
- Create people-friendly streets and encourage walking and cycling.
- Improve the public transport network with Transit Corridors, Park and Ride, and quality gateways/interchanges.
- Improve the strategic road network and manage car traffic and parking in urban areas.
- Support rural communities with demand responsive transport services.
- Travel planning and improved public information

Environment and Rural Communities

The natural and historic environment, countryside and coastline will be conserved to protect the Borough's diverse history, archaeology, geology, and biodiversity. Development will be directed away from sites of landscape and conservation importance and land at risk from flooding. The unique character of Colchester villages will be protected, with only limited development supported to meet identified needs for local employment, affordable housing and community facilities. Tourism that is appropriate to the local environment and context will be supported and promoted.

Energy, Resources, Waste, Water and Recycling

Establishing sustainable communities in Colchester requires careful management of our energy, resources and waste. The Strategy will promote environmentally sustainable developments that are designed to:

- Utilise renewable energy sources.
- Reduce household energy and water consumption.
- Encourage the recycling of waste.

Implementation and Monitoring

The Spatial Strategy and the Spatial Policies will be implemented through the further development of the Local Development Framework, by Council working with its partners, and through the planned investment of private and public resources.

Continual plan review is a fundamental element of the new planning system. The Borough Council will undertake annual monitoring of the implementation of the Core Strategy, and of other parts of the LDF as they are developed, and will amend documents as required.

1. Introduction

Colchester is a diverse and growing Borough, with a vibrant town centre, attractive villages and important natural landscapes. Over the next 15 years the Borough will face many challenges, such as housing growth, evolving economic trends and the need for more sustainable transportation. To address these challenges, Colchester Borough Council is preparing a Local Development Framework (LDF) to meet the needs of current and future generations whilst also protecting and enhancing the environment and people's quality of life.

1.1 The Local Development Framework

The Local Development Framework (LDF) will plan, monitor and manage future growth and change in Colchester Borough up to 2021. While the previous Local Plan system focused on development control, the LDF will cover a broader range of spatial issues that contribute towards sustainable communities, including issues such as transport, employment and recycling.

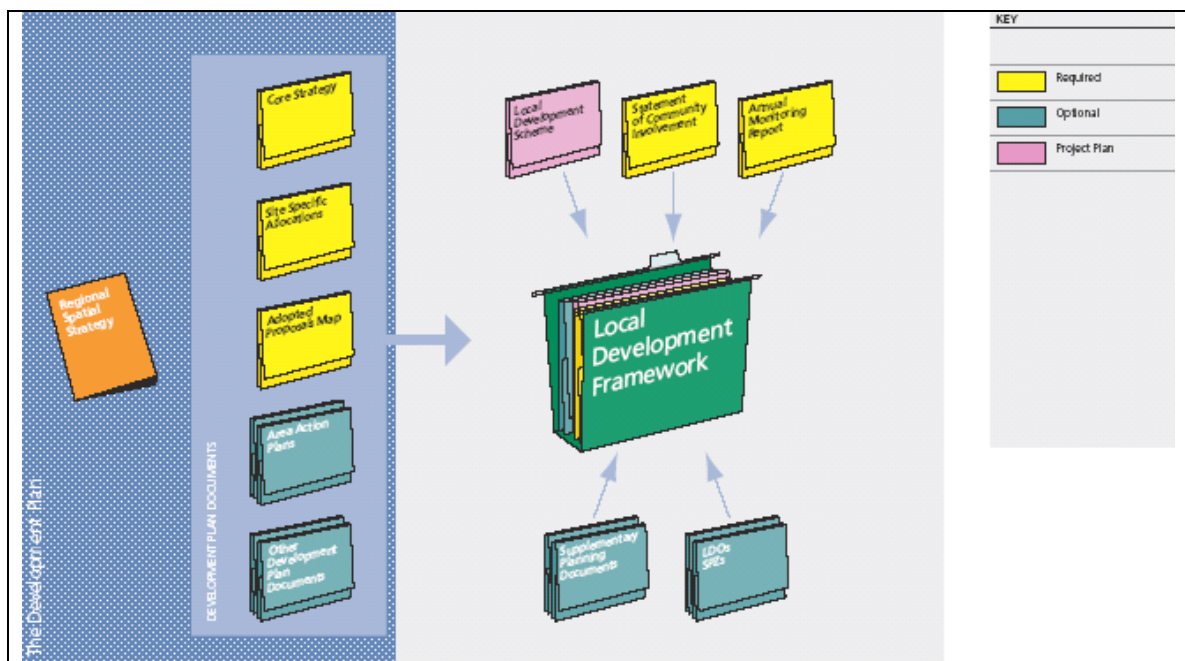
The Colchester LDF will comprise a range of Local Development Documents (see Figure 1), including the following:

- Local Development Scheme
 - Statement of Community Involvement
 - Core Strategy
 - Development Policies
 - Site Allocations
 - Area Action Plans.
- } LDF Process
- } Strategy and Policy

The Core Strategy is the central document of the Local Development Framework, and provides the broad policy directions to guide the other documents in the LDF. The Core Strategy will establish 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 we will implement and monitor the strategy. Its effectiveness will be monitored on an annual basis through the Annual Monitoring Report and it will be reviewed when necessary.

The Council has undertaken a Sustainability Appraisal and an Appropriate Assessment of the Core Strategy to evaluate the sustainability of the proposed strategy, policies and options.

Figure 1. Local Development Framework



1.2 Conformity with Other Policies and Strategies

The new planning system requires the Core Strategy and the LDF to be consistent with national planning policy, the draft East of England Plan and the Community Strategy. All subsequent Development Plan Documents and Supplementary Planning Documents in the LDF will also need to be in conformity with the Core Strategy. Accordingly, the Core Strategy has been prepared in conformity with the following policies and strategies.

National Planning Policy

National planning policy is primarily set forth in Planning Policy Guidance (PPG) which is progressively being updated and issued as Planning Policy Statements (PPS). PPS 1 summarises six key principles of sustainable planning which this Core Strategy seeks to follow:

- Sustainable communities – Development plans should ensure that economic, social, and environmental objectives are achieved together over time
- Development plans should ensure that they contribute to global sustainability by addressing the causes and potential impacts of climate change
- Development plans need to take a spatial approach. This means that they need to integrate traditional land use planning policies with other policies and programmes which influence the nature of places and how they function;
- Planning policies should promote high quality inclusive design;
- Development plans should contain clear, comprehensive, and inclusive access policies

- Community involvement is an essential element of the planning process

Regional Planning

The East of England Plan (EEP) (published May 2008) is the Regional Spatial Strategy for Colchester Borough and the LDF needs to be in general conformity with it. The EEP outlines a range of policies and targets relevant to spatial planning in Colchester. The most notable of these include:

- Identification of Colchester as a Key Centre of Development and Change. (Policy SS3)
- Identification of Colchester as a priority area for regeneration. (Policy SS5)
- The need to facilitate the provision of 20,000 new jobs in the Essex Haven Gateway including approximately 14,200 new jobs in Colchester as specified in earlier drafts of the East of England plan. (Policy E1 and HG2)
- The need to identify Strategic Employment Sites in Colchester. (Policy E3)
- Identification of Colchester's Town Centre as a Regional Centre for retail and other town centre purposes. (Policy E5)
- The need to provide a minimum of 17,100 new homes between 2001 and 2021, and at least 1710 additional homes by 2023. (Policy H1 and HG1)
- Identification of Colchester as a Regional Transport Node. (Policy T5)

The Core Strategy is consistent with the East of England Plan and seeks to implement the policies and targets as they relate to Colchester Borough. Colchester also has many unique spatial issues that are not identified in the draft East of England Plan that will be addressed by the Core Strategy.

Colchester Borough forms part of the Haven Gateway sub region, which has been recognised as a 'New Growth Point'. This special status will help deliver critical funding for vital infrastructure and development projects through a long-term partnership between Colchester Borough, the Haven Gateway Partnership and Communities and Local Government (CLG).

The Core Strategy is also consistent and supportive of the Regional Cities East (RCE) partnership. The RCE objectives for housing, prosperity, jobs and the environment can all be advanced through the Core Strategy and the LDF.

Community Strategy

The LDF provides the primary means of delivering the spatial elements of Colchester's Sustainable Community Strategy. The Community Strategy was prepared by the public, private and community partners forming the Colchester Local Strategic Partnership to set a long-term vision for the community of Colchester. The Community Strategy and the Local Development Framework share a commitment to the development of objectives through community consultation and stakeholder involvement.

Accordingly, the Core Strategy builds on the Strategy's Vision for Colchester in 2020:

Colchester, excelling as a prestigious regional centre that is:

- *an iconic destination for culture and learning nationally and internationally*
 - *renowned for sustainable economic growth*
- ...and therefore a place where everyone has the opportunity to achieve their full potential.*

Reaching across all these goals is a commitment in the Sustainable Community Strategy to carbon reduction. For the Borough Council, this means ensuring that all its strategies, plans and budgets, including the Local Development Framework, are designed with the goal of reducing the Borough's carbon footprint.

More specifically, the Core Strategy will assist in the delivery of the Sustainable Community Strategy priorities (Table 1) which support the above vision.

Table 1 – Delivery of the Community Strategy

Community Strategy Priorities	Core Strategy Policy
Transport	Accessibility and Changing Travel Behaviour (TA1) Walking and Cycling (TA2) Public Transport (TA3) Roads and Traffic (TA4) Parking (TA5)
Heritage & Culture	Regeneration (UR1) Built Design and Character (UR2) Community Facilities (SD3) Environment (ENV1)
London 2012	Community Facilities (SD3) Open Space (PR1)
Business & Employment	Centres and Employment Classification and Hierarchy(CE1) Mixed Use Centres (CE2) Employment Zones (CE3)
Life Opportunities	Community Facilities (SD3) Housing Diversity (H3) Affordable Housing (H4)

2. Spatial Portrait

2.1 Spatial Portrait

Location and External Linkages

The Borough of Colchester lies in a key gateway location between the UK and mainland Europe, with access to the rest of Europe via the nearby Ports of Harwich and Felixstowe to the east and Stansted Airport to the west. The far reaching effect of London as a world city extends to Colchester, 70 miles distant, with some businesses and commuters locating in Colchester due to its access to the jobs and services of London. Colchester's prime identity, however, is as a major regional centre with significant employment activity, cultural facilities, educational institutions, retail outlets and visitor attractions. The main town of Colchester serves as a centre not only for the Borough but for a much wider area of North East Essex, with residents of Braintree, Maldon and Tendring districts travelling into the town to work, shop and use its community facilities. The Borough's identity is also shaped by its extensive valued countryside areas and urban green spaces as well as its historic smaller settlements including Stanway, Tiptree, West Mersea, Wivenhoe, Dedham, and Rowhedge. Colchester has joined with neighbouring Essex and Suffolk authorities in the Haven Gateway partnership to make the most of its locational advantages through targeted programmes of infrastructure provision, new sustainable development, business development and training for local people.

Population

All People 2001 Census	155,800
All People mid-2006	170,800
- 0-14 years	28,900
- 15-64 years	117,200
- 65 years +	24,800

Mid-2006 Population Estimates, ONS. © Crown Copyright, 2007.

Ethnic Groups

% of resident population in ethnic groups, 2001:	
- White	96.2
- Mixed	1.2
- Asian or Asian British	1.2
- Black or Black British	0.5
- Chinese or other	1.0

Census 2001, ONS. © Crown Copyright, 2007.

Population and Households

Colchester's growing population reflects the overall upward trend in the South East region which has been fuelled by economic growth. In the last five years, the population has increased rapidly by 15,000 as detailed above. The largest growth is expected to be the older age groups (60+), while growth levels are expected to decline in the younger ages groups (19 and under), with consequent effects on the economy and social provision in the Borough. House building rates have recently been high to keep pace with the growing

population pressure, but there remains a gap in delivering sufficient quantities of affordable housing. Designation of the Haven Gateway as a new Growth Point in 2006 reflects the fact that meeting agreed targets is a challenge meriting additional support to ensure sustainable growth is matched with adequate infrastructure provision.

Housing & Households

Number of households in 2001	63,706
% of households in 2001:	
- Owner occupied	72.34
- Social rented housing	15.28
- Privately rented or living rent free	12.38
Average household size, 2001	2.37

Census 2001, ONS. © Crown Copyright, 2007.

Average number of homes built per annum (between 2001 and 2005)	824
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CBC Housing Trajectory, 2005.

Heritage and Habitat

Colchester, Britain's 'Oldest Recorded Town', recorded by Pliny the Elder in AD 77, has a rich and diverse history dating back to the Iron Age. The town's present character reflects this heritage, including its period as the Roman capital of Britain, its importance as a wool and cloth centre in medieval and Tudor times, and its focus as a hub for Victorian and 20th century industry. The numerous archaeological sites, historic buildings, and conservation areas in the Borough are a focus for preservation and enhancement. Landmarks that give Colchester its unique character include the remnants of the Town Wall encircling the historic core, the Castle and Castle Park in the heart of the Town Centre, and 'Jumbo', the Victorian water tower. The town is also defined by its hilltop setting and the green corridor through the Town provided by the River Colne.

Surrounding the town of Colchester is an ecologically rich rural and coastal environment. 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 in the north of the Borough. The surrounding villages also have a rich historical heritage, including the seafaring communities of Mersea and Wivenhoe, the former wool town of Dedham and the jam-making centre of Tiptree.

Heritage & Habitat

Number of conservation areas	22
Number of listed buildings	1,600
Number of scheduled monuments	40

CBC Annual Monitoring Report, 2006.

Economic Activity and Prosperity

In recent years there has been a change in the structure and type of employment within Colchester, in common with many other UK towns, with a move away from manufacturing and agriculture towards the service industry. In rural areas and small towns and villages, economic activity has shifted

away from agriculture towards a more diverse range of small enterprises and tourist related business.

The Garrison and the University of Essex are two noteworthy major employers that will continue to play a major role in the Borough throughout the plan period and beyond. The University of Essex is also promoting a major Research and Science park adjacent to the campus which, when developed in the near future, will be a significant contributor to the borough and sub-regional economy.

While unemployment levels in the Borough as a whole are lower than national averages, there are wide variations in prosperity and there are pockets of deprivation in parts of both the towns and rural areas. Parts of St Anne's, St Andrew's and Harbour wards are classified as 'seriously deprived' because they are amongst the 20% most deprived areas in England.

Economic Activity & Prosperity

All people aged 16 to 74 years, 2001	113,771
Number of 16 to 74 year olds working in the service industry, 2001	59,288
% of 16 to 74 year olds who are:	
- Employed	63.5
- Unemployed	2.3
- students	8.4
- Retired	12.6
- Others	18.7

Census 2001, ONS. © Crown Copyright, 2007

Community

The community has access to a wide range of publicly run services and facilities which will need to be enhanced in line with future development. Colchester General Hospital is expanding and consolidating to better serve the needs of the growing population, and its services are complemented by a range of primary care facilities throughout the Borough. The Borough's educational facilities comprise a range of primary and secondary schools, while higher education provision consists of two further education colleges (Colchester Sixth Form College and the Colchester Institute) and the University of Essex. Recreational facilities include a range of parks, a leisure centre, and four multi-activity centres. Regeneration plans include a new football stadium to be built in the North Colchester area and a new Firstsite (Visual Arts Facility) which will provide a focal point for the redevelopment of the St. Botolph's quarter.

Education

Number of maintained schools	79
- Primaries	64
- Secondary	11
- Special	4

Essex County Council, 2005.

% of population with a degree or other form of higher education, 2001	19%
% of the population with no qualifications, 2001	25%

Census 2001, ONS. © Crown Copyright, 2007.

Health

Life Expectancy:	
- Males	78 years
- Females	82 years
% of people describing their health as 'not good'	7.2
% of people with a limiting long-term illness	16.0
% of people providing unpaid care	9.3

Census 2001, ONS. © Crown Copyright, 2007

Transportation

Colchester has been designated as a Regional Transport Node in the East of England Plan, which acknowledges the importance of its transport links including those to London, Stansted Airport, and the ports of Harwich and Felixstowe. One of the biggest challenges for Colchester is road traffic growth and the dominance of the car as the main mode of travel. Significant congestion can occur during peak times within Colchester on the limited number of radial routes in and out of the town centre, the A12 and on several of the minor roads to the south of the Borough. Future growth in Colchester hinges on the expansion of alternatives to the car, including improved pedestrian and cycle links, the development of Park and Ride facilities, the implementation of travel management schemes, and enhancement of public transport services in both urban and rural areas.

Transport

Journey to work by Colchester residents:	
- Car	62.5%
- Bus	6.1%
- Train	7.1%
- Cycle	4.3%
- Walk	10.2%
- Work from home	9.2%

Census 2001, ONS. © Crown Copyright, 2007

2.2 Community Consultation

Thorough and on-going community consultation is a key feature of the new planning system. In line with Government regulations on consultation, the Council approved a Statement of Community Involvement in June 2006 which outlines community consultation activities for each component and stage of the LDF.

Community consultation on the Core Strategy to date has included 4 consultation stages. In summer 2005, the Council surveyed community views to frontload the preparation of the Core Strategy, and 470 completed surveys were returned. A community consultation exercise was next carried out in spring 2006 on the Issues and Options Report which involved a survey distributed to stakeholders and every household in the borough; facilitated workshops; and work with a secondary school. A total of 2,024 surveys and submissions were returned.

In November 2006, the Preferred Options report was published, surveys were circulated to every household, and a series of public meetings and workshops were undertaken to gather feedback on the potential options for the Core Strategy. A total of 344 surveys and submissions were received. The Council then published an amendment to the Preferred Options in June 2007 in response to submissions, sustainability appraisal, new evidence and changes to national policy. Another series of public meetings, workshops and questionnaire were arranged to facilitate further feedback on the Preferred Options, and an additional 84 submission were received.

A statement of consultation will be prepared for the Core Strategy submission document outlining the consultation program for each stage of the Core Strategy, the issues raised and how these issues have been addressed in the plan making process.

2.3 Evidence Base

The Evidence Base is a key feature of the LDF as it seeks to ensure that proposals and policies are based on sound information. The Evidence Base contains documents from local, county and regional levels. National guidance is not listed to avoid repetition, given that the Core Strategy has been produced in accordance with national planning policy.

The evidence gathered from the documents below has been employed in the formulation of the Spatial Strategy and Core Policies:

Documents making up the primary Evidence Base include:

- **Colchester's Sustainable Community Strategy (2007)** – produced by the Local Strategic Partnership based on local people's views, local needs and Colchester's unique opportunities.
- **Colchester Housing Land Availability Assessment (2007)** – the study provided evidence on housing capacity and land availability in Colchester Borough.
- **Strategic Housing Land Availability Assessment (2007)** – an update to the Housing Land Availability Assessment to reflect the latest Government Guidance. This demonstrates housing land supply over the next 15 years.
- **Colchester Strategic Housing Market Assessment (2007)** – The SHMA provides Council with a thorough analysis of the housing markets, housing need and affordable housing.
- **District Valuers Report (2007)** - Housing Stock Information for the borough.
- **Landscape Character Assessment (2005)** – provides a complete picture of the Borough's landscape features and is supplemented by reports on the capacity of settlement fringes and a review of countryside conservation areas.

- **Townscape Character Assessment (2006)** – provides a review of the character of various built environments in the Borough to help inform regeneration and the preparation of the LDF.
- **Strategic Flood Risk Assessment (2007)** - the study identifies the highest areas of flood risk where development should not be located.
- **The North Essex Authorities Retail Study (2006)** – Provides an analysis of existing town centre performance, future retail demand projections and guidance for the future scale of retail development and hierarchy of Town Centres in Colchester Borough.
- **The Colchester Employment Land Study (2007)** – Provides evidence on the capacity and quality of existing employment land provision and sets out strategies and guidance for accommodating future employment development in Colchester.
- **The Colchester Hotel Study (2007)** - The study provides an independent hotel market assessment to identify possible gaps in the market and to inform potential hotel investors of development opportunities. The study also provides a sequential site assessment of potential sites for development.
- **Open Space Study (2007)** - a local needs assessment and audit of open space, sport and recreation facilities across the borough in accordance with the requirements of PPG Note 17 and its Companion Guide.
- **North Colchester Studies** – A collection of studies have been prepared to investigate development potential in north Colchester, including an environmental audit and transport study.
- **ECC Transport Model** – Essex County Council have compiled emerging travel data to inform the LDF.
- **Haven Gateway Green Infrastructure (2007)** - a study that identifies green spaces over 2 hectares, areas where there are deficiencies and potential new allocations.
- **Haven Gateway Framework for Growth (2007)** - a non-statutory sub-regional strategy to provide measures needed to deliver growth in a sustainable way and inform the preparation of LDDs, other strategies including coastal issues, and co-ordinated implementation.
- **Haven Gateway Employment Land Study (2005)** - an Employment Land Study to review the supply of, and demand for, employment land and premises across the Haven Gateway sub-region.
- **Haven Gateway Regeneration Study (2005)** - provides the Haven Gateway Partnership with a clear assessment of the strategic fit of the various regeneration proposals being put forward within the sub-region, the potential impact of these proposals on the emerging East of England Plan and their impact on the aspirations of the Regional Economic Strategy.
- **Haven Gateway Strategic Residential and Infrastructure Study (2005)** - provides guidance on the strategic direction, scale and phasing of residential development and associated infrastructure requirements for the Haven Gateway sub-region to 2021.
- **Adopted Review Colchester Borough Local Plan (March 2004)** Most of the policies contained within the plan have been ‘saved.’

- **SEA Baseline Study & Environment Report (2004)** – provides a sound evidence base on the main social, environmental and cultural factors influencing the LDF.
- **Local Transport Plan (2006)** – produced by Essex County Council. The Plan identifies wide-reaching schemes to improve the transport network for the whole of the county, puts forward proposals and requests for funding.
- **Vehicle Parking Standards (2001)** – produced by Essex Planning Officers Association.
- **Looking Back, Moving Forward – Assessing the Housing Needs of Gypsies and Travellers in Essex (2006)** – Salford University for Essex Planning Officers Association
- **Appropriate Assessment (2007)** – The Core Strategy has been subjected to a Habitats Regulations Assessment in accordance with the Habitats Regulations, to ensure that it will not lead to any adverse effect upon the integrity of any of the important European sites within and close to Colchester Borough. Any future plan developed as part of the Colchester LDF or development arising from this Core Strategy will similarly be assessed in accordance with the Habitats Regulations. Compliance with the Habitats Regulations at this Core Strategy stage of the Colchester LDF is no guarantee that further plans or projects derived from the LDF will be similarly compliant.
- **Essex Biodiversity Action Plan**
- **Essex Coast Protection Subject Plan (1984)** – this outlines the Coastal Protection Belt which will be shown on the proposals map.
- **The Haven Gateway Water Cycle Study** – Phase 1 of this emerging document was completed in March 2008 and Phase 2 is expected Autumn 2008.
- **North East Essex Primary Care Trust Estates Strategy 2008-2011**

2.4 Key Issues for Colchester

The unique characteristics of Colchester create specific issues, opportunities and problems for the future, which need to be addressed by the Core Strategy and LDF. The issues outlined below have been identified through public consultation, the evidence base, national planning policy, the East of England Plan and the Sustainable Community Strategy. These issues provide the basis and context for the development of the Vision and Objectives, the Spatial Strategy and the Core Policies.

Sustainability

Current problems:

- Increasing impact of climate change on the environment, particularly flooding and the Borough's coastline, and need to reduce greenhouse gas emissions.
- New development does not consistently achieve best practice in sustainable construction and design.

- Legacy of previous dispersed growth patterns has resulted in high levels of car dependency for travel.
- Construction of office and retail development in unsustainable out-of-centre locations.

Future Challenges:

- Development of sustainable land use patterns that maximises accessibility between jobs, homes, services and facilities.
- Developing renewable sources of energy and energy efficient buildings.
- Addressing the long-term impact of climate change by reducing greenhouse gas emissions and the consumption of scarce natural resources and minimising pollution.

Becoming a Prestigious Regional Centre

Current problems:

- Providing appropriate business premises to the continually evolving local economy, with growth in service and knowledge based employment sectors and decline in industrial / manufacturing sectors.
- Rundown buildings and areas in need of renewal, which detract from the character of the townscape and Borough.
- Low quality public spaces in key gateways, such as the main train stations, and primary access points to the town centre.
- Lack of visibility and consistent access to key historic and natural features such as the River Colne and the Town Wall.
- Key facilities dislocated from the Town Centre and transport nodes, such as Essex University and Colchester General Hospital.
- Concern about the real and perceived safety of public areas, particularly in relation to evening entertainment uses.

Future Challenges:

- Ensuring increasing prosperity benefits all.
- Development of a high quality built environment that enhances the existing historic context, with new regionally significant facilities such as the Community Stadium and the Firstsite (Visual Arts Facility) which can inspire wider regeneration.
- Provision of high quality, accessible and flexible business premises compatible with the changing profile of Colchester businesses and workforce.
- Retention of University Graduates and skilled workers in local employment.
- Expansion of facilities to provide further and higher education at the Colchester Institute and University of Essex to meet the needs of a growing population and developments in the delivery of education regionally, nationally and internationally.
- Expansion of health care facilities to provide additional hospital services and expanded local health centres to meet the needs of a growing and increasingly aged population and changes in how healthcare is delivered.
- Promoting and supporting tourism.

Managing Growth Pressures

Current problems:

- Colchester is part of the high demand south-east housing market, which places development pressure on the Borough including upon greenfield land.
- Expense involved in regenerating previously developed land, such as the Hythe and St Botolphs.
- Lack of affordable housing and limits on the diversity of housing in terms of tenure, dwelling type and size.
- The provision of infrastructure and facilities is struggling to keep pace with new development.
- Limited capacity within Colchester's historic Town Centre to accommodate new development.

Future Challenges:

- Balance ambitious housing and employment growth targets with the need to conserve and enhance the natural and historic environment.
- Need to ensure that future development incorporates high quality sustainable design and construction appropriate to its context as a legacy for future generations.
- Matching jobs growth with population growth.
- Managing the impact of the increase in smaller and older households and consequent effect on services and housing.
- Meeting the demand for affordable housing, including allocation of sites for gypsies and travellers.
- Preservation of countryside areas and strategic green gaps between settlements.
- Conserving open space and biodiversity in urban areas
- Provision of adequate transport, utilities and social infrastructure to meet existing deficits and to support growth.
- Mitigation of flood risk and contaminated land

Improving Accessibility

Current problems:

- Traffic congestion on key roads and junctions, particularly in the Town Centre.
- Some roads are designed to suit cars at the expense of pedestrians and quality development.
- Buses are obstructed by traffic congestion and thus provide slower and less frequent services.
- Lack of access and connectivity between different parts of the Borough, particularly to and within the Town Centre.
- Shortage of local shops and community facilities at walkable neighbourhood locations.
- Loss of shops and services in villages and lack of frequent public transport services.

Future Challenges:

- Development of an integrated, affordable public transport network.
- Providing fast and frequent bus services.
- Reducing the need to travel and managing the demand for road space.
- Eliminating barriers to access by improving pedestrian and cycle provision and interconnectivity between different transport modes (e.g. bus-rail interchange).
- Improving access in rural areas to jobs and services.

3. Vision and Objectives

The following Vision sets out where we want to be in 2021. The Vision distils feedback from consultation into ambitious aspirations for Colchester to become a sustainable and prestigious regional centre. The objectives that follow address to the issues, opportunities and problems faced by the Borough.

3.1 Spatial 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.

3.2 Objectives

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'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 prestigious 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.
- Support and promote the growth of tourism.

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.

Environment and Rural Communities

- Protect and enhance Colchester's natural and historic 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.

4. Spatial Strategy

4.1 A Strategy for Sustainable Communities in Colchester

The Spatial Strategy sets out the overall approach for the provision of new homes, jobs, infrastructure and community facilities over the plan period. It sets the context for the Core Policies and outlines how the Vision and Objectives will be achieved.

The Spatial Strategy directs development towards the most sustainable locations, as illustrated by the Key Diagrams, and plans for supporting facilities and infrastructure to create sustainable local communities. The Strategy emphasises the importance of the Town Centre and regeneration to help Colchester to fulfil its potential as a prestigious regional centre for the Haven Gateway sub-region and wider Eastern region, with key links to London and Europe.

Colchester Town

The Council will focus the majority of future development on the following growth areas, and will work with partners to deliver the infrastructure and facilities needed to support this growth:

- Town Centre
- North Growth Area
- East Growth Area
- South Growth Area
- Stanway Growth Area

Focusing development at these locations will support regeneration, promote sustainable lifestyles and preclude large amounts of greenfield development. However, it is essential that development is well designed and supported with transport and utilities infrastructure, open space and community facilities.

Town Centre

Colchester's historic Town Centre is the cultural and economic heart of the Borough. The Town Centre will be enhanced through regeneration, public realm improvements, and a balanced mix of uses that sustain activity throughout the day and evening. However, the capacity of the historic core is limited and the extent of the functional Town Centre needs to be expanded. Other areas around the Town Centre, including the train station gateways, are highly accessible and currently perform important town centre functions. The Core Strategy seeks to expand our concept of the Town Centre to include these fringe areas and gateways.

Over the plan period it is projected that approximately 2000 new homes will be delivered in the Town Centre, including over 1,500 homes that have already been completed or permitted. In addition, Colchester's Town Centre

needs to accommodate more business, tourism and retail developments, including 67,000sqm of net retail floorspace and 40,000sqm of gross office floorspace between 2006 and 2021. The Town Centre will also be the primary location for the delivery of 270-490 hotel bedrooms between 2006 and 2011, and additional hotel developments beyond this period. These targets reflect the findings of current studies assessing Colchester's retail, business, and hotel requirements. This development will be primarily focused on the Town Centre, and other highly accessible locations, to create a sustainable and prestigious regional centre.

The Council therefore needs to actively promote and facilitate urban renaissance in the Town Centre and the regeneration of the St Botolphs and North Station areas. The regeneration of St Botolphs will deliver the following key projects:

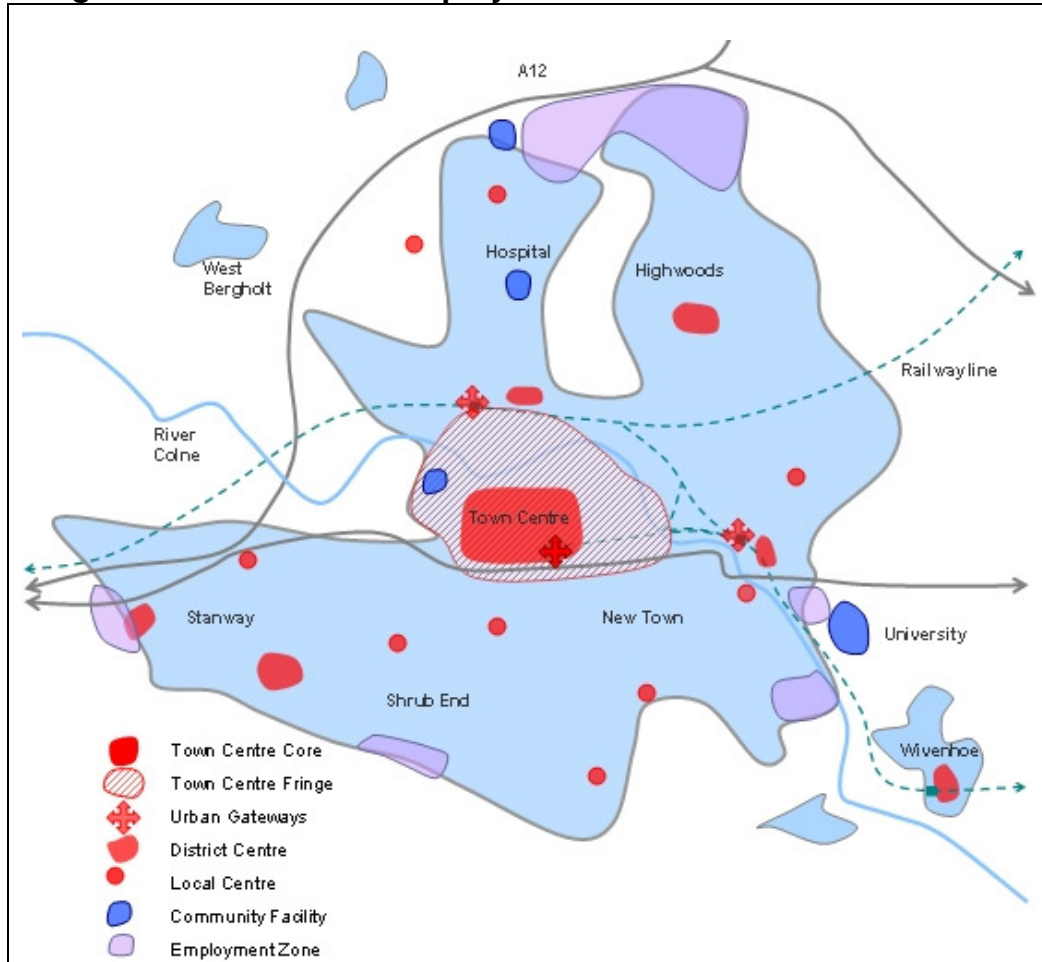
- Firstsite Building (Community arts facility)
- Cultural Quarter
- New bus station
- Town Station improvements
- Magistrates court
- Vineyard Gate (approx 35,000sqm of net retail floor space)
- Pedestrian/cycle bridge
- New open spaces

The regeneration of the North Station area will deliver the following:

- Regenerate the North Station gateway
- North Transit Corridor
- Improved bus-rail interchange
- North-south capacity improvements (A133/A134)
- High density, mixed use developments, including 40,000sqm of gross new office floor space
- Green links between Highwoods Country Park and Castle Park
- Improvements to A133 central corridor

Transport improvements will also be made to the Town Centre's historic core to improve access and manage congestion. The Council seeks to enhance the pedestrian environment and reduce traffic on the High Street, and facilitate better bus access and circulation in the historic core.

Diagram of Centres and Employment Zones



North Growth Area

Mile End is a suburban area that has experienced rapid residential growth in the recent past. The area provides good access to the Town Centre, North Station, the A12 (upon completion of a new A12 junction), open space and Colchester General Hospital.

Between 2001 and 2021, approximately 4000 new homes will be delivered in the established urban areas. The majority of this housing (approx 3,500) has already been constructed or permitted. The Core Strategy also identifies additional greenfield land to the west of Mile End Road with capacity for 2,200 homes. It is intended that this land will come forward between 2016 and 2023, although the timing and delivery of the greenfield sites will be kept under review and brought forward if necessary. The achievement of zero carbon development is expected to be in accordance with national planning policy requirements in place at that time.

North Colchester is also identified as a Strategic Employment Zone. Cuckoo Farm offers approximately 19.8ha of employment land that will provide good access to the A12.

The Core Strategy will coordinate this housing and employment development with the delivery of transport infrastructure, community facilities and open space. Key projects to be delivered within the North Growth Area include:

- Community Stadium
- A12 junction and Northern Approaches
- North Park & Ride
- North Transit Corridor
- North-south capacity improvements (A133/A134)
- Expansion of Colchester General Hospital
- A sustainable urban extension
- Strategic employment site
- Two new primary schools and additional secondary school places are planned.
- Extra pre-school, primary and secondary school places to serve the urban extension (2,200 new homes) through new schools and expansion of existing provision.
- Community hall improvements and new community centre
- Strategic public open space
- Sport, recreation and youth facilities
- Allotments and green links

East Growth Area

The Hythe area is a former commercial harbour which includes some rundown and underused industrial land. Together with the University of Essex and New Town, this eastern area of Colchester has entered a period of significant growth. The area provides good access to Hythe Station, University of Essex and the Town Centre, but is constrained by limited transport infrastructure and flooding issues.

East Colchester is an established Regeneration Area that seeks to deliver sustainable, mixed use neighbourhoods oriented towards the River Colne and which respect the historic character of the area as the location of the early port. Over the plan period the East Growth Area provides capacity to accommodate at least 2,600 new homes, including over 1,500 homes that have already been completed or permitted. Once local traffic and flooding issues are resolved, then additional development will be encouraged at this highly accessible location. The regeneration of this area therefore needs to be supported by improvements to transport infrastructure, flood mitigation and open space.

Key projects to be delivered within the East Growth Area include:

- Colne Harbour regeneration
- Improvements to Hythe Station
- East Transit Corridor and potential Park & Ride
- University research park (approx 36,000sqm of office/business floorspace)
- Colne River pedestrian/cycle bridge
- University of Essex expansion
- High density, mixed use developments, including over 2,600 homes

- New health centre
- New public open space
- Green links

South Growth Area

The Garrison area in the south of Colchester is an established regeneration area that provides significant potential for redevelopment within close proximity to the Town Centre. The new Garrison is currently under construction and will provide approximately 5000 direct jobs. A master planned urban village has been approved on the old Army Garrison site to accommodate 2,600 homes. Recently, the progress of development and detailed planning permission indicates that housing delivery is likely to exceed 3000 during the plan period. This additional housing delivery needs to be supported through improvements to transport infrastructure and community facilities.

Key projects to be delivered within the South Growth Area include:

- New Army Garrison
- Master planned urban village (approx 3000 homes)
- New health centre
- New primary school
- Public open space
- Sport and recreation facilities
- Colchester Town Station Improvements
- Pedestrian / cycle links to Town Centre

Stanway Growth Area

The western and south-western fringes of Stanway will also be subject to significant development during the life of the plan. Existing allocations for both employment and housing will continue to be developed during the plan period. Stanway is identified as a Strategic Employment Zone and provides approximately 16ha of employment land that will provide good access to the strategic road network (A12). Existing housing allocations will deliver approximately 1000 homes by 2021. Furthermore, urban extensions to the west and south west are intended to deliver 800 homes. It is intended that this land will come forward between 2016 and 2023, although the timing and delivery of the greenfield sites will be kept under review and brought forward if necessary. The achievement of zero carbon development is expected to be in accordance with national planning policy requirements in place at that time. This development will provide protection for sites of archaeological significance as well as facilitate delivery of strategic public open space and road improvements which will improve the highway network to the south and west of the town.

Key projects to be delivered within the Stanway Growth Area include:

- Sustainable urban extensions
- Strategic public open space
- Stanway road improvements
- Improved bus links

- Expanded secondary school provision
- New primary school
- Youth and recreation facilities
- Village hall improvements
- Allotments

District Settlements

Tiptree, Wivenhoe and West Mersea are the main district settlements outside of Colchester Town. These settlements provide an important range of shopping, services and facilities to their surrounding rural hinterland.

Tiptree had a population of 8,305 in 2001 and is the largest settlement in the Borough outside of Colchester Town. Over the plan period it is projected that approximately 680 new homes will be developed in Tiptree, including 500 homes (approx) that had already been completed or permitted in 2006. This may also include the reallocation of surplus employment land. An additional 245sqm of net retail floorspace will also be sought in the district centre. All this development will help regenerate Church Road and deliver open space and community facilities. Key facilities to be delivered in Tiptree include a new health centre, expansion of the primary school, new sports pitches and allotments.

Wivenhoe had a population of 7,221 in 2001 and has good connections to the University of Essex, Colchester Town, and regional train services. Over the plan period, approximately 635 homes will be developed in Wivenhoe and across the water in Rowhedge, including recent developments in Wivenhoe the regeneration of Rowhedge Port. An additional 126sqm of net retail floorspace will also be sought in Wivenhoe's district centre. Key facilities to be delivered in Wivenhoe include a new health centre, youth facilities and community hall improvements.

West Mersea, with a population of 6,925 in 2001, is a relatively self-contained coastal community offering quality tourism and recreation opportunities. The West Mersea waterfront will be conserved for its historic maritime character and distinctive maritime-related local businesses. There are some limited development opportunities in West Mersea and approximately 280 new homes will be developed during the plan period, including over 200 homes that have already been approved or completed. An additional 173sqm of net retail floorspace will also be sought to service the residents of Mersea Island. Key facilities to be delivered in West Mersea include allotments and a new health centre.

Rural Communities

The villages in the borough are unlikely to experience significant development during the plan period. Overall, about 705 homes are likely to be developed in rural communities throughout the borough. Approximate 650 of these homes had been completed or approved in 2006, including 150 new homes in Great Horkesley. The priorities in these villages will be protecting the distinct local

character and supporting the provision of affordable housing, open space, rural employment, key services and community facilities.

Separation will be maintained between Colchester and adjoining settlements in order to protect village identity and landscape character.

Environment

The natural environment, countryside and coastline will be conserved and enhanced to protect the Borough's biodiversity, landscape, geology, history and archaeology. Development will be directed away from sites of international, national, regional and local importance, areas of landscape conservation importance and land at risk from fluvial and coastal flooding. Where new development requires a rural location, it will need to enhance the locally distinct character of the landscape, in accordance with the Landscape Character Assessment. The Dedham Vale Area of Outstanding Natural Beauty will be protected from inappropriate development. The open and undeveloped coast within the Coastal Protection Belt will be protected from development that would harm its open and rural character. Management will focus on balancing the rural land uses that have shaped the landscape with opportunities to enhance and promote tourism and recreation.

The River Colne provides a valuable green corridor, for both wildlife and people, from Colchester Town to the countryside and coastline. Subject to flood risk assessment, the regeneration of previously developed land will be supported at appropriate locations along the river to enhance its recreation and nature conservation values. Strategic open spaces and green links, such as the river corridor, will be maintained and enhanced to support movement, recreation and biodiversity.

The Abberton Reservoir will be expanded to help meet increasing water demands in the region. This expansion will include improved visitor access and a new visitor centre to provide for recreation and education.

Transport Strategy

Accessibility and transport are key elements of the Core Strategy and the Council will prepare Transport Strategy as part of the Local Development Framework to reflect Colchester's role as a Regional Transport Node. This Transport Strategy will accord with the Regional Transport Strategy and the Local Transport Plan, and will aim to achieve the following through partnership working:

- Improve accessibility to services
- Reduce the need to travel and manage congestion
- Achieve more sustainable travel behaviour
- Create safe and sustainable communities
- Minimise impact on the environment

In practice, the achievement of these aims requires a long-term strategy coordinating development and transport to support sustainable lifestyles and address climate change. Accordingly, the Spatial Strategy and Transport Strategy seek to coordinate the following through partnership working:

- Support housing and mixed use development at accessible locations, and therefore reduce the need to travel.
- Create people-friendly streets that encourage walking, cycling and public transport.
- A safe, direct and integrated network of walk/cycle paths and facilities to connect people with key destinations, particularly the Town Centre.
- Promote the use of public transport by providing a fast, frequent, reliable and high quality public transport network.
- Create transit corridors to facilitate high quality public transport services that can bypass traffic congestion.
- Deliver Park and Ride facilities that offer visitors with a high quality connection to Colchester Town.
- Improve the pedestrian environment and reduce traffic on the High Street and facilitate better bus access and circulation in the Town Centre.
- Manage car parking to support the economy and facilitate attractive streetscapes.
- Manage car traffic in urban areas using alternatives and technology to minimise adverse impacts on the streetscape and local environment.
- Improve the strategic road network to support economic growth, sustainable development and reduce pressure on local roads.
- Use of demand management measures to optimise the use of the existing transport networks
- Support rural communities with demand responsive transport services

The Transport Strategy will also seek to create attractive and high quality gateways to Colchester to create a prestigious regional centre and promote sustainable travel behaviour. The main public transport interchanges, including North Station, Hythe Station and Town Station, will be regenerated to provide attractive 'urban gateways' to the Town Centre. The new A12 junction, including Park and Ride, will also provide a quality gateway for vehicular access to Colchester Town.

The key transport measures outlined above will substantially improve people's access to jobs, shops, services and facilities in the Borough. The following diagrams below provide a conceptual illustration of the accessibility improvements to be achieved through investment in transport infrastructure and services

Diagram of Present Accessibility and Transport

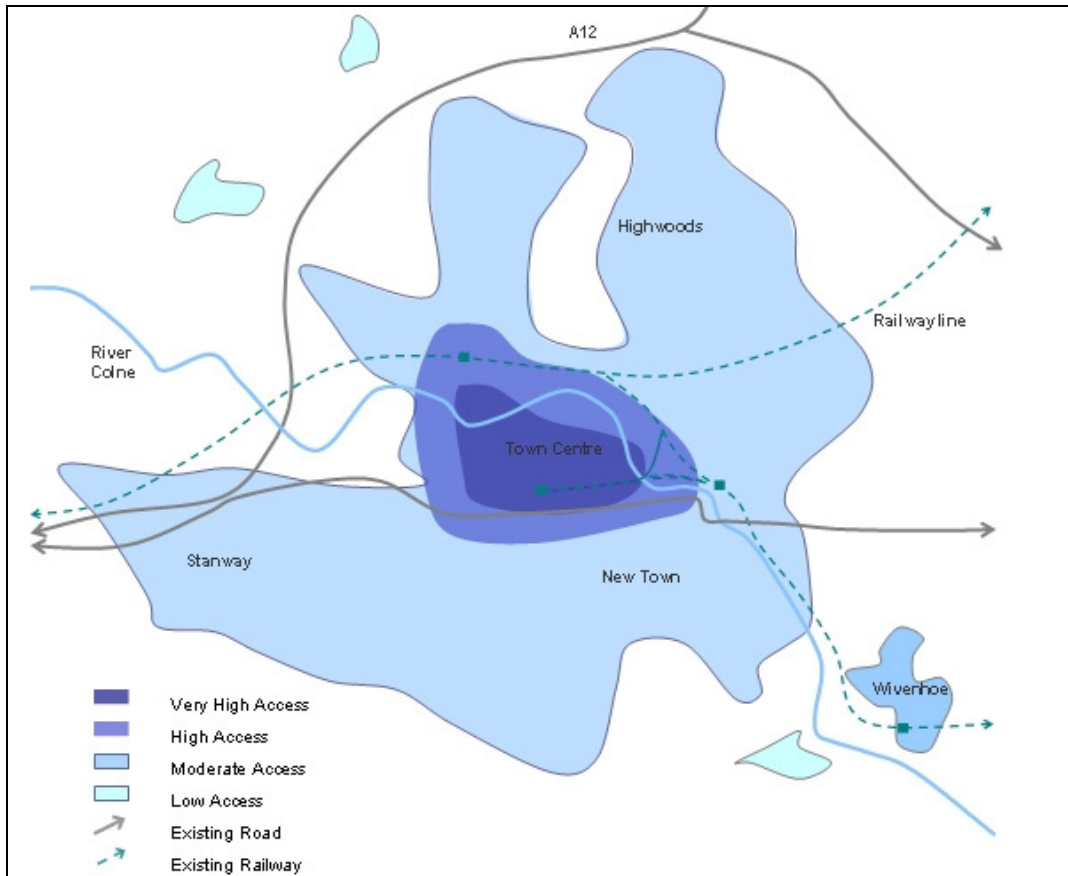
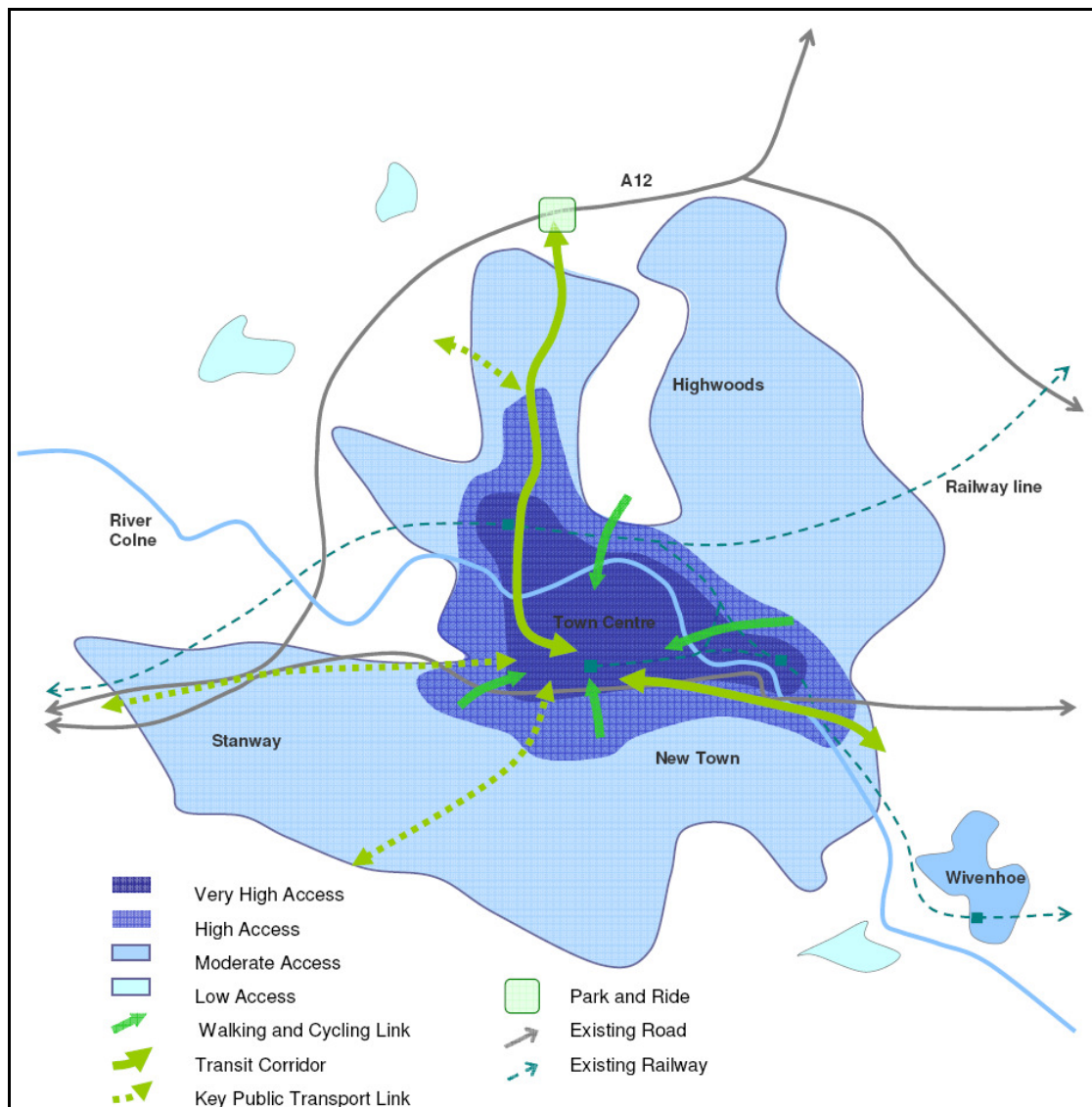


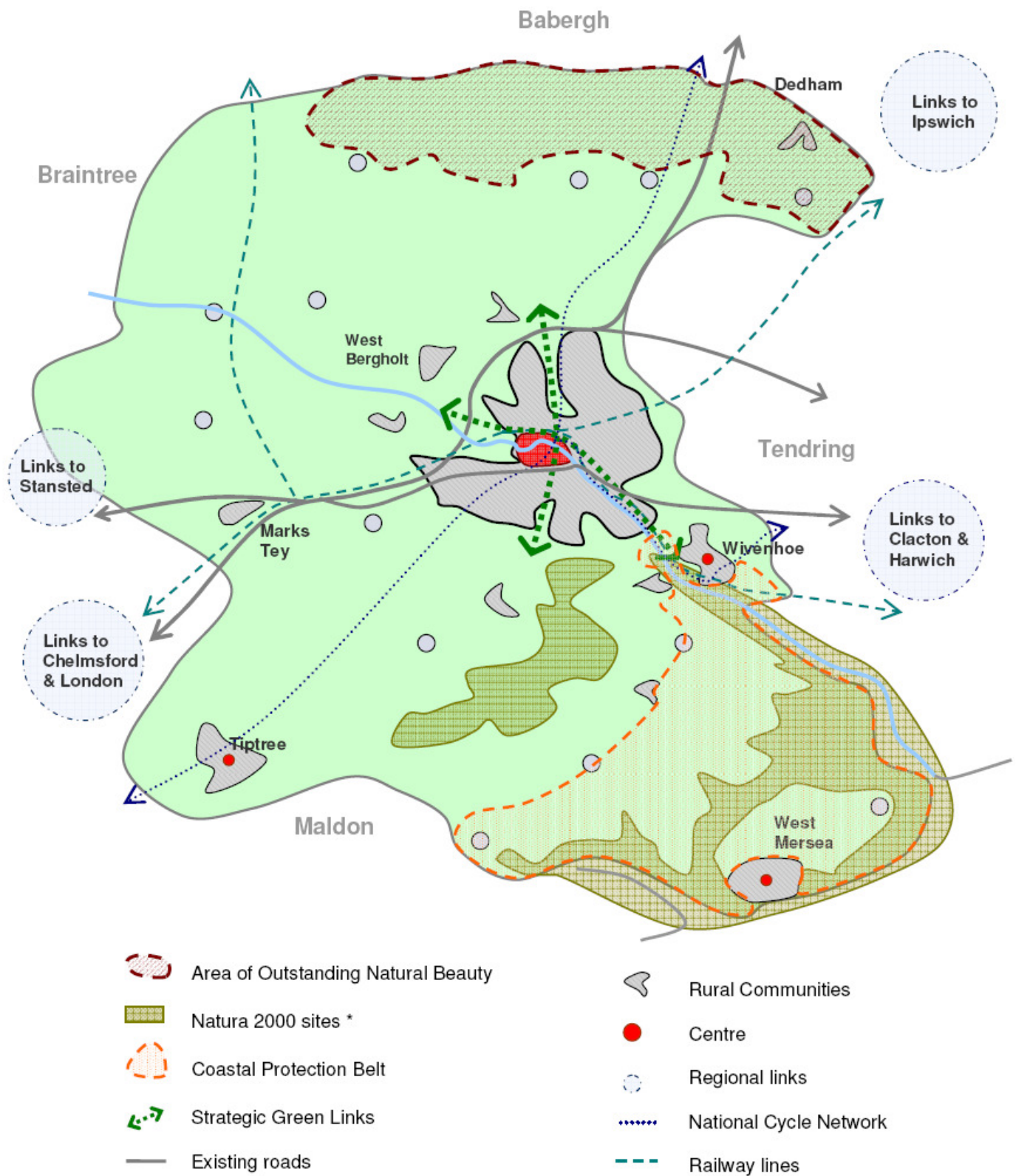
Diagram of Future Accessibility and Transport



4.2 Key Diagrams

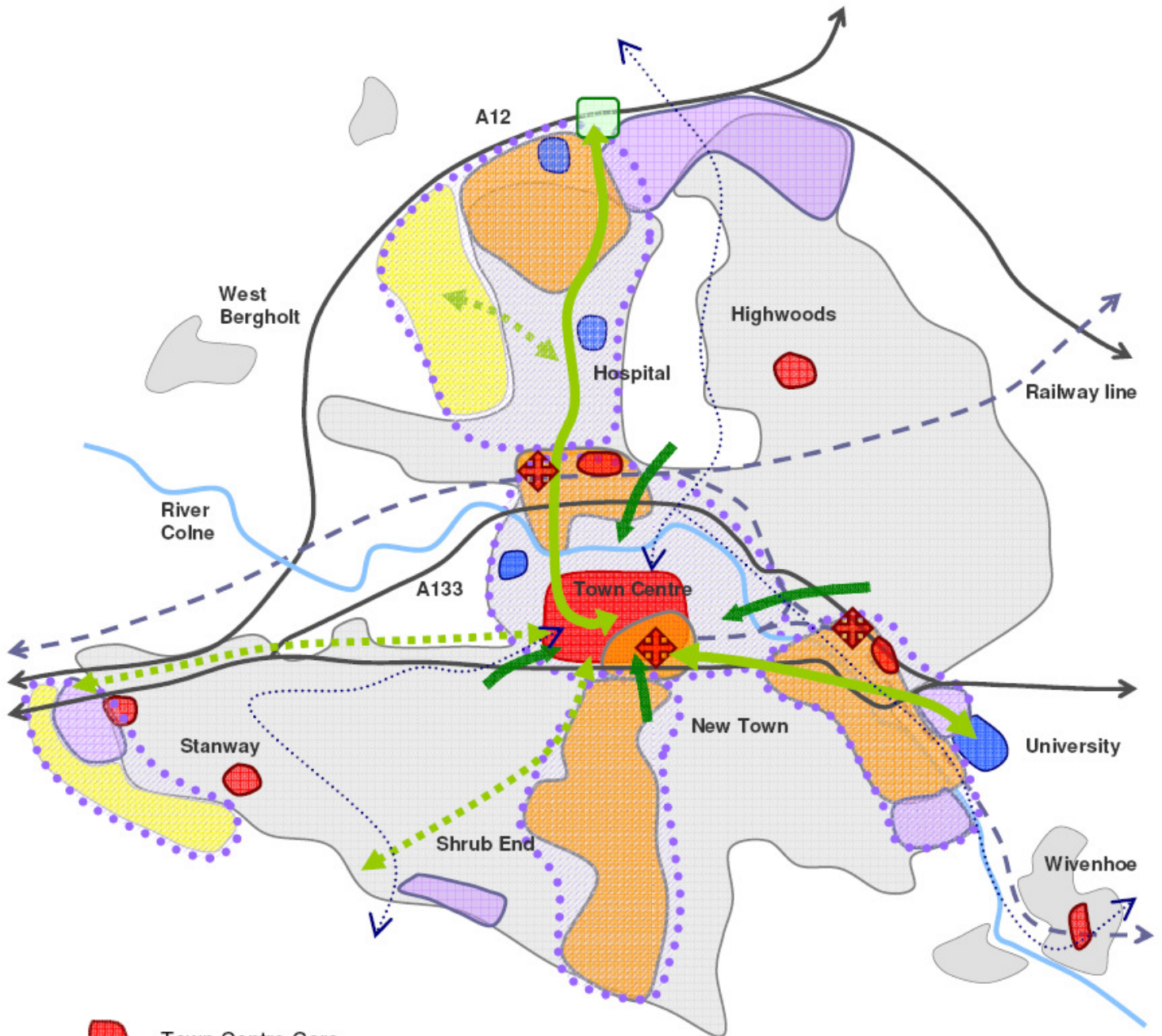
The Key Diagrams provide conceptual illustrations of the Core Strategy. The first Key Diagram illustrates the Strategy at a Borough-wide scale, whilst the second Key Diagram focuses on the complexities of Colchester Town. These Diagrams present the spatial principles of the Strategy and identify broad locations that relate to Core Policies, but are not intended to be detailed or site specific.

KD1: Colchester Borough



* Natura 2000 sites include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites.

KD2: Colchester Town



- | | | | |
|--|-----------------------------|--|----------------------------|
| | Town Centre Core | | Transit Corridors |
| | Urban Gateways | | Key Public Transport Links |
| | District Centres | | Key Walk and Cycle Links |
| | Key Community Facility | | Park and Ride |
| | Regeneration Area | | Railway Line |
| | Employment Zone | | Existing Road |
| | Broad Areas for New Housing | | National Cycle Network |
| | Established Housing | | |
| | Growth Areas | | |

5. Core Policies

The policies in the Core Strategy provide the strategic direction for the Local Development Framework, and for the delivery of development, infrastructure, facilities and services in Colchester to 2021. These policies seek to achieve the Vision and Objectives and should be interpreted within the context of the Spatial Strategy.

5.1 Sustainable Development

SD1 – Sustainable Development Locations

Colchester Borough Council will promote sustainable development and regeneration to deliver at least 14,200 jobs between 2001 and 2021 and at least 19,000 homes between 2001 and 2023.

Throughout the borough, growth will be located at the most accessible and sustainable locations in accordance with the Settlement Hierarchy below and the Key Diagrams. Development proposals will be expected to make efficient use of land and take a sequential approach that gives priority to accessible locations and previously developed land (PDL). Proposals should seek to promote sustainability by minimising and/or mitigating pressure on the natural, built and historic environment, utilities and infrastructure, and areas at risk of flooding.

In support of Colchester’s aim to be a prestigious regional centre, the Borough Council will promote high quality design and will focus on enhancing the character and quality of the Town Centre, the Regeneration Areas and key Gateways to Colchester. Development in Colchester Town will be primarily focused on the following broad locations (see Key Diagrams):

- Town Centre
- North Growth Area
- East Growth Area
- South Growth Area
- Stanway Growth Area

The Council will also seek to sustain the character and vitality of small towns, villages and the countryside, and development will be expected to achieve a high standard of design, sustainability and compatibility with local character.

Table SD1 – Settlement Hierarchy

Hierarchy	Settlements
Regional Centre	Colchester Town and Stanway
District Settlements	Tiptree West Mersea Wivenhoe
Rural Communities	The other villages in the Borough (see Appendix B)

Explanation

The Community Strategy's vision for Colchester is for it to develop as a prestigious regional centre. This can be achieved through regenerating our town centre and regional gateways, whilst protecting and enhancing the character of the countryside and rural communities.

Colchester is a growing borough and needs to provide quality housing and employment opportunities, as well as improving the environment and our quality of life. New development needs to be carefully managed, well-designed and directed towards locations that will stimulate regeneration and support sustainable communities. Development also helps fund improvements to community facilities, transport infrastructure, open space and affordable housing.

The Council is focusing development on areas that are in need of regeneration and are accessible by a range of transport modes. This approach will protect our countryside by minimising the amount of development occurring on greenfield land. It will also help improve accessibility and reduce the need to travel, by ensuring that homes, employment and facilities are well located.

The broad locations for development in Colchester are outlined in the Spatial Strategy and illustrated in the Key Diagrams. These development locations have been coordinated with transport and utilities infrastructure and the provision of community facilities, shopping, employment and open space to create sustainable communities.

SD2 – Delivering Facilities and Infrastructure

The Borough Council will work with partners to ensure that facilities and infrastructure are provided to support sustainable communities in Colchester. New facilities and infrastructure must be located and designed so that they are accessible and compatible with the character and needs of the local community.

New development will be required to provide the necessary community facilities, open space, transport infrastructure and other requirements to meet the community needs arising from the proposal. Development will also be expected to contribute, as appropriate, to strategic projects that support sustainable development and the wider community.

The Council will seek to employ standard charges where appropriate to ensure that new development makes a reasonable contribution to the provision of related facilities and infrastructure. The tariff approach will be based on a comprehensive review of the need, timing and scale of investment and how this relates to the key growth areas set out in the Core Strategy. The viability of developments will also be considered when determining the

extent and priority of development contributions.

Explanation

Supporting development with the necessary community facilities and transport infrastructure is essential to creating sustainable communities. The Borough Council does not have the resources or the necessary powers itself to provide all the facilities and infrastructure. Therefore, the Council will need to work with partners and collect contributions from development, ensuring that the financial contributions requested are fair, proportionate, and tied in to clear priorities for the overall sustainable development of the Borough.

Developments will be required to deliver and contribute towards the following where necessary (not exclusive):

- Affordable housing
- Transport infrastructure and services
- Open space, sport and recreation
- Community facilities
- Primary and secondary schools
- Public realm improvements
- Renewable energy and sustainable construction
- Flood mitigation measures
- Employment and training schemes

The Council will prepare further guidance regarding standard charges and development contributions towards facilities and infrastructure. Additional information on the delivery of infrastructure and facilities is also provided in the following Core Policies:

- SD3 - Community Facilities
- H4 – Affordable Housing
- PR2 – Open Space
- TA3 – Public Transport
- TA4 – Roads and Traffic

SD3 – Community Facilities

The Borough Council will work with partners to deliver key community facilities (see Table SD3) to support the Sustainable Community Strategy and to develop Colchester as a prestigious regional centre.

The Council will also provide facilities for the local communities, based upon an analysis of needs, with particular regard to disadvantaged groups. New development will be required to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities. Safe, direct routes for walking and cycling and appropriate bus services will be established to serve existing and new pre-school, primary, and secondary school sites.

Community facilities should be located in centres or 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 and encourages multi-purpose community facilities that can provide a range of services and facilities to the community at one accessible location. Where existing facilities can be enhanced to serve new development, the Council will work with developers and local partners to audit existing facilities and assess the requirement for additional facilities to deliver comprehensive provision of services to serve these extended communities. The Council will work with local partners, such as Parish Councils or Community Associations, to plan and manage community facilities.

Table SD3: Delivery of Key Community Facilities

Growth Areas	Project
Town Centre	Firstsite (Community arts facility)
	Cultural Quarter
	Magistrates' Court
North Growth Area	Community stadium and regional conference centre
	Colchester General Hospital expansion
	4 new primary schools (ie., at Turner Village, Severalls, and two in the urban extension)
	Early years and childcare facilities
	Either new secondary school site (on a precautionary basis); and/or expansion of existing secondary school provision at nearby schools
East Growth Area	University of Essex expansion
General	Facilities to support 2012 Olympics
	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).

*refer to policy TA3 & TA4 for transport infrastructure and policy PR2 for open space.

Explanation

Community facilities are an essential element of sustainable communities providing for education, child care, health, culture, recreation, religion and policing (see Glossary). Policy PR2 also makes provision for open space and recreation facilities.

The Council needs to deliver a comprehensive range of high quality and accessible community facilities to meet the needs of new and existing communities in Colchester. Community projects, such as the Community Stadium and Firstsite (Community arts facility), have regional and national significance and are identified in the Sustainable Community Strategy. Local facilities such as schools and health centres also need to be delivered to support new and existing communities. Table SD3 sets out key community facilities to be delivered in Colchester during the plan period, additional facilities will also be delivered as part of new developments and to meet existing deficiencies.

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.

5.2 Centres and Employment Policies

CE1 – Centres and Employment Classification and Hierarchy

The Borough Council will encourage economic development and will plan for the delivery of at least 14,200 jobs in Colchester between 2001 and 2021. The Council will promote employment generating developments through the regeneration and intensification of previously developed land, and through the allocation of land necessary to support employment growth at sustainable locations.

The Council will promote and maintain a Centres and Employment Classification and Hierarchy (Tables CE1a & CE1b) to coordinate the use and scale of developments with the accessibility and role of the various mixed use Centres and Employment Zones in Colchester. Mixed-use centres will support a wide range of compatible uses, whilst Employment Zones will accommodate other business developments as identified in Table CE1b. Development scales will need to be consistent with the Hierarchy and larger scale development should be focused on the Town Centre, Urban Gateways and Strategic Employment Sites.

Employment developments that conflict with the Centres and Employment Classification and Hierarchy will not normally be supported. Small scale developments may be acceptable in residential or countryside locations if they have low travel needs and low impacts, such as:

- Small shops and facilities providing for the daily needs of a local residential catchment,
- Rural businesses, recreation and tourist developments to meet local needs and support rural economies.

The Council will seek to protect and enhance employment throughout the borough. Development that will increase employment capacity will be encouraged, whilst development that will result in a loss of employment capacity will not normally be supported.

The Council will also encourage economic diversity and business development to facilitate small and medium enterprises. A mix of business types and premises will be sought in employment developments to provide opportunities for all businesses and create diverse and successful economic environments.

Table CE1a – Centres and Employment Classification and Hierarchy

Centres Classification and Hierarchy

	Centre Type		Indicative Location*
	Hierarchy	Classification	
Mixed Use Centres (Policy CE2)	Town Centre	Town Centre core	Colchester's historic Town Centre
	Edge of Centre Locations	Urban Gateways	North Station Colchester Town Station Hythe Station
		Town Centre fringe	Land surrounding the Town Centre core.
	District Centres	Rural District Centres	Tiptree West Mersea Wivenhoe
		Urban District Centres	Highwoods Tollgate Peartree Road Greenstead Road Turner Rise
Local Centres	Neighbourhood Centres and Local Shops	Specific sites to be identified in Adopted Proposal Maps (Site Allocations DPD) or through master planning within identified growth areas	

*Boundaries to be defined in Adopted Proposal Maps (Site Allocations DPD)

Employment Classification

	Employment Zone Type	Indicative Location*
Employment Zones (Policy CE3)	Strategic Employment Zones	North Colchester Stanway University Research Park
	Local Employment Zones	Specific sites to be identified in Adopted Proposal Maps (Site Allocations DPD)

*Boundaries to be defined in Adopted Proposal Maps (Site Allocations DPD)

In accordance with PPS6 the historic town centre core will be the primary location for retail, office, leisure and entertainment uses. The sequential approach will be applied and retail uses will then be directed to the sites in the town centre fringe (within 300 metres of the town centre core). Sites within 500 metres or those well connected with good pedestrian access to the Urban Gateways will also be considered suitable for office and mixed use development.

Table CE1b – Appropriate Land Uses

	Mixed Use Centres (Policy CE2)	Employment Zones (Policy CE3)
Primary Land Uses	A1 – Shops A2 – Financial and Professional Services A3 – Restaurants and Cafes A4 – Drinking Establishments	B1b – Research and Development, Studios, Laboratories, Hi-tech B1c – Light Industry B2 – General Industry

	A5 – Hot Food Take-Away B1a – Offices B1b – Research and Development, Studios, Laboratories, Hi-tech C1 – Hotels D1 – Non-residential Institutions D2 – Assembly and Leisure	B8 – Storage and Distribution
Secondary Land Uses	C2 – Residential Institutions C3 – Dwelling House B1c – Light Industry Sui Generis	B1a – Offices C1 - Hotels D2 – Assembly and Leisure Sui Generis

Table CE1c – Indicative Employment Delivery 2006 to 2021

		Retail (2006-2021)	Hotels (2006-2015)	B1: Offices etc (2004-2021)	Industry & Warehousing (2004-2021)
Town Centre, Urban Gateways and Town Centre Fringe		67,000sqm (net)	270-390 rooms (2006-2015)	40,000sqm (gross)	
Strategic Employment Zones	University of Essex			36,000sqm (gross)	
	North Colchester			38,000sqm (gross)	45,100sqm (gross)
	Stanway			36,500sqm (gross)	

Explanation

Providing jobs for Colchester's growing community is a central objective of the Core Strategy. The East of England Plan set a target of approximately 14,200 jobs, although many jobs have already been created since 2001. The Council cannot deliver the additional employment directly, but it can protect existing employment, stimulate new employment developments, and accommodate new developments at the most suitable locations.

The Council commissioned studies of projected growth in retail, business and employment, and used this evidence to plan and facilitate future economic development and employment delivery in Colchester. During the 2006 to 2021 period, Colchester will need to accommodate the following development:

- 67,000sqm (net) of retail floorspace, predominantly in the Town Centre (Retail Study 2007)
- 106,000sqm (gross) of office floorspace (Use Class B1), predominantly in the Town Centre and the Strategic Employment Zones. (Employment Land Study 2007)
- 45,000sqm (gross) of business floorspace (excluding B1), predominantly in the Strategic Employment Zones (Employment Land Study 2007)

Development of Colchester as a regional centre includes the enhancement of its visitor facilities, which also serve as a source of local employment. A study of hotel provision in Colchester found demand for 270-390 hotel bed rooms

between 2006 and 2015 to serve the leisure and business travel market in Colchester.

Promoting regeneration, higher densities and mixed use developments in existing Centres will build additional capacity to accommodate employment and economic growth at sustainable locations. Strategic Employment Zones will also be enhanced to improve access to strategic roads, capacity for new development and the quality of the built environment.

The Hierarchy for mixed use Centres and Employment Zones complements the Settlement Hierarchy to help guide both housing and employment development. The Centres and Employment Hierarchy directs employment development towards the most sustainable location within the Borough and within Colchester Town.

Centres provide highly accessible locations that can support a wide mix of land uses. The Town Centre and Urban Gateways are well connected by public transport to the rest of the Borough and the Region. Neighbourhood Centres and Local Shops are easily accessible within local neighbourhoods. Land uses that are suited to accessible and mixed use locations, such as shops, services and offices, should be located within Centres.

Employment Zones are located at the fringe of urban areas and are supported by strategic road infrastructure. Employment Zones will accommodate business developments that are less compatible with mixed use areas, such as warehousing and industry.

Table CE1b outlines the land uses that are suited to Centres and Employment Zones. Primary land uses are generally encouraged, whilst secondary land uses may be supported depending on the circumstances.

CE2 – Mixed Use Centres

The Borough Council will promote a mix of development types and scales in accordance with the Centres and Employment Classification and Hierarchy (Table CE1a & CE1b) and the role of each Centre, as outlined below.

New development in Centres should make efficient use of land, optimise employment delivery and be sympathetic to local character. Centre developments should also present active human-scale frontages and provide adaptable spaces to ensure they can accommodate different uses over time.

The Borough Council will seek to enhance the public realm and sustainable transport in Centres and minimise the impact of traffic and parking.

CE2a – Town Centre

To promote Colchester as a prestigious Regional Centre, the Borough Council will encourage economic development and regeneration in the Town Centre. Main Town Centre uses, including retail, offices, leisure and cultural facilities, should take a sequential approach that gives priority to the regeneration of the Town Centre, followed by the Urban Gateways and the Town Centre Fringe. Accordingly, the Council will seek to deliver over 67,000sqm of net retail floor space and 40,000sqm of gross office floor space in the Town Centre, Urban Gateways and Town Centre Fringe from 2006 to 2021.

To support Colchester's role as a prestigious regional centre the Council will seek to deliver more attractive public spaces and streetscapes in the Town Centre.

The Town Centre Core contains important historic character which must be protected and enhanced by all development. Retail and cultural developments will be focused on the Town Centre Core. The Council will also encourage developments that create safe and attractive public spaces and a more balanced night time economy.

The Urban Gateways in Colchester (North Station, Hythe Station and Town Station) will provide a focal point for developments that will enhance the role of the Town Centre. High density, mixed-use developments will be encouraged to promote regeneration within walking distance of the railway stations.

The Town Centre Fringe will accommodate the growth of the Town Centre beyond the historic core. The Council will encourage a mix of developments that revitalise and make efficient use of land within walking distance to the Town Centre.

CE2b – District Centres

Rural District Centres will be protected and enhanced to provide shops, services, community facilities and employment to meet the needs of local communities. Additional retail development will be supported in Rural District Centres to provide for the needs of the local catchment. The Council seeks to deliver improved retail provision in the Rural District Centre between 2006 and 2021, as follows:

- Tiptree – 245sqm (net)
- West Mersea – 173sqm (net)
- Wivenhoe – 126sqm (net)

Urban District Centres should provide an improved public realm, urban character and a more diverse mix of uses. New retail proposals (including change of use to retail) will not be supported, unless they meet identified local needs and do not compete with the Town Centre. Expansion of the Urban District Centres will not be supported, but intensification within the Centre will

be supported where the quality of the public realm and the built character is improved. Development within the Centres should deliver a more diverse range of uses, including community facilities, services, offices and housing. Development should be oriented towards pedestrians and present active frontages to the street. Development will be encouraged to make more efficient use of land including alternatives to surface car parking.

CE2c – Local Centres

Neighbourhood Centres will be protected and enhanced to provide small scale shops, services and community facilities for local residents. New housing developments should provide for the enhancement of existing Centres or create new Neighbourhood Centres where appropriate to provide for the needs of existing and new communities. New developments within Neighbourhood Centres should be designed to meet the needs of the local catchment and encourage sustainable travel behaviour.

The provision of local shops and services throughout the Borough will be safeguarded to provide for the needs of local residents.

Explanation

Colchester's Town Centre incorporates the Town Centre core within the historic wall, as well as surrounding fringe areas and the key rail station gateways. These areas can be accessed from the Borough and the Region by a range of transport modes and can support a wide range of uses. Other Centres, such as Tiptree Town Centre and Highwoods, are moderately accessible and serve a district catchment. Smaller centres provide predominantly for the local community.

Centres provide the surrounding community with shops, community facilities, employment, recreation and urban living opportunities. Mixed use development in Centres can increase the capacity for housing in accessible locations, which can also improve the viability of delivering new employment floor space. It is important to manage the right mix of uses over time to maintain a vibrant and successful Centre.

The Council will need to promote and facilitate new retailing and office development in the Town Centre to provide for the economic growth of Colchester at the most sustainable and accessible location. The regeneration of key locations, such as St Botolphs and North Station, will help deliver new retail and employment floorspace and reduce the pressure for out-of-centre development at less sustainable locations. The Retail Study carried out for north-east Essex identifies the important role Colchester plays as a Sub-regional retail centre whose catchment area includes adjacent districts. Further retail expansion will be required in the Town Centre for it to maintain its competitiveness.

Increasing the mix of compatible uses in Colchester's historic core will also provide a more robust economic environment and will stimulate a greater diversity of evening activities. The Town Centre core will therefore attract people of various ages and interests at different times of the day and night, and when combined with effective Town Centre management policies, will improve safety and inclusiveness.

There are a number of large format retail centres around the Town Centre and Colchester Town, including Tollgate and Turner Rise. These centres comprise large supermarkets, bulky goods retail, and large surface parking areas that could provide space for intensification. Expanding the retail components significantly could undermine the viability of the Town Centre, however it is important to increase the mix of uses and improve the public realm in these centres. These Urban District Centres need to improve the provision of community facilities, office floorspace or housing, as well as enhancing the quality of the public realm and the townscape.

Rural District Centres provide a mix of uses to serve the local residents and the surrounding countryside. The Council is seeking to enhance this important role to protect local businesses and provide services to the community.

Local Centres also play an important role in meeting the needs of local residents in a sustainable way. Accordingly the Council will seek to enhance the viability of Local Centres and protect them from inappropriate development.

CE3 – Employment Zones

Employment Zones will accommodate business developments that are not suited to Mixed Use Centres, including industry and warehousing (see Table CE1b).

Strategic Employment Zones (SEZ) are identified at North Colchester, Stanway and the University of Essex, which provide ample capacity to accommodate projected business growth during the plan period. The Borough Council will seek to focus business development at these Strategic Employment Zones, and will improve the supporting transport infrastructure.

The Council will seek to deliver approximately 45,100sqm (gross) of industry and warehousing floor space, primarily within the North Colchester and Stanway Strategic Employment Zones. The Council will also support the delivery of existing office commitments in all the Strategic Employment Zones, however further office development will be directed towards the Town Centre in accordance with the sequential approach set out in policy CE2a.

The Council will encourage the provision of incubator units and grow-on space to support the development of small and medium enterprises. Local Employment Zones will be defined in the Site Allocations DPD based on

existing and proposed concentrations of rural and local employment in order to support and promote rural enterprise and local employment.

Retail developments will not normally be supported in Employment Zones, except for small scale developments that provide for the needs of the local workforce or are ancillary to an industrial use.

Explanation

The Employment Zones provide good locations for industry, warehousing and businesses because they are well located in relation to transport infrastructure and minimise impacts on other land uses. Colchester Borough has sufficient employment land to accommodate future business growth, including over 35ha of land available in the Strategic Employment Zones at North Colchester and Stanway.

Employment studies have identified a need to improve the quality of available premises and land in Colchester to meet the needs of modern businesses. The Council is therefore seeking to upgrade the quality of the Strategic Employment Zones by improving the transport infrastructure and services as follows:

- The North Colchester SEZ will be enhanced by the new A12 junction and North Transit Corridor.
- The Stanway SEZ will be improved through the delivery of the Western Bypass.
- The University Research Park will be supported through the East Transit Corridor and improvements to Hythe Station.

New industry, warehousing and businesses will therefore be encouraged to locate at the Strategic Employment Zones, which offer the best road infrastructure and capacity for development. Local Employment Zones will also be maintained to support small to medium scale enterprises, rural businesses and local employment delivery.

Offices and retail developments are less suited to Employment Zones and should be directed towards Mixed Use Centres that provide employees and customers with sustainable transport links and easy access to a range of services. The Borough Council has already supported outline proposals for over 110,000sqm of B1 floor space within the Strategic Employment Zones. The realisation of these existing commitments is supported; however future office development proposals should be directed towards the Town Centre and Urban Gateways in accordance with the sequential approach (see Policy CE2 and PPS6).

5.3 Housing Policies

H1 – Housing Delivery

The Borough Council will plan, monitor and manage the delivery of at least 19,000 new homes in Colchester Borough between 2001 and 2023. This housing development will be focused on the following key areas:

- Town Centre
- North Growth Area
- East Growth Area
- South Growth Area
- Stanway Growth Area

The majority of housing development will be located within regeneration areas in Colchester Town, but broad greenfield locations to the north and south-west of Colchester Town have also been identified for additional housing provision. The overall distribution of new housing, as shown in Table H1a, will be guided by the Settlement Hierarchy and the Key Diagrams.

Colchester will seek to provide over 80% of housing on previously developed land during the plan period. Accordingly housing development will be expected to contribute to the achievement of sustainable development that gives priority to new development in locations with good public transport accessibility and/or by means other than the private car and previously developed land (PDL).

The Council will also ensure that a sufficient supply of deliverable and developable land is available to deliver over 830 new homes each year.

Table H1a - Colchester's Housing Provision

Settlements and Key Development Areas		LDF Housing Provision (2001 – 2021)	Additional Greenfield Land (2016 – 2023)*	Totals
Colchester Town	Town Centre and fringe	2000		16,700
	North Growth Area	4000	2200	
	East Growth Area	2600		
	South Growth Area	3000		
	Stanway Growth Area	1000	800	
	Other areas	1100		
Tiptree			680	2,300
West Mersea		280		19,000
Wivenhoe/Rowhedge		635		
Marks Tey		70		
West Bergholt		50		
Great Horkesley		150		
Other Villages		435		
Approx Total		15,860	3,140	

* LDF will provide housing with capacity beyond 2021 to ensure a 15 year supply in accordance with PPS3. The figures shown are intended as minimum numbers. The dates shown are subject to change should monitoring prove this is necessary.

Table H1b – Estimated Housing Delivery and PDL Trajectories

Area	2001-2006	2006-2011	2011-2016	2016-2021	2021 - 2023
Housing Delivery	4630	4370	4200	4200	1600
PDL%	84%	90%	85%	70%	65%

Explanation

Colchester needs to make a minimum provision of 17,100 homes between 2001 and 2021 in accordance with the East of England Plan. Overall, this involves a minimum provision of 830 dwellings per year between 2006 and 2021. National Planning Policy also requires the Borough Council to plan for at least 1,710 additional homes between 2021 and 2023.

The majority of this housing is already accounted for by previous Local Plan allocations, housing completions and planning permissions. Colchester has already delivered 4630 new homes between 2001 and 2006 at an average rate of 930 dwellings per year. In 2006, there were outstanding permissions for over 8000 additional homes. Colchester’s Strategic Housing Land Availability Assessment also identified additional capacity within developed areas to accommodate most of the required housing.

National planning policy requires the Core Strategy and Local Development Framework to ensure that the minimum housing requirement can be delivered with confidence. It is therefore necessary to identify broad locations for new housing to supplement the existing completions, permission and allocations.

The majority of housing will be located on previously developed land, to stimulate regeneration, improve accessibility and protect the countryside. It is projected that over 80% of this housing delivery will occur on previously developed land. In 2006 there was planning permission for over 8,000 homes and 95% of these were on previously developed land. Therefore, housing delivery on PDL is expected to be quite high in the earlier parts of the plan period. As brownfield sites are redeveloped, the proportion of greenfield development will increase towards the end of the plan period.

Broad locations for greenfield land releases have been identified to the north and south-west of Colchester Town, based on the findings of the Sustainability Appraisal. The timing and delivery of the greenfield sites will be kept under review and brought forward if necessary. The achievement of zero carbon development is expected to be in accordance with national planning policy requirements in place at that time. Development at these greenfield locations will be guided by the Site Allocations DPD and supported by Area Action Plans, Supplementary Planning Documents or through master planning. The appropriate method to be determined by the Council and coordinated with the delivery of key transport connections. Overall, the

Sustainability Appraisal determined that these locations were considered to be more sustainable than alternate locations for the following reasons:

- They provide good access to the Town Centre and community facilities.
- They provide good access to public transport interchanges and the strategic road network.
- They are not designated as environmental conservation areas or identified as areas of landscape importance.
- They provide sufficient capacity to establish new sustainable communities.
- They will help deliver infrastructure and facilities that will support nearby regeneration areas.

H2 – Housing Density

The Borough Council will seek housing densities that make efficient use of land and relate to the context. New developments must enhance local character and optimise the capacity of accessible locations.

Locations with good access to centres, particularly the Town Centre and the Urban Gateways, are more suited to higher density development, although a flexible approach will be important to ensure that densities are compatible with the surrounding townscape. Other locations with lesser access to centres and public transport should involve more moderate densities. The density of developments also needs to be informed by the provision of open space and parking, the character of the area, and the mix of housing.

Table H2a provides indicative guidance on appropriate densities that relate to the accessibility of a location. A context appraisal will be required to identify the accessibility and local character of a location and therefore inform an appropriate density.

Table H2a – Indicative Housing Densities

Accessibility	Indicative Locations	Indicative Housing Densities
Very High	Town Centre and within 400m of Urban Gateways	Over 75 du/ha*
High	Within 800m of the Town Centre, and Urban Gateways	Over 50 du/ha
Moderate	Colchester Town and District Settlements (Tiptree, West Mersea and Wivenhoe)	Over 40 du/ha
Low	The Borough's villages	30 to 40 du/ha

*du/ha – dwelling units per hectare

Explanation

The density of housing development can have significant implications for sustainability, local character, travel behaviour, development land take, and residential amenity.

Housing development will be focused on the most accessible locations to reduce the need to travel, promote regeneration and protect greenfield land. Higher density developments can accommodate more people at locations with good access to employment, shops and education, and allow residents to easily access their needs by walking, cycling and public transport. This in turn supports the provision of local business, services and infrastructure. However, high density development that is poorly located or poorly designed can have adverse impacts on the local community, built character, traffic and sustainability. High density developments need to have regard to biodiversity and open spaces provided within urban areas and on brownfield sites.

Densities therefore need to be moderated at less accessible locations and to reflect local character. The provision of open space, parking and a mix of housing will also have moderating affect on densities. Areas with lesser access to centres and public transport, such as villages and outer-suburbs are suited to lower densities. Lower density developments can provide more open space and large family housing, but developments below 30du/ha are considered to be too inefficient and inconsistent with national planning policy as set forth in PPS3.

H3 – Housing Diversity

Colchester Borough Council intends to secure a range of housing types and tenures on developments across the Borough in order to create inclusive and sustainable communities. Housing developments should provide a mix of housing types to suit a range of different households, whilst also realising the opportunities presented by accessible locations. The mix of housing types should therefore be guided by Table H3a and informed by an appraisal of community context and housing need.

Housing developments will also need to contribute to the provision of affordable housing and homes that are suitable to the needs of older persons, persons with disabilities and those with special needs.

Table H3a - Indicative Mix of Housing Types

Accessibility	Houses			Flats and Maisonettes		
	1-2 Bed	3 Bed	4+ Bed	1 Bed	2 Bed	3+ Bed
Very High	-	-	-	++	++	+
High	+	+	+	+	++	+
Moderate	++	++	+	+	+	+
Low	++	++	+	-	-	-

++ Important

+ Appropriate

- Unnecessary, but may be suitable

Explanation

All housing developments in Colchester should be inclusive and accommodate a diverse range of households and housing need to create mixed communities. Housing developments must provide a range of housing types that can accommodate a range of different households, including families, single persons, older persons and low income households.

Table H3a illustrates the important relationship between housing diversity, density and the accessibility of the location. Town Centre locations, for example, are highly accessible and can support high density flats, but they also need to accommodate a range of household sizes. Suburban locations have moderate access and should accommodate a range of housing types and household sizes. Rural locations have low accessibility and will suit low density development, but should still provide for small and low income households.

In 2001, the average household size was 2.37 persons. Approximately 28% were single person households, roughly 35% were 2 person households, and another 29% of households had dependent children. In 2021, the average household size is projected to shrink to around 2.24 persons, and single person households are likely to grow to about 35% of the total.

In 2001, flats and maisonettes represented about 15% of total housing stock and probably occupied less than 5% of housing land. Between 2000 and 2006, about 31% of new dwellings constructed were flats and maisonettes, whilst 69% were houses or bungalows. In 2006, flats and maisonettes represented about 17% of total housing stock. Although more flats and maisonettes have been constructed in recent years the overall proportion is still relatively low.

Housing Delivery

	Houses			Flats		
	1-2 Bed	3 Bed	4 Bed +	1 Bed	2 Bed	3 Bed +
2000-2006	12%	30%	27%	7%	22%	2%

During the same period, houses with 3 or more bedrooms represented 57% of total completions, whilst 2 bedroom houses represented only 12%. Given that the average price for a 4 bed house was over £300,000 in 2006, there is concern that the mix of housing is not reflecting community need.

All housing developments therefore need to provide a more balanced range of housing types to reflect identified community need. The mix of housing should reflect the housing needs of the community, and therefore higher density developments in the urbanised areas still need to provide accommodation suitable to families and larger households, and low density developments in villages still need to provide housing for small and low income households.

H4 – Affordable Housing

The Borough Council is committed to improving housing affordability in Colchester. The Council will be seeking to secure 35% of new dwellings (including conversions) to be provided as affordable housing (normally on site), as follows:

- In Colchester Town and Stanway, Tiptree, Wivenhoe and West Mersea, affordable housing will be required on housing developments for 10 or more dwellings.
- In the other villages, affordable housing will be required on housing developments for 3 or more dwellings.
- An equivalent financial contribution will also be sought for developments below these thresholds.

In exceptional circumstances, where high development costs undermine the viability of housing delivery on brownfield sites, developers will be expected to demonstrate an alternative affordable housing provision.

Affordable housing development in the villages of rural Colchester Borough will be supported on rural exception sites contiguous with village settlement boundaries, provided a local need is demonstrated by the Parish Council on behalf of their residents.

The Council will require developments to integrate affordable housing and market housing, with a consistent standard of quality design and public spaces, to create mixed and sustainable communities.

Explanation

The need for affordable housing is high in Colchester, as it is elsewhere in the Eastern region. The East of England Plan has set a policy target of 35% affordable housing for planning permissions in the region.

The Strategic Housing Market Assessment 2007 (SHMA) identified that the average house price in Colchester was approximately £200,000 in 2006, whilst the gross (median) household income was only £23,874. The SHMA observes that few households aspiring to home ownership have access to enough money to purchase a home in Colchester. The SHMA identified a need for 1,104 affordable homes per year, which is very high given the total housing provision in the EEP is only 830 per year. The SHMA suggests this high need would justify an Affordable Housing target over 35% if the developments were viable.

Affordable housing requirements must be balanced with other requirements for transport infrastructure, community facilities, open space and sustainable construction. The viability of housing delivery also needs to be maintained, particularly in regeneration areas. The Housing Viability Report identified that a significant portion of developments would not be viable with an affordable housing requirements of 40%. Even at lower levels of affordable housing, viability was a problem, particularly on previously developed land.

It is considered that a 35% target maintains a balance between housing need and viability, whilst maintaining consistency with the regional target. A target of 35% will optimise affordable housing delivery on greenfield land whilst facilitating the regeneration of rundown areas.

H5 – Gypsies, Travellers, and Travelling Showpeople

The Council will identify sites to meet the established needs of gypsies, travellers and travelling showpeople in the Borough. A suitable site for gypsies and travellers is being provided in Severalls Lane, Colchester; and additional sites will be identified (in the Site Allocations DPD) as required to meet future need. Although no need for sites for travelling showpeople has been identified, the matter will be kept under review.

The Council will seek to locate sites within reasonable proximity to existing settlements, and with access to shops, schools and other community facilities. Sites should also provide adequate space for vehicles and appropriate highway access. Any identified need for 'transit' (temporary) sites for gypsies and travellers will be met in appropriate locations related to the current working patterns of the travelling community.

Explanation

At present there is a shortage of sites to accommodate the established needs of gypsies and travellers in the Borough and the wider region. To date, however, there is no identified demand for sites for travelling showpeople in the Borough. A single issue review of the East of England Plan is being undertaken to address these issues and its proposals for pitch provision in the Borough will be used to inform the Site Allocations DPD. The Borough Council will seek to provide appropriate sites to meet the needs of the gypsies, travellers and travelling showpeople in the Borough. These sites need to provide gypsy and traveller communities with good access to community facilities, employment and shopping. Additional sites will be identified as necessary in the Site Allocations DPD.

5.4 Urban Renaissance Policies

UR1 – Regeneration Areas

To enhance Colchester as a prestigious regional centre, the Borough Council is committed to regeneration in rundown areas, deprived communities and key centres, with the purpose of building successful and sustainable communities. Regeneration will also enhance Colchester's attractiveness as a visitor destination. The Council and its public and private partners will focus on five main areas of regeneration activity in Colchester Borough during the life of the plan:

- North Station
- St Botolphs
- East Colchester
- North Colchester
- The Garrison

The Council will also pursue a broader urban renaissance agenda to revitalise communities throughout the Borough, with a particular emphasis on Centres and Gateways. This urban renaissance will be advanced through redevelopments that promote sustainable urban living, enhance the public realm, improve accessibility, and address social deprivation.

New developments in Regeneration Areas will be encouraged within walking distance of Centres and Transit Corridors. The design and scale of development will need to be sympathetic to the character of the area and enhance historic buildings and features. Developments also need to address local constraints, including flooding and contaminated land. Regeneration developments should contribute toward improvements of the local public realm, infrastructure and community facilities, although the Council will consider the viability of developments in determining these contributions.

Table UR1: Regeneration Areas

Regeneration Area	Key Projects
St. Botolphs	<ul style="list-style-type: none"> • Firstsite Building (community arts facility) • Cultural Quarter • Magistrates court • New bus station • Vineyard Gate (35,000sqm of net retail floor space) • New pedestrian/cycle bridge
North Station	<ul style="list-style-type: none"> • Regenerate the North Station Gateway • New bus interchange • Deliver 40,000sqm of new office development • North Transit Corridor • North-south capacity improvements (A133/A134)
East Colchester	<ul style="list-style-type: none"> • Regenerate the former commercial port into a mixed use community (over 2,600 homes) • University Research Park (36,000sqm of office floorspace)

	<ul style="list-style-type: none"> • University of Essex expansion • East Transit Corridor • Improvements to Hythe Station • New pedestrian/cycle bridge
North Colchester	<ul style="list-style-type: none"> • Community stadium • Development of strategic employment zone. • Regenerate the former Severalls Hospital • New schools and expansion of existing school provision. • North Transit Corridor • Park and Ride • New A12 junction
Garrison	<ul style="list-style-type: none"> • A new Garrison to secure the future of the Army and 5,000 jobs in Colchester • Regeneration of former garrison into urban village (3000 homes) • Improved access to the Town Centre

Explanation

The Council has identified five regeneration areas in Colchester on the basis of their redevelopment potential, economic and social need, proximity to the Town Centre and sustainable transport links. North Station is identified as a new regeneration area, in addition to the other four areas that are already being developed. Regeneration of these areas is a key element of the development of Colchester as a prestigious regional centre; attractive to new investment, visitors, and its own residents. The regeneration of these areas is important to revitalise rundown areas and create quality new communities at sustainable locations. However, these areas also involve challenges that need to be addressed, including flooding, contaminated land, traffic congestion and open space. Each of the five areas presents unique challenges and opportunities (see Table UR1), which will be addressed through area specific master plans and development briefs.

The four established regeneration areas have progressed successfully to date, however a lot of work still needs to be done during the plan period. The major regeneration projects already envisaged for these regeneration areas, including Firstsite and the Community Stadium, have been significantly advanced and should be completed by the end of the plan period. The Core Strategy also seeks to improve interconnectivity between the regeneration areas and the Town Centre. The North and East Transit Corridors will support the North Colchester and East Colchester Regeneration Areas respectively. Improvements to public transport interchanges/gateways and road improvements in the Stanway area also support the regeneration areas.

The North Station / Cowdray Avenue area is a major gateway to Colchester and is highly accessible by a range of transport modes. The train station offers links to the borough, region and London, whilst the North Transit Corridor will provide easy access to the Town Centre, North Colchester and Park and Ride. Private car access will also be accommodated, via the new A12 junction and the Northern Approaches. This area also contains a range of sites with significant redevelopment potential (e.g. North Station and Cowdray Centre). The Council will manage the regeneration of the North Station Area to deliver:

- An attractive gateway to business, tourists, commuters and residents

- New office and mixed use development at central locations
- Key transport connections between Town Centre and North Colchester.

UR 2 – Built Design and Character

The Borough Council will promote and secure high quality and inclusive design in all developments to make better places for both residents and visitors. The design of development should be informed by context appraisals and should create places that are locally distinctive, people-friendly, provide natural surveillance to design out crime, and which enhance the built character and public realm of the area. High-quality design should also create well-integrated places that are usable, accessible, durable and adaptable. Creative design will be encouraged to inject fresh visual interest into the public realm and to showcase innovative sustainable construction methods. Developments that are discordant with their context and fail to enhance the character, quality and function of an area will not be supported.

The Council is committed to enhancing Colchester's unique historic character which is highly valued by residents and an important tourist attraction. Buildings, Conservation Areas, archaeological sites, parklands, views, the river and other features that contribute positively to the character of the built environment shall be protected from demolition or inappropriate development. Archaeological assessments will be required on development sites that possess known archaeological deposits, or where it is considered that there is good reason for such remains to exist. Important archaeological sites and their settings will be preserved in situ.

Explanation

Good quality design ensures attractive and functional places, which can have substantial benefits for the development itself, the residents, the environment and the surrounding community.

Poorly designed developments create unattractive buildings and places. They can reduce the perception of safety, discourage recycling, increase energy consumption and promote unsustainable travel. Developments with low quality design will not be accepted in Colchester.

Quality design will create attractive places for the people of Colchester to live, work and play. Development briefs for sites where significant development is proposed should be informed by national guidance in PPGs 15 and 16 as well as by the Townscape Character Assessment and Historic Environment Characterisation Study work. A well designed development should provide features such as (not exclusive):

- Active and attractive street frontages
- Building design that optimises sunlight
- Passive surveillance of public spaces
- Architecture that is both innovative and sympathetic to local character

- Adaptable commercial spaces
- Green spaces for active recreation
- Convenient storage for waste and recycling

Colchester's historic buildings and features are one of its most valuable assets. The protection and enhancement of these assets is an essential element in the development of Colchester as a prestigious regional centre. The quality of Colchester's townscape relates to the pattern of streets, spaces and buildings and how these relate to land form. New development can help enhance these important assets, by redeveloping unattractive buildings, introducing appropriate contemporary design elements, and funding improvements to the local public realm.

5.5 Public Realm Policies

PR1 – Open Space

The Borough Council aims to provide a network of open spaces, sports facilities and recreational opportunities that meet local community needs and facilitate active lifestyles by providing leisure spaces within walking distance of people's home, school and work. The Council will also aim to provide a network of strategic green links between the rural hinterland, river corridors, and key green spaces within Colchester Town. The Council will protect and enhance the existing network of green links, open spaces, and sports facilities and secure additional areas where deficiencies are identified.

The provision of public open space in developments should be informed by an appraisal of local context and community need, with a particular regard to the impact of site development on biodiversity. New development must provide for the recreational needs of new communities and mitigate impacts on existing communities. This open space provision also needs to alleviate recreational pressure on sites of high nature conservation value (e.g. Natura 2000) from the growing population.

The Borough Council will expect all new homes to provide easy access to private/communal open space. The area of open space should be informed by the needs of residents and the accessibility of the location. Private/communal open space must be designed to optimise its use and meet the recreational needs of residents.

Table PR1 – Open Space and Recreation Facilities

Growth Areas	New Facilities
Town Centre	<ul style="list-style-type: none"> • Historic core / High St improvements • Berryfield Park • Vineyard Gate Square • St Botolphs Square
North Growth Area	<ul style="list-style-type: none"> • Community Stadium • Strategic public open spaces • Sport, recreation and youth facilities • Allotments
East Growth Area	<ul style="list-style-type: none"> • Strategic public open spaces • Sport and recreation facilities (Essex University)
South Growth Area	<ul style="list-style-type: none"> • Strategic public open spaces • Sport and recreation facilities
Stanway Growth Area	<ul style="list-style-type: none"> • Strategic public open spaces • Youth recreation facilities • Allotments
General	<ul style="list-style-type: none"> • Coordination Facilities to support 2012 Olympics • Green links • Sports pitches (Tiptree) • Youth facilities (Wivenhoe) • Allotments (West Mersea & Tiptree) • Cemetery expansion (Berechurch) • New public open spaces (St John's Wood)

Explanation

Existing open spaces, sports facilities and green link networks provide the people of Colchester with opportunities for passive and active recreation and encourage healthy and active lifestyles. It is important that all residents have access to open space within walking distance of their home.

Strategic green links provide valuable corridors for the movement of people. The green spaces along the Colne River, for example, connect the town centre, suburbs, countryside, villages and the coast. These corridors provide alternative means for people making journeys into and across Colchester. The Council will therefore seek to protect and enhance these important links. The boundaries of strategic green links will be identified in the Site Allocations DPD.

The Council has undertaken an Open Space Study in accordance with PPG17 to identify areas with deficiencies of open space and recreational facilities. Development will be required to make contributions towards meeting these deficiencies in accordance with Council's adopted SPD for Open Space, Sport and Recreation. This guidance document sets specific targets to guide the provision of different types of open space / recreation facilities across the borough. The Appropriate Assessment also identified the need for this open space provision to alleviate the growing recreational pressures on Natura 2000 sites. Impacts on these sites will also need to be monitored and further site management measures will be employed by the Council as necessary.

All housing developments, including higher density development, should provide new residents with access to private and/or communal open space, in addition to public open space requirements. At least 25sqm per dwelling of private/communal open space will be sought for flats and maisonettes, whilst houses should provide larger private garden. Higher density schemes will be encouraged to utilise innovative design solutions to provide open space on difficult sites.

PR2 - People-friendly Streets

The Borough Council will promote and secure attractive, safe and people-friendly streets which will encourage more walking, cycling, recreation and local shopping.

Streets are important public spaces that should be designed to suit people of all ages and degrees of mobility. The street environment can be improved with a combination of the following (not exclusive):

- Quality pavements and well-coordinated street furniture
- Improvements to footpaths and cycle routes
- Street trees and well-maintained landscaping
- Clear and minimal signage

- Traffic management schemes
- Shared spaces and home zones
- Cycle paths
- Crime deterrence and safety measures, including lighting and CCTV
- Public art

Centres will be the focus for streetscape improvements to provide attractive environments for people to live, work, shop and relax. In some cases traffic will need to be calmed to provide a safe and attractive street environment. The Town Centre and Urban Gateways will be priority areas for streetscape improvements and traffic management to support the development of a prestigious regional centre.

New developments will be required to contribute towards public realm improvements. They should also provide active street frontages to create attractive and safe street environments. New roads, both public and private, should be designed to meet Manual for Streets specifications and local design guidance.

Explanation

Streets are much more than traffic arteries and have a wide range of functions as key features of the public realm. Street environments need to be managed as 'shared spaces', so that excessive traffic does not suppress other important street activities such as shopping, walking, playing, relaxing and gathering.

Best practice, as reflected in the Government's Manual for Streets, is increasingly moving away from strictly demarcated spaces for pedestrians and vehicles to design solutions that involve sharing public spaces. The removal of barriers and fences, combined with traffic calming measures has the effect of improving the attractiveness of the overall urban environment as well as managing speed and safety.

Guidance from CABI recommends that development plans include specific strategies to improve and maintain streetscapes. The Urban Place Supplement and Towards Better Street Design provide detailed guidance on the integration of streets, green spaces and the built environment to create attractive, inviting and well-maintained environments. This includes the use of context appraisal to establish levels of provision, the character of the area, an analysis of movement patterns and the potential to create new routes and improve existing conditions. Consistent standards of design for both public and private streets are required to avoid problems with parking and access for emergency, refuse and other large vehicles.

5.6 Transport and Accessibility Policies

TA1 - Accessibility and Changing Travel Behaviour

The Council will work with partners to improve accessibility and change travel behaviour as part of a comprehensive transport strategy for Colchester.

The Council will improve accessibility by enhancing sustainable transport links and encouraging development that reduces the need to travel. Sustainable transport will be improved to provide better connections between the community and their needs. In congested areas, the Council will seek to prioritise the movement of sustainable transport. Innovative solutions will also be implemented to overcome severance that is currently inflicted by busy roads.

Future development in the Borough will be focused on highly accessible locations, such as centres, to reduce the need to travel. Developments that are car-dependent or promote unsustainable travel behaviour will not be supported.

Travel behaviour change towards sustainable modes will be encouraged through travel plans, improvements to gateways, and by managing travel demand. Major developments, employers and institutions should develop travel plans to promote sustainable travel behaviour. The quality of gateways will be enhanced, whilst traffic and car parking will be carefully managed, to encourage sustainable travel within Colchester.

Explanation

The Council will in partnership with ECC prepare a comprehensive transport strategy for Colchester to supplement the Core Strategy. This transport strategy will accord with the Regional Transport Strategy and Local Transport Plan and seek to implement the core transport policies for transport (TA1 – TA5) in order to improve accessibility and sustainable travel behaviour.

Good accessibility means that the community can access their needs (e.g. shopping, schools, employment) easily and without always needing a car. Accessibility can be improved by locating development at accessible locations and improving public transport, walking and cycling facilities and services. Providing good accessibility can change travel behaviour towards more sustainable modes, however travel planning, education and demand management are essential elements of the overall transport strategy. It is a priority for the Local Strategic Partnership to change travel behaviour through Travel Planning.

Improving accessibility and reducing car dependence helps to improve equality, reduce congestion, and respond to the challenges of climate change

and environmental sustainability. It also helps to promote an active and healthy population in accordance with the aims of Policy PR1.

TA2 – Walking and Cycling

The Council will work with partners to promote walking and cycling as an integral and highly sustainable means of transport. Regional and rural links, including national cycle routes, will be improved and better connected with local destinations. The design and construction of facilities and infrastructure will be improved to make walking and cycling more attractive, direct and safe. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads.

Walking and cycling improvements will be focused on centres, schools, workplaces, and public transport interchanges. In particular, the Council will seek to provide excellent walking and cycling connections into and through the Town Centre. Development shall contribute towards these connections and quality cycle parking where appropriate.

Explanation

Walking and cycling are essential and highly sustainable means of transport which also support a healthy lifestyle. Census data shows that 65% of people who live within Colchester town work within the town. The majority of Colchester residents live within 5 kilometres of the Town Centre and therefore walking and cycling has great potential in a town of this size. At present, only 14% of people walk or cycle to work in Colchester. Unfortunately, walking or cycling to the Town Centre is not attractive, because major roads (e.g. Southway) and roundabouts act as barriers to pedestrians and cyclists.

Walking is part of almost every trip, and people are less likely to walk to a local shop or bus stop if the pedestrian environment is poor or appears threatening. Unfortunately some roads and junctions have been designed to place walking and cycling as subordinate to the free flow of traffic. The subways to the town centre, for example, are often indirect, unattractive, and perceived to be unsafe.

Improvements to walking and cycling will be targeted on the Town Centre, (see table TA3), the river corridor and regeneration areas. All new developments will need to provide quality walking and cycling facilities and will need to contribute towards improvements in the surrounding community as appropriate.

Walking and cycling are particularly important in Centres, where there are many people shopping, working, living and playing in close proximity. Centres can accommodate very large numbers of walkers and cyclists, without the congestion, noise and pollution problems that can be created by a relatively small number of motor vehicles.

The Core Strategy therefore seeks to make significant improvements to walking and cycling in the Town Centre, including a bridge across Southway and improvements to the High Street. The Council seeks to enhance the pedestrian environment and reduce traffic on the High Street. The river corridor also provides a good opportunity for improved walking and cycling between the Town Centre, the suburbs and the countryside.

TA3 – Public Transport

The Council will work with partners to further improve public transport and increase modal shift towards sustainable modes. Colchester’s role as a Regional Transport Node will be promoted by optimising connections with the regional network and improving the frequency, speed, reliability and promotion of public transport services. Demand responsive services will also be promoted to help rural communities access their needs.

Gateways to Colchester will be enhanced to provide attractive entry points, a sense of place, and excellent onward connections. The Urban Gateways at Colchester North Rail Station, Hythe Rail Station and Colchester Town Rail and Bus Stations at St Botolphs will be improved to facilitate regeneration in the surrounding areas. Improvements to rail stations and bus interchanges will be sought to assist interchange between modes and promote sustainable travel behaviour.

Within Colchester Town, a comprehensive public transport network, including Quality Bus Partnerships will connect communities with growth areas, centres, employment and community facilities. The Council will work with partners to deliver the North and East Transit Corridors to facilitate rapid public transport services and avoid congestion. Park and Ride facilities will also provide visitors with sustainable access to the Town Centre and other major destinations.

Table TA3 – Key Sustainable Transport Projects - Walking, Cycling and Public Transport Projects

Growth Areas	New Transport Infrastructure
Town Centre	<ul style="list-style-type: none"> • Historic Town Centre Improvements • New Bus station • Southway Pedestrian cycle bridge • Colchester North Rail Station improvements • Colchester Town Rail Station Improvements
North Growth Area	<ul style="list-style-type: none"> • North Transit Corridor • North Park and Ride
East Growth Area	<ul style="list-style-type: none"> • Hythe Rail Station improvements • East Transit Corridor • Colne River Pedestrian Cycle Bridge
South Growth Area	<ul style="list-style-type: none"> • Improved walk / cycle links to Town Centre
Stanway Growth Area	<ul style="list-style-type: none"> • Improved bus links

General	<ul style="list-style-type: none"> • Colchester to Clacton resignalling • Quality Bus Partnerships and Public Transport Improvements • Green Links and Walking and Cycling improvements
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NB Transport schemes are listed in the area they are located, but will provide benefit to other areas

Explanation

At present, 13% of residents travel to work by public transport. Providing a quality public transport network that offers a genuinely attractive alternative to the car is vital for the sustainability of Colchester. Accordingly, the Council is seeking to deliver a range of key improvements to public transport infrastructure and services in the borough. Transit corridors that prioritise public transport over general traffic will attract people towards more sustainable travel, and keep Colchester moving. Park and Ride facilities that offer easy access to Town via Transit corridors will also help reduce congestion.

The Council is also seeking to deliver improvements to transport interchanges and gateways as part of making Colchester a prestigious regional centre. At present there are over 4 million passenger movements at Colchester’s railway stations each year. The new bus station and improvements to Hythe Station, North Station and Town Station will encourage sustainable travel behaviour and stimulate regeneration of the surrounding areas. Improvements to the Historic Town Centre (including the High Street) will improve bus journey time reliability and circulation in the town centre. Enhancing transport interchanges will also present more attractive gateways to business, tourists, commuters and local residents.

TA4 – Roads and Traffic

<p>The Borough Council will work with partners to accommodate necessary car travel making the best use of the existing network and manage demand for road traffic. Facilities for road/rail freight interchanges and servicing will be accommodated.</p> <p>The Council will support improvements to the strategic road network (see Table TA4) to facilitate regional travel needs, particularly freight movements in the Haven Gateway, whilst minimising the impacts of traffic on the rural area network. In urban areas, the Council seeks to manage demand for car travel and make the best use of the existing network. Improvements will be made to the urban road network to support sustainable development and to reduce the negative impacts of congestion.</p> <p>The demand for car travel will be managed to prevent adverse impacts on sustainable transportation, air quality, local amenity and built character. Streets and junctions should be designed to provide people-friendly street environments and to give priority to sustainable transport. Within the Town</p>

Centre, through-traffic will be reduced to encourage trips to be undertaken via more sustainable modes, and servicing will be facilitated in a manner that is sensitive to the streetscape.

Development will need to contribute towards transport infrastructure improvements to support the development itself, and to enhance the broader network to mitigate impacts on existing communities.

Table TA4: Road Network Improvements

Growth Areas	New Transport Infrastructure
Town Centre	<ul style="list-style-type: none"> • Historic Town Centre improvements • A133 Central Corridor (Stage 1 & 2) • North-South Capacity Improvements (A133/A134)
North Growth Area	<ul style="list-style-type: none"> • New A12 junction 28 • Northern Approaches phase 3
Stanway Growth Area	<ul style="list-style-type: none"> • Stanway road improvements
General	<ul style="list-style-type: none"> • A120 Braintree to A12 • A12 Junction and Capacity improvements • A12 Route Management Strategy projects

NB Transport schemes are listed in the area they are located, but will provide benefit to other areas

Explanation

The private motor car will continue to be a major mode of transportation throughout the plan period. At present 63% of trips to work are made by car and overall traffic is forecast to grow significantly over the next 15 years. This growth needs to be managed to promote a high quality of life, economic growth, a sustainable environment and the development of Colchester as a prestigious regional centre. Accordingly, necessary car trips will be facilitated to dispersed destinations and along strategic roads, however car travel demand needs to be more carefully managed in urban areas through the use of alternatives and new technologies.

At present deficiencies in the road network inhibit necessary car travel and public transport. In particular access to strategic roads from Colchester Town is limited, resulting in unnecessary trips and exacerbating congestion. The A12 junction, for example, will reduce traffic and freight impacts in urban areas and will also facilitate Park and Ride, keeping the 'right vehicles on the right roads'.

Development provides opportunities to make significant improvements to the road network. Developments must therefore provide for the travel needs of new residents and businesses, as well as facilitating improvements to the broader network.

New developments and roads need to be designed carefully to balance the needs of motorists with, pedestrians, cyclists, bus users, local residents, businesses and the environment. Within urban areas, particularly busy centres, the growing levels of car use and congestion are having a negative impact on all. Historically, some roads and junctions in Colchester have been

designed for cars, yet discourage sustainable travel. Combining demand management of car traffic with improvements to sustainable alternatives and improved street design can greatly benefit the local community, businesses and the environment.

Road freight and servicing will be facilitated where appropriate to promote economic and employment growth. Support will be given for improvements to strategic (road and rail) routes to accommodate growth of freight from the Haven Gateway Container Ports at Felixstowe and Bathside Bay.

TA5 – Parking

The Council will work with partners to ensure that car parking is managed to support the economy and sustainable communities. Facilities for freight and servicing will be accommodated.

Within the Town Centre, long stay car parking will be reduced to discourage car trips that could easily be made by more sustainable modes. Short stay parking will be provided where necessary to facilitate the economic and social wellbeing of the Town Centre. Park and Ride will be provided to offer a more sustainable alternative to town centre car parking. Disabled, cycle and motorcycle parking will continue to be provided where appropriate.

Development should manage parking to accord with the accessibility of the location and to ensure people-friendly street environments. Within Centres and other accessible locations, car parking should be minimised and located underground, under deck and behind buildings. Redevelopment of existing surface car parking will also be encouraged to make efficient use of land and improve the townscape.

Business parking for staff, visitors and operational uses will be managed as part of company Travel Plans. Car free and low car development will be encouraged in the Town Centre. Residents parking schemes will be supported in areas where there is a high demand for on-street parking. In areas where there is limited parking supply and good access to alternative transport, the introduction of a 'Car club' will be encouraged.

Explanation

At present there are 3400 short stay and 700 long stay public car parking spaces in the Town Centre, plus a greater number of private non-residential parking spaces. Managing and limiting car traffic and parking in centres can have significant benefits for sustainable transport, the local community and the environment. Managing the supply of car parking is an important tool for managing traffic congestion. Reducing long stay car parking in the Town Centre would reduce traffic congestion in Colchester and encourage commuters to utilise sustainable alternatives, including Park & Ride. Currently there is one Lorry Park in Colchester Town Centre. Provision of freight

servicing facilities in the right place can help keep the “right vehicles on the right roads”.

There are some large areas of surface car parking in Colchester that are unattractive, exacerbate traffic, and make inefficient use of land. Redeveloping surface car parking to provide more shopping, employment, housing, and community facilities at these accessible locations can regenerate important parts of Colchester. The necessary parking can still be accommodated under ground, under deck and behind building frontages.

The Council has influence over the provision of public car parking through the management and pricing structure of its car parks and through working with the operator of alternative car parks. However there are also a large number of private non-residential parking spaces in the town centre. The provision of these spaces encourages traffic to enter the Town Centre, where perhaps the journey could be made by alternative modes. Users of these car parks could benefit from company travel plans where all aspects of staff and visitor travel is explored.

Car parking should be minimised in accessible locations where high quality alternatives are available. Car free and low car development will be supported in the Town Centre, in coordination with public transport improvements. Car clubs provide another alternative that can help reduce car parking. Members of the Car club will have access to a car for their journeys where alternatives are not an option. Cars supplied to members of the scheme would have priority parking spaces to help make the scheme attractive.

5.7 Environment and Rural Communities Policies

ENV1 – Environment

The Borough Council will conserve and enhance Colchester's natural and historic environment, countryside and coastline. The Council will safeguard the Borough's biodiversity, geology, history and archaeology through the protection and enhancement of sites of international, national, regional and local importance. In particular, developments that have an adverse impact on Natura 2000 sites or the Dedham Vale Area of Outstanding Natural Beauty will not be supported.

Within the Coastal Protection Belt development will not be permitted that would adversely affect the open and rural character of the undeveloped coastline, and its historic features, sites of nature conservation importance and wildlife habitats.

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 will be supported at appropriate locations to improve public access, visual amenity and rehabilitate the natural environment. Development will need to minimise and mitigate adverse impacts on river, coastal and ground water quality.

The Council will seek to direct development away from land at risk of fluvial or coastal flooding in accordance with PPS25, including areas where the risk of flooding is likely to increase as a result of climate change.

Unallocated greenfield land outside of settlement boundaries (to be defined/reviewed in the Site Allocations DPD) will be protected and where possible enhanced, in accordance with the Landscape Character Assessment. Within such areas development will be strictly controlled to conserve the environmental assets and open character of the Borough. Where new development needs, or is compatible with, a rural location, it should demonstrably:

- i. be in accord with national, regional and local policies for development within rural areas, including those for European and nationally designated areas; and
- ii. be appropriate in terms of its scale, siting, and design; and
- iii. protect, conserve or enhance landscape and townscape character, including maintaining settlement separation; and
- iv. protect, conserve or enhance the interests of natural and historic assets; and
- v. apply a sequential approach to land at risk of fluvial or coastal flooding in line with the guidance of PPS25; and

- vi. protect habitats and species and conserve and enhance the biodiversity of the Borough; and
- vii. provide for any necessary mitigating or compensatory measures.

Explanation

Colchester's countryside and coastline is extremely diverse and important in terms of its natural environment, biodiversity, landscape character, archaeology and cultural heritage. The countryside provides the attractive landscape setting that defines and characterises the villages and rural communities of Colchester Borough. The countryside and coastal areas also provide important agricultural, tourism and recreational opportunities that support local economies and communities. The Dedham Vale Area of Outstanding Natural Beauty extends into the northern part of the Borough and has the highest status of protection in relation to landscape and scenic beauty.

This policy reflects Government Guidance (for example PPS7: *Sustainable Development in Rural Areas*, PPS9: *Biodiversity and Geological Conservation*, PPG15: *Planning and the Historic Environment*, PPG16: *Archaeology and Planning* and PPS25: *Development and Flood Risk*).

The Council has statutory obligations under the Habitats Directive to protect important habitats and species designated as Natura 2000 sites. This policy aims to protect the undeveloped areas of the Colne Estuary and coast and support regeneration that enhances the river's recreation and nature conservation values.

The Coastal Protection Belt is a county-wide designation that protects the sensitive character of the undeveloped coastline which could be harmed by development that might otherwise be acceptable in a countryside area.

The green infrastructure network of open spaces and links is important in providing alternative areas of accessible natural green space to alleviate pressure on Natura 2000 sites as well as contributing to the landscape character of Colchester Borough. The LDF will make a major contribution towards achieving the objectives of the Essex Biodiversity Action Plan (BAP).

A major threat to these low lying coastal and estuary areas is rising sea levels as a result of climate change. This will be addressed through increasing the network of green corridors and sites to aid the dispersal of species that will need to move as climate change renders their existing habitat unsuitable. Climate change will also be addressed by accommodating future flood waters without harm to the built environment.

The risk from flooding to property and people will be minimised by applying the sequential test in accordance with PPS25. New developments will be directed away from areas at risk from fluvial and coastal flooding, as identified in the Strategic Flood Risk Assessment (SFRA). Where development occurs

in areas with a known flood risk, practical and safe mitigation measures will need to be adopted to alleviate risk to people and property.

The policy aims to control development outside settlement boundaries to protect open stretches of countryside around and between existing settlements to prevent coalescence and retain settlement identity. The Landscape Character Assessment will inform the detailed application of the relevant policy criteria.

The historic environment will be protected across the Borough with reference to studies including the Townscape Character Assessment, the Urban Archaeological Database and the emerging Historic Environment Characterisation Study.

Detailed policies concerning the control of development, encouragement towards enhancement and design matters will be contained in the Development Policies DPD. The boundaries of specific areas, such as the Coastal Protection Belt will be identified in the Site Allocations DPD and shown on the Proposals Map.

ENV2 – Rural Communities

The Borough Council will enhance the vitality of rural communities by supporting appropriate development of infill sites and previously developed land (PDL) within the settlement development boundaries of villages. The design and construction of new village development must be high quality in all respects, including design, sustainability and compatibility with the distinctive character of the locality. Development should also contribute to the local community through the provision of relevant community needs such as affordable housing, open space, local employment, and community facilities.

Outside village boundaries, the Council will favourably consider small-scale rural business, leisure and tourism schemes that are appropriate to local employment needs, minimise negative environmental impacts, and harmonise with the local character and surrounding natural environment. Development outside but contiguous to village settlement boundaries may be supported where it constitutes an exception to meet identified local affordable housing needs.

Towns and villages are encouraged to plan for the specific needs of their communities by developing Parish Plans and Village Design Statements for adoption as guidance.

Explanation

Rural communities in Colchester comprise the villages identified in the Settlement Hierarchy (SD1 Appendix B).

National evidence indicates that villages in the catchment area of larger towns struggle to retain facilities, even when more housing is built. The East of England Plan noted that “the growth of villages has been unable to halt the closure of village services and commuting has increased dramatically”. Colchester Town is the main provider of shopping, services, employment, and community facilities for the Borough as a whole. Elsewhere in the Borough, only Wivenhoe, Tiptree and West Mersea provide a sufficient level of shops, services and employment to maintain a reasonable level of self containment. In general, rural communities do not provide sufficient shops, services and facilities to support significant growth.

Within rural communities, small scale development will be supported on PDL and infill sites within the village boundaries. The Site Allocations DPD will provide an opportunity to review the extent of village envelopes previously set through the Local Plan process. This development will need to optimise the sustainability of villages by contributing towards community facilities, open space and local employment. Affordable housing will also be supported on rural exception sites where supported by community need. The Council is also seeking to sustain and enhance local employment and rural enterprises.

5.8 Energy, Resources, Waste, Water and Recycling

ER1 Energy, Resources, Waste, Water and Recycling

The Council's commitment to carbon reduction includes the promotion of efficient use of energy and resources, alongside waste minimisation and recycling.

The Council will encourage the delivery of renewable energy projects, including micro-generation, in the Borough to reduce Colchester's carbon footprint. New developments will be encouraged to provide over 15% of energy demand through local renewable and low carbon technology (LCT) sources.

Sustainable construction techniques will also need to be employed in tandem with high quality design and materials to reduce energy demand, waste and the use of natural resources, including the sustainable management of the Borough's water resources. Residential dwellings will be encouraged to achieve a minimum 3 star rating in accordance with the Code for Sustainable Homes. Non-residential developments will be encouraged to achieve a minimum BREEAM rating of 'Very Good'.

The Council will support housing developments that reduce carbon emissions by 25% from 2010, 44% from 2013 and zero carbon homes from 2016 in accordance with national building regulations.

The Council is seeking to minimise waste and improve reuse and recycling rates through better recycling services and public awareness programs. To assist this aim, new developments will be expected to provide facilities and employ best practice technology to optimise the opportunities for recycling and minimising waste.

Explanation

Sustainable Development is at the heart of the Local Development Framework, and the Council is seeking to create communities that use natural resources sustainably, and minimise waste. Developments that are sustainably designed and constructed can (not exclusive):

- provide local renewable energy sources
- use less energy
- minimise heat loss
- use less water
- optimise natural light
- facilitate better recycling
- provide sustainable urban drainage systems
- use recycled construction materials

New developments need to help address the challenges of climate change and sustainability, and therefore contribute positively towards the future of Colchester. National policy seeks to achieve zero carbon homes by 2016 with a progressive tightening of the energy efficiency building regulations in 2010 (25%), 2013 (44%) and 2016 (zero carbon). The delivery of zero carbon homes from 2016 will reduce Colchester's greenhouse gas emissions and help stimulate a sustainable economy. The initial targets of a 3 star Code rating and a 'Very Good' BREEAM rating are cost effective and achievable. As the development costs of sustainable homes and buildings are reduced by economies of scale, improved knowledge and technology, the cost of delivering higher standards will also become achievable.

The Water Cycle Study assesses the impact of planned Haven Gateway growth on the area's water resources to ensure its sustainable management. In recognition of the increasing demand for water the Council will encourage developments that incorporate water saving measures, in line with the Code for Sustainable Homes, to help conserve the Borough's water resource.

As part of the Council's Community Strategy commitment to reduce its carbon footprint, the Council will promote the delivery of renewable energy and low carbon technology in the Borough, including micro-generation. Developments will be encouraged to incorporate on-site or local renewable/LCT energy to supply part of their energy demand. Stand alone renewable energy projects that are sympathetic to landscape character and local amenity will also be supported.

The Sustainable Construction SPD provides developers and the broader community with guidance on renewable energy technology and sustainable construction issues to support the implementation of this policy.

The Council also seeks to achieve its aspirational target of 60% recycling of household waste by 2021. At present approximately 31% of household waste is being recycled. The Council will be improving services and information to increase our recycling over the plan period. Development will support this by providing better recycling facilities.

6. Implementation and Monitoring

The Spatial Strategy and the Spatial Policies will be implemented through the further development of the Local Development Framework, by Council working with its partners, and through the planned investment of private and public resources.

Local Development Framework

The Core Strategy sets out the broad direction for the Local Development Framework. The Borough Council will subsequently prepare a range of other Development Plan Documents (DPDs) and Supplementary Planning Documents to take the Strategy forward.

The Core Strategy will be implemented through the following elements of the Local Development Framework:

- Development Policies DPD
- Site Allocations DPD and Adopted Proposal Maps
- Area Action Plans
- Supplementary Planning Documents

Working in Partnership

The Borough Council needs the help of public and private partners to deliver all the housing, facilities and infrastructure required to create sustainable communities. The Local Development Framework will provide a logical and considered plan for development, investment, services and infrastructure for the Borough of Colchester up to 2021. The Borough Council will work with a number of partners, including the following, to implement the Core Strategy and LDF (not exclusive):

Table 6a – Partners

Partners		
Local	Regional	National
<ul style="list-style-type: none"> • Local Strategic Partnership • Parish Councils • University of Essex • Colchester Primary Care Trust • Colchester Police • Colchester's Residents Associations • The Garrison • Colchester Chamber of Commerce • Private developers • Local bus operators • Mercury Theatre 	<ul style="list-style-type: none"> • Haven Gateway Partnership • Regional Cities East Partnership • Essex County Council • Government Office for the East of England • East of England Regional Assembly • Regional Development Agency • Essex Strategic Health Authority • Essex Rivers Health Care Trust 	<ul style="list-style-type: none"> • Environment Agency • English Heritage • Natural England • Highways Agency • Strategic Rail Authority • Network Rail

Housing Delivery

Core Policy H1: Housing Delivery sets out the minimum housing provision in order to comply with the East of England Plan (EEP). The EEP states that the Borough should aim to exceed the minimum requirement (830 per year) if housing can be delivered without breaching environmental limits and infrastructure constraints. The Council will therefore plan, monitor and manage housing delivery to ensure it exceeds the minimum provision. Since 2001, Colchester has successfully delivered housing well above the rate required by the EEP, as shown in the table below.

Table 6b – Housing Completions 2001 - 2008

Year	House Completions
2001 – 2002	568
2002 – 2003	984
2003 – 2004	916
2004 – 2005	1281
2005 – 2006	901
2006 – 2007	1250
2007 – 2008	1243

PPS3: Housing requires the Local Planning Authority to set out a housing implementation strategy to manage the delivery of housing. The Core Strategy provides the broad context for managing housing delivery in accordance with PPS3. A range of scenarios and options have been considered as part of the Sustainability Appraisal and sufficient land has been identified to comfortably deliver the minimum housing provision.

The Housing Land Availability Assessment identified capacity within established urban areas and previously developed land to accommodate 17,940 to 19,460 homes during the 2001 to 2021 period. Recent planning permissions and development trends indicate this is quite a conservative estimate. In light of the revisions to the East of England Plan and PPS3, the Council considered it necessary to make a more conservative interpretation of the HLAA, which resulted in a capacity for 15,314 new homes in Colchester between 2001 and 2021 (see Housing Topic Paper).

The Core Strategy and LDF therefore seek to identify additional provision of around 3,500 homes to ensure that over 18,760 homes can be confidently delivered between 2001 and 2023. The Core Strategy identifies broad areas of greenfield land with ample capacity for 3000 additional homes, and also identifies broad areas of previously developed land to accommodate further development (e.g. North Station Regeneration Area). It is possible that the housing provision up to 2023 could be delivered without the broad areas of greenfield land, however this land provides both flexibility to housing delivery and an opportunity to deliver sustainable new neighbourhoods that will contribute towards strategic facilities, infrastructure and zero carbon homes. The focus of delivery will remain on the regeneration of brownfield sites. The timing of the release for development of broad areas of greenfield land will be managed through monitoring of housing delivery and it will be released for development before 2016 if required to support housing delivery. Where necessary, the Council will seek to manage the release of land within the

Growth Area Urban Extensions through planning obligations or conditions applied to any grant of planning permission.

PPS 3 requires local planning authorities to provide a 5 year supply of specific deliverable sites, a 6-10 year supply of specific developable sites, and broad locations for an 11-15 years supply of land. At present there are extant planning permissions for over 8000 homes, and existing allocations with capacity for over 1200 new homes. This indicates that there is a sufficient supply of deliverable and developable sites in Colchester already to accommodate a 10 year supply of housing (see Housing Topic Paper). Emerging figures from the Strategic Housing Land Availability Assessment, which has taken into account the Core Strategy housing provision and recent development trends, estimates that projected housing delivery between 2001 and 2023 is likely to be approximately 21,500. The Council is therefore confident that housing delivery in the Borough will exceed the minimum housing provision outlined in Policy H1, in accordance with the East of England Plan.

The Site Allocations DPD (to be adopted in 2010) will allocate the additional land required to deliver the housing provision in accordance with the Core Strategy, including greenfield land with capacity for approximately 3000 new homes. In addition to the Site Allocations DPD, the delivery of housing in regeneration areas and growth areas will be facilitated through Area Action Plans, SPDs, masterplans and development briefs, the appropriate method being determined by the Council. The Council monitors annual housing delivery, and in the unlikely event that housing delivery falls significantly short of the EEP's minimum requirements, the Council will act to release identified greenfield land within the Growth Areas and if necessary revise the LDF accordingly.

Employment Delivery

Providing jobs for Colchester's growing community is a central objective of the Core Strategy. The East of England Plan set a target of approximately 14,200 jobs, although many jobs have already been created since 2001. The Haven Gateway Employment Study considered that 14,200 jobs could be provided in Colchester in the following employment sectors:

Table 6c – Projected Employment Change 2006 - 2021

Employment Sector	Employment change needed to achieve EEP target
Agriculture	- 500
Manufacturing	- 1500
Electricity gas and water	- 200
Construction	+ 500
Distribution	+ 500
Retail	+ 2400
Hotels and catering	+ 2300
Transport and communication	+ 500
Banking, finance and other business services	+ 3500

The Council cannot deliver this employment directly, but it can protect existing employment, stimulate new employment developments, and accommodate new developments at the most suitable locations.

The Council commissioned studies of projected growth in retail, business and employment, and used this evidence to plan and facilitate future economic development and employment delivery in Colchester. During the 2006 to 2021 period, Colchester will need to accommodate the following development:

- 67,000sqm (net) of retail floor space
- 106,000sqm (gross) of office floor space (Use Class B1)
- 45,000sqm (gross) of other business floor space (excluding B1)
- 270-490 hotel bed spaces by 2011

Promoting regeneration, higher densities and mixed use developments in existing Centres will build additional capacity to accommodate employment and economic growth at sustainable locations. This process will be facilitated through the preparation of Area Action Plans, SPDs and development briefs. The regeneration of St Botolphs is expected to deliver over 35,000sqm of net retail floor space, and an SPD is being prepared for the North Station Regeneration Area to facilitate the delivery of 40,000sqm of office and business floor space.

The Council will plan, monitor and manage the delivery of the main Town Centre land uses, including retail, offices, cultural and entertainment uses and amend the LDF as necessary to ensure that the majority of this development is delivered in the Town Centre and other accessible locations. If the Council determines that the necessary retail and office development cannot be delivered in the Town Centre during the plan period, than this development can be accommodated in District Centres or Strategic Employment Zones, in accordance with the sequential approach (see Policy CE2 & PPS6).

The Strategic Employment Zones offer an ample supply of deliverable land for employment developments, particularly warehousing and industry. The Borough Council has already supported outline proposals for over 110,000sqm of B1 floor space within the Strategic Employment Zones. In addition to these B1 commitments, over 35ha of land is currently available for industry (B2) and warehousing (B8) developments, as follows:

- Cuckoo Farm, North Colchester - 19.8ha
- Tollgate, Stanway – 11.37ha
- London Road, Stanway – 4.75ha

To improve the quality of these SEZ sites, improvements will be made to transport infrastructure to enhance access to the strategic road network and the Town Centre.

Delivering Infrastructure and Facilities

Successful implementation of the Core Strategy and the LDF relies on effective co-ordination between public and private partners to enable the provision of infrastructure and facilities. New development creates a need to provide new infrastructure and facilities, and to mitigate the effect of development on the surrounding area. Financial contributions will be sought

from developers to combine with public funding to deliver the necessary facilities in infrastructure.

The Council will seek to employ standard charges where appropriate to ensure that new development makes a reasonable contribution to the provision of facilities and infrastructure. The Council will prepare further guidance regarding standard charges and development contributions to support the implementation of the LDF.

Key infrastructure and facilities have been identified in Table 6d as important elements of the spatial strategy for Colchester.

Table 6d – Key Facilities and Infrastructure

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
	North Park and Ride (permanent) ¹	Project identified in Regional Funding Allocation as a Priority 1b scheme	ECC
South Growth Area	Medical Centre	Secured	PCT

Development Linkage	"Necessary" Projects	Funding status	Delivery Body
	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) ²	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
	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
	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

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	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
	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 ³	To be secured	Network Rail/ECC/CBC
	Colchester Town Rail Station Improvements ⁴	Secured through Section 106 Agreements	Network Rail/ ECC
	Southway Pedestrian/cycle bridge ⁵	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

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	Tiptree Health Centre	To be secured	PCT/LIFT Strategic Partnership Board
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
	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

Development Linkage	"Local and wider benefit" Projects	Funding status	Delivery Body
	Village Hall improvements - Rowhedge	To be linked to new development through planning obligations/ standard charges	Developer/ CBC
¹ Transport project also supporting development in the Town Centre Growth Area ² Transport project also supporting development in the North Growth Area ³ Transport project also supporting development in the North Growth Area ⁴ Transport project also supporting development in the South Growth Area ⁵ Transport project also supporting development in the South Growth Area			

Monitoring

Continual plan review is a fundamental element of the new planning system. It is important to check that the plan is being implemented correctly, ensure that outcomes match objectives, and to change the plan if they are not. The new planning system provides for separation of components of the LDF to allow each part to be reviewed and amended individually which enables a more rapid and responsive system. The Borough Council will undertake annual monitoring of the implementation of the Core Strategy, and of other parts of the LDF as they are developed, and will amend documents as required.

Appendix C identifies indicators that will be used to monitor the implementation of the Core Policies by the responsible authorities. The indicators provide a means of measuring how well the Borough Council and its partners have performed in achieving the objectives of the Core Strategy. These indicators are also consistent with those employed in the Sustainability Appraisal and the Annual Monitoring Report.

Appendix A – Glossary

Affordable Housing (or sub-market housing) - This breaks down into 2 subcategories: social housing where rent levels are set in line with the Governments rent influencing regime. And intermediate housing: a mix of low cost home ownership products (e.g. shared ownership) and other reduced cost rental products primarily in the form of key worker housing.

Area Action Plan (AAP) - These are Development Plan Documents that will be used to provide the planning framework for areas where significant change or conservation is needed. They can be used in many ways to help deliver planned growth areas, stimulate regeneration, protect areas that are sensitive to change, resolve conflicting objectives in areas subject to development pressures and/or focus the delivery of area based regeneration initiative. They will also focus on the implementation of policies and proposals and will provide an important way of ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change and conservation in the Borough.

Brownfield Site (also known as Previously Developed Land) - Previously developed land that is unused or may be available for development. It includes both vacant and derelict land and land currently in use with known potential for redevelopment. It excludes land that was previously developed where the remains have blended into the landscape over time.

Community Facilities - Are buildings, which enable a variety of local activity to take place including, but not limited to, the following:

- Schools, Universities and other educational facilities
- Libraries and community centres
- Doctors surgeries, medical centres and hospitals
- Museums and art galleries
- Child care centres
- Sport and recreational facilities
- Youth clubs
- Playgrounds
- Places of worship
- Emergency services

Some community activities can also be provided via privately run facilities (eg pubs and village shops).

Community Strategy - All local planning authorities have a duty to prepare community strategies under the Local Government Act 2000 in conjunction with other public, private and community sector organisations. Community Strategies should promote the economic, social and environmental well being of their areas and contribute to the achievement of sustainable development. The intention is that Local Development Frameworks will provide the spatial expression to those elements of the Community Strategy that relate to the use

and development of land. Copies of the Colchester Community Strategy can be viewed at www.colchester2020.com

Core Strategy - The Core Strategy will set out the long-term vision for Colchester and the strategic policies required to deliver that vision. Its main aim is to promote sustainable development. It will also seek to protect and enhance the environment, as well as defining the general locations for delivering strategic development including housing, employment, retail, leisure, community and transport.

Countryside Stewardship Schemes - A UK Government grant scheme offering payments to farmers and other land managers in England to carry out management that enhances and conserves landscapes, habitats and wildlife, and (where appropriate) to improve access to them. It aims to make conservation part of farming and land management practice.

Development Plan Document (DPD) - Development Plan Documents that the council are required to prepare include the core strategy, site specific allocations of land and area action plans. There will also be a proposals map, which will illustrate the spatial extent of policies that must be prepared and maintained to accompany all development plan documents. All Development Plan Documents must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report.

Development Policies – A document that the council have produced to guide future development of the Borough. The Policies contained within this DPD will eventually replace the Local Plan Policies and be used to determine planning applications in the future. The Development Policies DPD is currently at Issues and Options Stage.

East of England Plan (also known as Regional Spatial Strategy/RSS) - A strategy formerly known as Regional Planning Guidance (RPG), for how a region should look in 15-20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Green Links – Areas of land which are a vital part of the public realm. Green links provide attractive, safe and accessible spaces which contribute to positive social, economic and environmental benefits, improving public health, well-being and quality of life. Green links also provide the opportunity for sustainable travel between areas and are also rich in biodiversity. Strategic green links provide a buffer between urban areas and ensure these areas do not become one. Strategic green links are shown on the Core Strategy Key Diagrams.

Greenfield Site - Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

Growth Area – An area broadly identified for future housing and employment growth. A growth area may include both regeneration areas with potential for brownfield land redevelopment or the use of greenfield sites as indicated on the key diagram (KD2 Colchester Town).

Industrial Sites – Sites within the Borough that are considered appropriate for uses which fall within the B1, B2 and B8 Class.

Life Time Homes - Lifetime Homes make life as easy as possible, for as long as possible because they are thoughtfully designed. They are homes for everyone and bring benefits to anyone who lives in them because of the individual choices that they make possible. The flexibility and adaptability of Lifetime Homes accommodate life events quickly, cost-effectively and without upheaval. (www.lifetimehomes.org.uk).

Local Development Framework (LDF) - This is the term given to the portfolio of Local Development Documents (see above), which will provide the framework for delivering the spatial planning strategy for the area.

Local Development Scheme (LDS) - This is the project plan for a three year period for the production of all documents that will comprise the Local Development Framework. It identifies each Local Development Document stating which are to be Development Plan Documents (see above) and which are to be Supplementary Planning Documents, and establishes a timetable for preparing each.

Mixed Use Development - A well integrated mix of land uses (retail, employment, leisure and other service uses) with decent homes of different types and tenures to support a range of household sizes, ages and incomes.

Natura 2000 network - The European network of protected sites established under the Birds Directive and Habitats Directive (includes SPA, SAC, Ramsar).

Neighbourhood Centre - Centres are mixed use places where we shop, work, learn, relax and live. A Neighbourhood Centre is a collection of local shops, services and community facilities at the centre of both villages and urban neighbourhoods. Neighbourhood Centres could range from a small parade of shops through to larger commercial areas providing a variety of services and facilities.

Planning Gain – the principle of a developer agreeing to provide additional benefits or safeguards, often for the benefit of the community, usually in the form of related development supplied at the developer's expense.

Planning Policy Guidance Notes (PPG) – Guidance notes issued by Government setting out planning policy and main land uses. They provide guidance and advice on the application of national policy.

Planning Policy Statements (PPS) - Statements issued by Government setting out planning policy and the main land uses. They are supported by a range of good practice and other documents providing guidance and advice on the application of policy. Planning Policy Statements are the replacements for the Planning Policy Guidance Notes.

Previously Developed Land (PDL) (also known as Brown field land) - Previously developed land that is unused or may be available for development. It includes both vacant and derelict land and land currently in use with known potential for redevelopment. It excludes land that was previously developed where the remains have blended into the landscape over time.

Ramsar Site – An area identified by international agreement on endangered habitats.

Regeneration Areas – An area in the Borough identified on the basis of potential for brownfield land redevelopment, economic and social need and proximity to the Town Centre. The Regeneration Areas are key element in the aim of Colchester becoming a prestigious regional centre. Five Regeneration Areas have been identified across the Borough – St Botolphs, North Station, East Colchester, North Colchester and Garrison.

Regional Spatial Strategy (RSS) (also known as East of England Plan) - A strategy formerly known as Regional Planning Guidance (RPG), for how a region should look in 15-20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.

Retail Frontages – A term given to areas within the Town Centre where shopping is the primary function. The front of the shopping facing the street is used to calculate the retail frontages within the Development Policies DPD.

Rural Diversification (also known as Farm Diversification) – The alternative use of land or buildings which were once used for farming purposes or rural activity such as grain store, stables or poultry shed. The Local Plan definition is “alternative use of land or buildings that remains within the farming unit in the ownership of the farmer and run from the existing house.

Site Specific Allocations - Land allocated for specific uses will be identified in specific Development Plan Documents. Specific policies that relate to these designations will be set out in a Development Plan Document and will cover principles such as design or specific requirements for implementation. Policies relating to the delivery of the Site Specific Allocations, such as any critical access requirements, any broad design principles or any planning obligations, which may be sought, must be set out in a development plan document.

Spatial Planning – “Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This will include policies which can impact on land use, for example, by influencing the demands on or needs for development, but which are not capable of being delivered solely or mainly through the granting of planning permission and may be delivered through other means.” (PPS 1 ODPM, 2004, pp3).

Special Area of Conservation (SAC) - A site of European Community importance designated by the member states, where necessary conservation measures are applied for the maintenance or restoration, at favourable conservation status, of the habitats and/or species for which the site is designated.

Special Protection Area (SPA) - A site designated under the Birds Directive by the member states where appropriate steps are taken to protect the bird species for which the site is designated.

Statement of Community Involvement (SCI) - This will set out the standards that the council intend to achieve in relation to involving the community and all stakeholders in the preparation, alteration and continuing review of all Local Development Plan Documents and in significant planning applications, and also how the local planning authority intends to achieve those standards. The Statement of Community Involvement will not be a Development Plan Document (see above) but will be subject to independent examination. A consultation statement showing how the council has complied with its Statement of Community Involvement should accompany all Local Development Documents.

Supplementary Planning Document (SPD) – A document produced by the Council to add further detailed guidance and information on a particular subject such as Sustainable Construction or Open Space, Sport and Recreational Facilities. An SPD is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

Sustainability Appraisal (SA) - An appraisal of the economic, social and environmental effects of a plan from the outset of the preparation process, so that decisions can be made that accord with sustainable development.

Sustainable Communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Sustainable Construction – is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and

carbon foot print of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems. Full details can be found in the Council's Sustainable Construction SPD.

Sustainable Development - Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Transport - Sustainable Transport refers to walking, cycling and public transport, including train and bus. Sustainable Transport is transport that makes efficient use of natural resources and minimises pollution. In particular, Sustainable Transport seeks to minimise the emissions of carbon dioxide – a greenhouse gas associated with climate change – as well as nitrogen oxides, sulphur oxides, carbon monoxide and particulates, all of which affect local air quality.

Town Centre - The Town Centre is cultural and commercial heart of the Borough. Colchester's Town Centre includes the historic core of Colchester, as well as the surrounding fringe areas that are characterised by a mix of retail, residential, office, community facilities and other uses often found in other Centres. North Station and Hythe Station will be major gateways to Colchester and are therefore considered to be another important element of the Town Centre.

Transit Corridor - A rapid transit corridor provides a corridor for the fast and frequent movement of high quality public transport. Colchester's rapid transport corridors will provide unimpeded travel for express buses to bypass traffic congestion and link key facilities, centres, transport nodes and neighbourhoods. These corridors will also provide quality walking and cycling paths.

Urban Renaissance - Urban Renaissance is about renewing towns and cities in a sustainable way. It aims to make towns and cities vibrant and successful and, in doing so, protect the countryside from development pressure. It is about offering a high quality of life to people by:

- enabling them to shape the future of their community;
- providing attractive places to live that use space and buildings well;
- encouraging good design and planning to support a more environmentally sustainable way of life; and
- meeting people's needs with good quality services.

Appendix B – Settlement Hierarchy

Hierarchy	Settlements																																										
Regional Centre	Colchester Town and Stanway																																										
District Settlements	Tiptree West Mersea Wivenhoe																																										
Villages	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;">Aberton – Langenhoe</td> <td style="width: 50%; border: none;">Great Horkesley (including Horkesley Heath)</td> </tr> <tr> <td style="border: none;">Aldham</td> <td style="border: none;">Great Tey</td> </tr> <tr> <td style="border: none;">Aldham – Ford Street</td> <td style="border: none;">Great Wigborough</td> </tr> <tr> <td style="border: none;">Birch</td> <td style="border: none;">Langham – St Margaret’s Cross</td> </tr> <tr> <td style="border: none;">Birch – Hardy’s Green</td> <td style="border: none;">Langham – Langham Moor</td> </tr> <tr> <td style="border: none;">Boxted Cross</td> <td style="border: none;">Layer de la Haye (including Malting Green)</td> </tr> <tr> <td style="border: none;">Boxted – Workhouse Hill</td> <td style="border: none;">Layer Breton</td> </tr> <tr> <td style="border: none;">Chappel and Wakes Colne</td> <td style="border: none;">Layer Marney – Smythes Green,</td> </tr> <tr> <td style="border: none;">Chappel – Swan Street</td> <td style="border: none;">Little Horkesley</td> </tr> <tr> <td style="border: none;">Copford – London Road</td> <td style="border: none;">Little Tey</td> </tr> <tr> <td style="border: none;">Copford Green</td> <td style="border: none;">Marks Tey (including Coggeshall Road and London Road)</td> </tr> <tr> <td style="border: none;">Dedham</td> <td style="border: none;">Messing</td> </tr> <tr> <td style="border: none;">Dedham Heath</td> <td style="border: none;">Mount Bures</td> </tr> <tr> <td style="border: none;">Dedham – Lamb Corner</td> <td style="border: none;">Peldon</td> </tr> <tr> <td style="border: none;">Dedham – Bargate Lane/Long Road</td> <td style="border: none;">Rowhedge</td> </tr> <tr> <td style="border: none;">East Mersea</td> <td style="border: none;">Salcott and Virley</td> </tr> <tr> <td style="border: none;">Easthorpe</td> <td style="border: none;">A/B Wakes Colne/ Middle Green</td> </tr> <tr> <td style="border: none;">Eight Ash Green (including Choats Corner and Fordham Heath)</td> <td style="border: none;">West Bergholt</td> </tr> <tr> <td style="border: none;">Fingringhoe – Abberton Rd</td> <td style="border: none;">Wormingford</td> </tr> <tr> <td style="border: none;">Fingringhoe – High Park Corner</td> <td></td> </tr> <tr> <td style="border: none;">Fordham</td> <td></td> </tr> </table>	Aberton – Langenhoe	Great Horkesley (including Horkesley Heath)	Aldham	Great Tey	Aldham – Ford Street	Great Wigborough	Birch	Langham – St Margaret’s Cross	Birch – Hardy’s Green	Langham – Langham Moor	Boxted Cross	Layer de la Haye (including Malting Green)	Boxted – Workhouse Hill	Layer Breton	Chappel and Wakes Colne	Layer Marney – Smythes Green,	Chappel – Swan Street	Little Horkesley	Copford – London Road	Little Tey	Copford Green	Marks Tey (including Coggeshall Road and London Road)	Dedham	Messing	Dedham Heath	Mount Bures	Dedham – Lamb Corner	Peldon	Dedham – Bargate Lane/Long Road	Rowhedge	East Mersea	Salcott and Virley	Easthorpe	A/B Wakes Colne/ Middle Green	Eight Ash Green (including Choats Corner and Fordham Heath)	West Bergholt	Fingringhoe – Abberton Rd	Wormingford	Fingringhoe – High Park Corner		Fordham	
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Appendix C – Monitoring Targets and Indicators

CS Objectives	Targets	Key Indicators
<p>SD</p> <p>Focus new development at sustainable locations to support existing communities, local businesses, provide sustainable transport and promote urban regeneration to protect greenfield land.</p> <p>Provide the necessary community facilities and infrastructure to support new and existing communities.</p> <p>Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Colchester's growing community.</p> <p>Promote active and healthy lifestyles and strive for excellence in education and culture.</p> <p>Reduce the Borough's carbon footprint and respond to the effects of climate change.</p>	<p>National target 60% of new development on Previously Developed Land (Policies SD1, CE1, H1 and UR1)</p> <p>100% of new permitted developments to comply with SPD on Open Space, Sport and Recreational Facilities and Community Facilities (Policies SD2 and PR1)</p> <p>100% of major new development to be accessible to health, education and employment facilities (Policies SD1 and SD2)</p> <p>0% of applications to result in the overall loss of community facilities (Policy SD2)</p> <p>Delivery of infrastructure schemes identified in the LDF (Policy SD2, Table UR1, Table PR1, Table TA3, Table TA4, Table 6d)</p> <p>General contribution of new development to national targets on educational attainment by improving job opportunities and life chances (Policy SD1)</p>	<p>Number of new homes completed on previously developed land (AMR Core Indicator) - Amount of new employment development on previously developed land (AMR Core Indicator)</p> <p>New AMR Local Indicator to be developed based on Community Facilities Audit and regular updates.</p> <p>% of new development within 30 minutes public transport travel time of health, education and employment facilities (AMR Core Indicator)</p> <p>Number of applications resulting in the loss of community facilities (AMR Local Indicator)</p> <p>Key infrastructure projects delivered (AMR Infrastructure Trajectory)</p> <p>Percentage of population of working age qualified to NVQ level 3 or equivalent (AMR Significant Effects Indicators)</p> <p>Percentage of adults with poor literacy and numeracy skills (AMR Significant Effects Indicators)</p>
<p>CE</p> <p>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.</p> <p>Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the</p>	<p>Contribute to East of England Plan Haven Gateway target of 20,000 jobs to 2021 (Policies CE1, CE2 and CE3)</p>	<p>Amount of floorspace development for employment and leisure by type (AMR Core Indicator)-Number of jobs (AMR Contextual Indicator)</p> <p>Amount of employment development delivered in Growth or Regeneration areas (AMR Core Indicator)</p>

	need to travel outside the Borough for employment.		Number of new businesses setting up in the Borough- VAT registrations (AMR Significant Effects Indicator)
H	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.	<p>Contribute to East of England Plan target for Colchester of 17,100 houses to 2021 (<i>Policies H1 and SD1</i>)</p> <p>Homelessness - Monitored by Strategic Housing Team – precise target inappropriate for this cross-cutting issue (<i>Policies H1, H3, H4 and SD1</i>)</p> <p>East of England Plan and Core Strategy target of 35% of new dwellings to be affordable (<i>Policy H4</i>)</p> <p>Ensure that new residential development makes efficient use of land (<i>Policies H2, H1, UR1, and SD1</i>)</p>	<p>Housing completions per annum (net) - Housing Trajectory (AMR Core Indicator)</p> <p>Number of new and converted dwellings completed on previously developed land (AMR Core Indicator)</p> <p>Number of households accepted as full homeless (AMR Contextual Indicator)</p> <p>Affordable housing completions (AMR Core Indicator).</p> <p>Percentages of new dwellings completed at the following density bands – less than 30 dwelling per hectare, between 30-50 dph and above 50 dph</p>
UR	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	<p>Meet Core Strategy housing and employment housing targets for Growth/Regeneration areas to contribute to East of England Plan target for Colchester of 17,100 houses and 20,000 new jobs to be created in the Haven Gateway to 2021 (<i>Policy UR1</i>)</p> <p>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 (<i>Policy UR2</i>)</p>	<p>Number of new homes and employment development completed at ward level within Growth/Regeneration Areas (New AMR indicator)</p> <p>Buildings of Grade I and II* and scheduled monuments at risk (AMR Local Indicator)</p>

PR	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 (AMR Local Indicator to be developed)
			Contributions secured towards streetscape improvements (AMR Local Outputs Indicator to be developed)
			Number of homes with provision of private/communal open space. (New AMR Local Indicator).
			All crime – number of crimes per 1000 residents per annum (AMR Significant Effects Indicator)
		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 Domestic Burglaries per 1000 Households (AMR Significant Effects Indicator)
		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)	

TA	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 needs. Develop Colchester as a Regional Transport Node, improving transport connections and gateways within the Borough and to the wider region. Improve the strategic road network and manage traffic and parking demand.	Cycling – increase by 75% in urban area by 2010/11 (Policies TA2, TA1 and PR2) 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) To reduce the percentage of pupils aged 5-16 travelling by car ** (Policies TA1, TA2, TA3, TA4, and PR2)	Annualised Indicator of Cycling Trips linked to LTP* Performance Indicator 10 (AMR Significant Effects Indicator to be developed) – Increased to reflect Colchester's cycle town status
			Motor Vehicles entering Colchester on the main radial corridors – LTP* Performance Indicator 12a (AMR Significant Effects Indicator to be developed)
			Mode Share of Journeys to School linked to LTP* Performance indicator 13 (AMR Significant Effects Indicator to be developed)

		<p>Increase use the of public transport on selected routes in Colchester (Policies TA3 and TA1)</p> <p>To obtain an agreed travel plan for all major commercial/community developments (Policy TA1)</p> <p>Reduce the proportion of long stay in comparison with short stay parking (Policy TA5)</p> <p>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)</p> <p>**Targets related to LTP indicators are generally reported at County level and therefore data and targets will need to be developed.</p>	<p>Number of bus passenger journeys on selected routes linked to LTP* Performance indicator 17 (AMR Significant Effects Indicator to be developed)</p> <p>Encourage modal shift through Travel Plan and planning application processes (AMR Local Indicator)</p> <p>Comparison of long and short stay car parking demand and duration in public car parks in the Town Centre (local indicator)</p> <p>Percentage of completed non-residential development (within Use Class Orders A, B and D) complying with parking standards as set out in the LDF (AMR Core Indicator)</p> <p>*LTP indicators are only set to 2010/11 and therefore indicators and targets related to LTP will be reviewed as the LTP is updated</p>
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<p>ENV</p> <p>Protect and enhance Colchester's natural and historic environment, countryside and coastline. Support appropriate local employment and housing development in villages and rural communities.</p>	<p>40% or less new houses to be built on greenfield land (AMR Core Indicator) (Policies ENV1, ENV2, SD1, CE1, H1, and UR1)</p> <p>Minimise impact of new development in areas designated due to their environmental importance (Policy ENV1)</p> <p>95% of nationally designated SSSI's are to be in favourable condition or recovering by 2010. (Policy ENV1)</p> <p>Manage visitor numbers at European Sites at levels that do not cause damage or affect site integrity. (Policy ENV1)</p> <p>No increase in number of Air Quality Management Districts (AQMDs) (Policies ENV1, TA1, UR2)</p>	<p>Number of homes completed on greenfield land (AMR Local Indicator)</p> <p>Amount of development in designated areas.</p> <p>Condition of internationally and nationally important wildlife and geological sites (SSSI, SPA, SAC & RAMSAR) (Significant Effects Indicator to be developed)</p> <p>Number of visitors to Natura 2000 sites (new AMR indicator)</p> <p>Number of AQMDs (New AMR Contextual Indicator)</p>
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		<p>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 (<i>Policy ER1</i>)</p> <p>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>)</p> <p>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>)</p> <p>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>)</p>	<p>Renewable energy capacity installed by type (AMR Core Indicator)</p> <p>Percentage of domestic waste recycled (AMR Contextual Indicator)</p> <p>Percentage of domestic waste composted (AMR Contextual Indicator)</p> <p>Per capita consumption of water (AMR Contextual Indicator)</p>
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Appendix D – References

National Planning Guidance

Planning Policy Guidance and Statements:

- 1 – *Sustainable Development* (February 2005)
- 3 – *Housing* (November 2006)
- 4 – *Industrial, commercial development and small firms* (November 1992)
- 6 – *Town centres* (March 2005)
- 7 – *Sustainable development in rural areas* (August 2004)
- 9 – *Biodiversity* August 2005
- 12 – *Local Development Frameworks* (September 2004)
- 13 – *Transport* (March 2001)
- 15 – *Planning and the historic environment* (September 1994)
- 16 – *Archaeology and planning* (November 1990)
- 17 – *Planning for open space, sport and recreation* (July 2002)
- 20 – *Coastal planning* (September 1992)
- 23 – *Planning and pollution control* (November 2004)
- 24 – *Planning and noise* (September 1994)
- 25 – *Development and flood risk* (July 2001)

Other policy documents from Government departments and national agencies:

- Commission for Architecture and the Built Environment (CABE), *Spatial planning by design*, July 2005
- CABE, *Transforming our Streets*, 2006
- Countryside Agency, *Are Villages Sustainable? A review of the literature*, December 2002
- Countryside Agency, *Planning Tomorrow's Countryside*, 2000
- Department for Transport, *Manual for Streets* (March 2007)
- Sport England, *Active Design*, April 2007

Regional Policy and Studies

- East of England Regional Assembly, *Draft East of England Plan*, December 2004
- East of England Regional Assembly, *Review of Gypsy and Traveller Policies, Issues and Options Consultation Report*, May 2007
- GO-East, *Secretary of State's Proposed Changes to the Draft Revision to the Regional Spatial Strategy*, December 2006
- Halcrow Group Limited, *East of England Capacity delivery Strategy Study: Phase One Final Report*, December 2006
- NHS East of England, *Looking to the Future: Development of hospital services in the East of England*, December 2006
- Regional Cities East, *Business Case*, July 2006

Haven Gateway Studies

DTZ Pidea Consulting, *Haven Gateway Employment Land Study*, December 2005

Roger Tym and Partners, *Strategic Residential and Infrastructure Study*, November 2005

Royal Haskoning and GHK, *Haven Gateway Regeneration Study*, November 2005

Royal Haskoning, *Haven Gateway Water Cycle Study*, 2008

Essex County Plans

Essex County Council and Southend Borough Council, *Adopted Structure Plan*, 2001

Essex County Council, *Local Transport Plan*, 2006-11

Essex County Council, *Essex Schools Organisation Plan 2006-11*

Essex Design Initiative, *Urban Place Supplement*, May 2007

Essex Rural Partnership, *Essex Rural Strategy*, July 2005

Colchester Policy Documents

Colchester 2020, *Community Strategy*, December 2003

Adopted Local Plan, March 2004

Supplementary Planning Documents –

Provision of Open Space, Sport and Recreation Facilities (July 2006)

Supplementary Planning Guidance

Affordable Housing – March 2004

Community Facilities – March 2004

Essex Design Guide – 1997

Vehicle Parking Standards – 2001

Core Strategy Issues and Options, March 2006

Core Strategy Preferred Options, November 2006

Strategic Environmental Assessment and Sustainability Appraisal of the Preferred Options, November 2006

Draft Parks and Green Spaces Strategy, 2007

Colchester Studies

Chris Blandford Associates, *Landscape Character Assessment*, November 2005

Chris Blandford Associates, *Townscape Character Assessment*, June 2006

Fordham Associates, *Strategic Housing Market Assessment Topic Papers*, September 2007

GVA Grimley, *North Essex Retail Study, Stage Two Report, Colchester Borough*, February 2007

Humberts Leisure, *Hotel Market Demand Appraisal and Sequential Site Assessment*, April 2007

Lambert Smith Hampton, *Employment Land Study*, May 2007

PMP Consultants, *Colchester Open Space, Sport and Recreation Study*, November 2007

Roger Tym and Partners, *Housing Land Availability Study*, March 2007

Royal Haskoning, *Colchester Appropriate Assessment*, November 2007

Scott Wilson, *Strategic Flood Risk Assessment*, November 2007

Appendix E – Saved Local Plan policies superseded by the Core Strategy

Local Plan Policy		Core Strategy Policy
CE1	The Open and Undeveloped Coastline	Replaced by Core Strategy Policy ENV1 (Environment)
CO1	Countryside – general policy	Replaced by Core Strategy Policies ENV1 and ENV2 (Environment)
CF1	Infrastructure and Community Facilities Provision	Replaced by Policy SD2 (Delivering Facilities and Infrastructure)
CF7	Schools	Replaced by Policy SD2 (Delivering Facilities and Infrastructure)
L12	Woodland, trees and hedgerows	Replaced by Policy PR1 (Open Space) which requires open space provision in developments to be informed by an appraisal of local context and community need giving particular regard to biodiversity.
L17	Colchester United	Replaced by Policy UR1 (Regeneration Areas) sets out the key projects to be delivered in the regeneration areas
T1&2	Pedestrian networks and cycle parking requirements	Replaced by Core Strategy Policies TA1 (Accessibility and Changing Travel Behaviour) and TA2 (Walking and Cycling)
T4	Non car housing	Replaced by Core Strategy Policy TA5 (Parking)
H1	Housing allocations	Replaced by Core Strategy Policy H1 (Housing Delivery) and table H1a set out the overall distribution of new housing to deliver at least 19,000 new homes in the Colchester Borough between 2001 and 2023. The Local Plan only covers the period to 2011.
H2	Meeting different needs	Replaced by Core Strategy Policy H3 (Housing Diversity)
H4	Affordable housing	Replaced by Core Strategy Policy H4 (Affordable Housing) sets new targets and thresholds for affordable housing sites.
H13	Density	Replaced by Core Strategy Policy H2 (Housing Density)
EMP1	Employment land provision	Replaced by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)
EMP2	Development outside employment zones	Replaced by Core Strategy Policies CE1 and CE2(b) (Centres and Employment)
TCS1	Town centre vitality	Replaced by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)
TCS2	New comparison shopping	Replaced by Core Strategy Policy CE2a (Centres and Employment)
TCS3	Food shopping	Replaced by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)
TCS11	Bulky goods	Replaced by Core Strategy Policies CE1, 2 and 3 (Centres and Employment)
TCS12	Local shopping centres	Replaced by Core Strategy Policies CE2b (District Centres) and CE2c (Local Centres)



Local Development Framework Committee

Item
8

2 December 2008

Report of	Head of Strategic Policy and Regeneration	Author	Mark Edgerley 01206 282476
Title	Site Allocations Consultation		
Wards affected	All		

The Local Development Framework Committee is asked to agree the content and public consultation on the Site Allocations Development Plan Document.

1. Decision(s) Required

- 1.1 To agree the publication in January 2009 of the Site Allocations Development Plan Document (DPD), attached to this report, and associated Sustainability Appraisal for consultation.

2. Reasons for Decision(s)

- 2.1 To enable Colchester to move forward with the process of production of the Local Development Framework (LDF) directing future development in Colchester.

3. Alternative Options

- 3.1 The Council could decide to revise the document or to delay consultation, although this would be contrary to the milestones set out in the Local Development Scheme. It could also delay the process of allocating areas of land to facilitate the growth of the Borough in accordance with the Core Strategy.

4. Supporting Information

- 4.1 In 2004, Colchester Borough Council started work on the production of their Local Development Framework to replace the Adopted Local Plan, as directed by new Government legislation. The overarching Core Strategy DPD was the first document to be produced, in line with Government guidance on the priorities for the LDF. The Core Strategy sets out the spatial vision and strategic objectives and policies for the Borough up to 2021. The Core Strategy has now been declared 'sound' by a Government-appointed Planning Inspector and is scheduled for adoption by the Council on 11 December 2008. The policy direction set in the Core Strategy has been used as the cornerstone for the production of

the Site Allocations DPD consultation report. A copy of the draft document is attached as Appendix 1.

- 4.2 The Site Allocations document and associated Proposals Map will help manage future development by identifying the land allocations for every part of the Borough, based on the principles established in the Core Strategy. The consultation material shows the boundaries of the areas identified for growth in the Core Strategy as well as the boundaries of areas protected by designations ranging from the local to the international such as Conservation Areas, open space, Sites of Special Scientific Interest and RAMSAR sites for nature conservation protection. The Site Allocations DPD and Proposals Map will be used in conjunction with national, regional and Core Strategy planning policies to determine planning applications, replacing the Local Plan policies previously used.
- 4.3 The document reflects considerable joint internal working between the Spatial Policy Team, Geospatial Team, Cultural Team, Enterprise Team and other relevant Council teams including Essex County Council Highways and Transportation colleagues. This process initially resulted in an Issues and Options report in November 2007 for public consultation which highlighted a range of issues that would influence the future allocation of land across the Borough. The Issues and Options report also contained a series of maps for information only which outlined those sites which had already been suggested as potential locations for new allocations. Their inclusion did not mean that the sites were being supported by the Council. Rather, sites and issues were included to start the debate and raise interest in the document. Following the close of consultation all parishes were invited to comment on the sites submitted for their area and on modifications to village envelopes and any local designations for their area. Planning Policy officers have met individually with 21 parish councils, and their views on site allocations and designations are summarised in Chapter 7 of the attached report.
- 4.4 The Development Policies Issues and Options Report was also considered and subject to public consultation alongside the Site Allocations document and this parallel consultation is expected to be undertaken again due to the close relationship between sites for future development and appropriate criteria to determine their location, design and use. The consultation, to run from 16 January – 27 February 2009, will provide the public with the opportunity to comment on the Council's preferred site options for future allocation and development. Submission of a final document to the Government is scheduled for late 2009, followed by an examination in the early summer of 2010.
- 4.5 Maps included for the Committee's consideration include an A3 map of the Colchester area illustrating key proposals in the Core Strategy as well as individual maps of the preferred sites for development. For the forthcoming consultation, it is planned to issue a book of maps in A3/A4 form to show areas where changes to Local Plan boundaries and designations are proposed which will help illustrate the written material in the consultation document. This will not include every village inset map

found in the Local Plan, since very few changes are proposed to the village envelopes of the smallest villages given that development is directed to urban areas. All inset Local Plan maps will be provided however, for the final submission stage of the Site Allocations DPD at the end of next year.

- 4.6 The regulations covering the preparation of the LDF require a Sustainability Appraisal to be undertaken for each development plan document that is produced. The Sustainability Appraisal will incorporate the requirements of the Strategic Environmental Assessment and a revised Scoping Report will be available for public consultation alongside the Site Allocations DPD.

5. Proposals

- 5.1 It is proposed that the Site Allocations DPD and the related Sustainability Report be agreed and issued for public consultation.

6.0 Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of Colchester's regeneration programme and the Sustainable Community Strategy.

7.0 Consultation

- 7.1 New regulations issued in June 2008 on LDF consultations have removed the formal requirement to consult on a 'Preferred Options' stage, and instead now encourage ongoing consultation over an extended period leading to formal submission to Government. While the Council is no longer formally required to consult on preferred options, in this instance it is considered appropriate to do so given that an Issues and Options stage has already been undertaken and a further stage prior to submission is needed to ensure full public consultation on this important and detailed document. This approach accords with the new regulations which require us to carry out a consultation under Regulation 25 on the content of the document.

8. Publicity Considerations

- 8.1 None

9. Financial implications

- 9.1 None

10. Human Rights Implications

- 10.1 The document was produced using a range of methods in order to enable as many people as possible to respond regardless of gender, gender reassignment, disability, sexual orientation, religion or belief, age and race/ethnicity.

10.2 This document will work to increase individual human rights by increasing involvement in the planning process.

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None.

13. Risk Management Implications

13.1 The Site Allocations DPD is intended to reduce the risk of inappropriate development. They will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

Background Papers

No additional documents.

Site Allocations – Regulation 25 draft.

(Formerly Regulation 26, Preferred Options)

- Chapter 1 – Introduction**
- Chapter 2 – What has happened so far?**
- Chapter 3 – Core Strategy Broad Areas of Growth**
- Chapter 4 – Changes to the Local Plan Proposals Maps**
- Chapter 5 – Preferred Sites**
- Chapter 6 – Core Strategy Alternative Sites**
- Chapter 7 – Summary of Meetings with Parish Councils**

Appendix 1 – Draft Proposals Map

Appendix 2 – Draft Proposals Map Central Area

Appendix 3 – Tables of sites

3a – Sites not supported for inclusion in Site Allocations

3b – Sites which do not require change to the existing allocation

3c – Representations received which support or object to sites and any details for future master plans

Appendix 4 – References

Appendix 5 – Map Legends

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Chapter 1 - Introduction

The Site Allocations document forms part of the latest stage in the Council's work to replace the old-style Local Plan with a new Local Development Framework (LDF) which will provide for the development of Colchester to 2021 and beyond. Colchester Borough Council is required under the Planning and Compulsory Purchase Act 2004 to produce an LDF; in July 2008 the requirements were changed with the publication of revised Planning Policy Statement 12 and statutory regulations.

The LDF, together with the East of England Plan (also known as the Regional Spatial Strategy), will provide the new "development plan", replacing over time the Colchester Local Plan and the Essex Structure Plan. The LDF can best be viewed as a folder, which contains a number of documents.

The new development plan making process means that not all LDF documents need to be prepared at the same time. The Local Development Scheme is the Council's project management tool for the production of the LDF and sets out the details and timescales of each document the Council will prepare over the next few years.

The Borough Council has already adopted two documents which will make up the LDF. The first of these was the Statement of Community Involvement (SCI) in May 2006, which outlines how the Council intends to consult with members of the public, stakeholders and interested parties throughout production of the LDF.

The SCI was then followed by the Core Strategy, which was adopted in December 2008. Included in the adopted Core Strategy is a description of the area, the critical issues, problems and challenges facing it, a spatial vision for the area and the strategies to achieve it, core policies setting out the activities to deliver the strategy and a clear set of delivery mechanisms and measures for monitoring the overall effectiveness of the strategy.

Colchester Borough Council originally undertook a Site Allocations Issues and Options consultation from November 2007 to January 2008. This report is intended to promote **further** discussion about the content of the Development Plan Document (DPD) and preferred options concerning the sites which may eventually be allocated on the new Proposals Map. This is part of the LDF and in conformity with the Core Strategy as well as Regional and National Policies in the form of the East of England Plan and Planning Policy Guidance Notes and Planning Policy Statements.

The document will consider sites across the whole of the Borough. Following extensive public consultation and an Examination in Public the Council will produce a Proposals Map which will outline those sites appropriate for future development and which deliver the spatial vision as outlined in the Core Strategy. Site designations which seek to protect certain areas from future development because of their integral value and their contribution to the social

well-being of the Borough will also be allocated through the Site Allocations document.

Allocations likely to feature on the Proposals Map include (not exhaustive):

- Housing,
- Employment Zones,
- Community Facilities,
- Open Space,
- Area of Outstanding Natural Beauty,
- Areas at risk of flooding,
- Sites of Special Scientific Interest (SSSI).

The Site Allocations Issues and Options document outlined a number of general themes and started the debate surrounding the amount of land which needs to be allocated and the different options available to the Council. The Issues and Options stage explored how the general principles set out in the Core Strategy could be fleshed out to provide sufficient detail to guide future site allocations. Within the document, questions were posed on issues affecting the formation of the criteria used to evaluate sites. The document also gave landowners, agents, stakeholders and interested parties the opportunity to submit their sites for consideration as part of the LDF. In response to the consultation the Council received upwards of 300 site representations which ranged in size and proposed use. ~~to a number of objections relating to various sites.~~ The results of the Issues and Options consultation can be seen on the Council's website as well as on the Council's Interactive Mapping System C-Maps.

What is the purpose of this Regulation 25 stage?

Since the original period of consultation the Regulations have been amended and the Council is to undertake the Regulation 25 consultation stage to build upon the Issues and Options work. Under the previous regulations the Council had to undertake two formal stages of consultation before the document was submitted to the Secretary of State. However under the amended regulations, one of the formal stages of consultation has been removed, but even greater emphasis has been placed on community engagement. The community engagement the Council undertakes needs to be appropriate, continuous, transparent and in accordance with the adopted Statement of Community Involvement. The Council had intended to undertake consultation on the Preferred Options to ensure people had the opportunity to comment on any sites supported by the Council. This Regulation 25 consultation ensures the appropriate level of consultation is undertaken and those landowners, stakeholders, residents, agents and interested parties have the opportunity to comment accordingly.

This document is intended to be another stage of discussion and seeks your views on the content of the document and the sites the Council considers appropriate and the uses proposed for each of them. All the sites which have been identified are considered to meet the development needs of the Borough

for the lifetime of the plan as well as being in accordance with national and regional policy.

At this stage the Council is not making any firm commitments to the sites which are being put forward. These sites have only been included because they are considered to accord with the Core Strategy and therefore could be appropriate for development. It is essential to engage stakeholders and interested parties at every stage of the decision making process to ensure the appropriate sites are allocated for the appropriate uses.

How do you respond?

Public consultation is a big part of the process and the Council will welcome any comments that you have on any elements of this Site Allocations document.

The consultation period is scheduled to run from Friday 16th January until Friday 27th February 2009. **The Council's website (www.colchester.gov.uk) also has details of the consultation including a response form. Comments can be returned through the website, and all comments should be sent via email address below** or posted to the following address.

Planning Policy
Colchester Borough Council
FREEPOST NAT4433
PO BOX 885
Colchester
CO1 1ZE

If you have any questions or would like to discuss any elements of this document further then please contact a member of the Planning Policy Team on 01206 282473/6 or alternatively planning.policy@colchester.gov.uk

Chapter 2 - What has happened so far?

Colchester is a diverse and growing Borough, with a vibrant town centre, attractive villages and important natural landscapes. The Local Development Framework needs to ensure the challenges of the future are addressed, including high levels of housing growth, evolving economic trends and the need for more sustainable transportation. The Site Allocations document needs to ensure the most appropriate sites are allocated for the uses which will enable the challenges to be met.

In order to inform the Core Strategy and other parts of the Colchester LDF the Council commissioned a range of studies which formed an extensive and sound evidence base. Studies such as the Employment Land Study, PPG17: Open Space Study and the Townscape Character Assessment among others can be found on the Council's website and many documents in the evidence base have influenced the Site Allocations document significantly (A list of documents which have informed the Site Allocations can be found in Appendix 4). Roger Tym and Partners were commissioned to undertake a the Housing Land Availability Assessment (HLAA) and subsequently the Strategic Housing Land Availability Assessment (SHLAA). The HLAA and the SHLAA identified a whole range of sites (over 1600) across the Borough which they considered had potential for housing. After consideration by officers this list was reduced dramatically to 380 and these were included as maps in Appendix C of the original Site Allocations Issues and Options document published in November 2007.

A number of these sites have already been built or benefit from having a current planning permission on them for future housing development so these have been removed from the list. The document published in November 2007 included a number of sites which are contrary to the Core Strategy which has since been adopted. For example sites adjacent to existing village envelopes, allotments and playing fields have now been removed from the list and the Council is not proposing to consider these sites any further.

As well as having a range of sites that have been identified through monitoring and work undertaken by the consultants as part of the HLAA and the SHLAA the Council has considered sites which have been put forward by landowners, stakeholders and agents as part of the ongoing public consultation process. All together the Council received over 300 site representations which covered a wide range of uses as well as a number of objections to sites put forward in the HLAA and SHLAA. Each of the sites which were received by the Council were logged and given a number, each with the prefix 'S' so for example S034 originated from a site representation submitted as part of the on-going public consultation process.

Every site received by the Council regardless of its proposed use was then considered against the Core Strategy and the elements of the Local Plan which have not been deleted or superseded. Further details of the methodology used when assessing each site is outlined below.

Methodology

The Council began accepting site representations, as part of the Core Strategy consultation, from interested parties, landowners and stakeholders. These sites were included in the Site Allocations Issues and Options document. Following the consultation period starting in November 2007 all the site representations received for a variety of uses were combined with those sites contained within Appendix C of the Issues and Options Report which meant the Council had over 600 sites to consider. The majority were proposed for future residential use but they also included other uses such as Community Facilities, Open Space and Employment. In addition to the suitable HLAA sites, a number of sites that had already been allocated in Colchester's Adopted Local Plan (2004) were also carried forward for consideration to ensure that all the identified sites in the Borough are remain deliverable.

Collectively these sites have the capacity to provide more land than is required to meet the needs of the Core Strategy so it was necessary to assess each site to ensure that only the most sustainable and appropriate sites are allocated.

Officers considered each site against a range of criteria as outlined below to rationalise the number of sites included in the document and the accompanying Sustainability Appraisal. The initial criteria against which each site was judged is set out below:

- (a) conformity with the Core Strategy strategic objectives and policies (which accords with national and regional planning policies),
- (b) proximity to Regeneration /Growth Area
- (c) existing local plan designation
- (d) site constraints – e.g. nature conservation designations, land in high flood risk zone 3, Historic Park or Garden

Once the sites had been assessed against the criteria above and the "preferred options" became clear the Council was able to group all the sites into three tables as explained below.

Those sites going forward for further consideration as Preferred Sites were put into Table 1 and these make up the "preferred options". Each site contained within Table 1 can be seen on the following pages, accompanied by a map and reasoning as to why the Council feel it is appropriate to consider this site further and ultimately change the current allocation on the existing Local Plan Proposals Map. Alongside the reasoning and justification for the Council's decision is an Alternative Option(s) which gives an indication as to what other options and approaches the Council has considered during the decision making process.

Non-preferred sites: Table 2 which can be found at the rear of the document contains all the sites put forward in the consultation that were either:

- located outside settlement boundaries and therefore not in accordance with the Core Strategy. These were only considered appropriate for rural exception affordable housing sites, or
- in the open countryside and away from existing settlement boundaries or village envelopes, or
- where development on an existing planning application had already been started or completed since the site had originally been identified, or
- where the site has major constraints upon it such as those which are high flood risk in flood zone 3 or important nature conservation sites.

These sites were not proposed for further assessment in the Site Allocations process and at this stage the Council does not consider it appropriate to support these sites. In total Table 2 contains 193 sites and alongside each site is an indication of why the site was placed into this category. These are included with the report in Appendix 3a

Unchanged Allocations: Table 3 which can also be found at the rear of the document contains all those sites which were identified but do not merit a change to their existing allocation. Many of the proposed allocations of sites were already designated in the Adopted Local Plan for the use proposed so the principal of development in these locations already exists and it is therefore unnecessary to consider these in further detail. Table 3 contains 325 sites where the Council do not consider it appropriate or necessary to change the allocation as part of the Site Allocations document in the LDF. These sites are listed in Appendix 3b.

Appendix 3c attached to the report highlights the sites where letters of objection or support were received and also includes details for inclusion in future master plans. There are 96 entries in this appendix.

Sustainability Appraisal

The Council undertook the Sustainability Appraisal (SA) for the Core Strategy in house and this document forms the basis for the SA which will accompany the Site Allocations document. In November 2007, a Sustainability Appraisal Scoping Report was published and consulted on to begin the process of appraising the economic, social and environmental sustainability of the Site Allocations document. The SA will also appraise the site selection criteria and the baseline information that is to be used as the Council progresses the LDF.

The production of a Sustainability Appraisal has taken place alongside the preparation of the Site Allocations document. Accompanying this document is a Revised Scoping Report which provides further details with regards to the decisions made so far and a summary of the sites which have been considered, it can be viewed on the Council's website, Council Offices and is available through local libraries.

Chapter 3 - Core Strategy Broad Areas of Growth

The Core Strategy is the document which provides the context and overall approach for the provision of new homes, jobs, infrastructure and community facilities over the plan period. Within the Core Strategy the Spatial Strategy directs development towards the most sustainable locations, as illustrated by the Key Diagrams (seen in the Core Strategy), and plans for supporting facilities and infrastructure to create sustainable local communities. The Core Strategy emphasises the importance of the Town Centre and regeneration to help Colchester to fulfil its potential as a major growth area within the Haven Gateway sub-region and wider Eastern region, with key links to London and Europe.

As outlined in the Spatial Strategy the Town Centre and various growth areas will be the focus for future development of the Borough. Development in the Town Centre and the growth areas will deliver the infrastructure and facilities which are needed to support the required level of growth.

Growth areas in the Core Strategy are shown on the Key Diagram and identified as being:

- Town Centre,
- North Growth Area
- East Growth Area
- South Growth Area
- Stanway Growth Area

Each of the Growth Area boundaries which include different Regeneration Areas and Broad Areas of New Housing can be seen on the Draft Proposals **Map** Are Central Area in Appendix 2.

Future development within the Growth Areas will create a need for new infrastructure and facilities to mitigate the effect of the development on the surrounding areas. It will be important that effective co-ordination between public and private partners exists. The Core Strategy (Spatial Strategy and Table 6d) outlines key facilities and infrastructure projects that have been identified to support the proposed development within the Growth Areas and the other parts of the Borough.

Town Centre

The historic Town Centre is the cultural and economic heart of the Borough and will be enhanced through regeneration, public realm improvements, and a balanced mix of uses that sustain activity throughout the day and evening. The 2004 Local Plan Proposals Map shows the Town Centre as being the area bound by Balkerne Hill, Middleborough, St Peter's Street, Castle Park, East Hill, Priory Street, St Botolph's Street and Southway, which broadly relates to the historic core. It is proposed to slightly extend the Core Area to include the entirety of the St Botolph's Regeneration Area which was established as a Regeneration Area in the Local Plan.

North Growth Area

The North Growth Area is focused around the suburban area of Mile End. Mile End has experienced rapid residential growth in the recent past and is also identified as a Broad Area for New Housing in the Core Strategy Table H1a. The area benefits from good access to the Town Centre, North Station, the A12 (upon completion of a new A12 junction), Highwoods Country Park and Colchester General Hospital.

The Core Strategy Table H1a outlines that overall approximately 6200 new residential units are to be delivered over the lifetime of the plan in the North Growth Area. 4000 of these are to be within the established urban residential area and approximately 3500 of these have already been constructed or permitted since 2001. Contributing towards the 6200 units in the North Growth Area, the Broad Area for New Housing seeks to provide 2200 homes between 2016 and 2023, although the timing and delivery of the greenfield sites will be kept under review and brought forward if necessary on greenfield land to the west of Mile End Road.

The proposals map will show proposed boundaries in of the North Growth Area and a supplementary planning document is being produced covering the Broad Area of New Housing. ~~shows proposed site boundaries while a subsequent comprehensive Master Plan for the area which will show the housing, employment, transport, community facilities and open space in the area. Undertaking a Master Plan for the area. This~~ will ensure that all the necessary facilities and services are provided and new sustainable communities are developed alongside each other. The Council consider it important to develop plan the area as a whole and not in a piecemeal fashion.

The Growth Area includes the Broad Area for New Housing and the existing Local Plan Regeneration Area centred on the Severalls Hospital site and the new Weston Homes Community Stadium which has become home to Colchester United Football Club. Mill Road and Turner Road both provide a natural boundary to the Growth Area and it therefore excludes Highwoods Country Park which is a valuable and greatly appreciated asset to the Borough but ensures that Colchester General Hospital and the North Transit Corridor are included. The North Colchester Employment Zone is centred on the existing Colchester Business Park and the recent development of employment land adjacent to the new Flaktwoods site adjacent to the A12. The extent of the Employment Zone is similar to that seen in the Local Plan but with the exception of the Betts Factory on Ipswich Road which is to become a mixed use area.

The Core Strategy Key Diagram Two shows the Broad Area for New Housing to be an area of land to the West of Mile End Road and some natural barriers have a strong influence on the extent of the area. The existing built up area to the South and the East provides a logical boundary and these areas will provide a logical connection between the new and existing residential areas.

To the North the A12 is a strong physical barrier that the Council does not wish to see crossed as this area provides an important function and reduces the coalescence between Colchester and the villages to the north such as Great Horkesley and Boxted. The western barrier is the Colchester Golf Club which is an established use.

Various sites have been put forward which are considered to be within the North Growth Area and the Broad Area of New Housing and the details of these can be found in Chapter 5.

As part of the Site Allocations Issues and Options Consultation, Myland Parish Council put forward a wide range of representations. A number of these representations are expected to be delivered as a result of the future greenfield housing development and are similar to those identified in the Key Services and Facilities Table in the Core Strategy. These representations will be fed into the comprehensive masterplan at an early stage to reinforce the Parish Council's position and desires. Myland Parish Council also submitted a number of representations seeking to protect various sites from future development such as Bergholt Road Recreation Ground and the Open Space at Squirrels Field. The Local Plan shows these sites as areas of Open Space and these are to be protected and enhanced by Core Strategy Policy PR1.

East Growth Area

The East Growth Area as outlined in the Core Strategy is centred on the Hythe, which is a former commercial harbour including some rundown and underused industrial land near the University of Essex. East Colchester was established as a Regeneration Area in the 2004 Local Plan and seeks to deliver sustainable, mixed use neighbourhoods.

The East Growth Area has a number of issues with regards to the volume of local traffic and flood risk, but through working in close partnership with Essex County Council and the Environment Agency the regeneration of this area can support improvements to transport infrastructure, flood mitigation and open space.

The proposed East Colchester Growth Area includes key sites for growth at the University Research Park, Hawkins Road and King Edward ~~Key~~ Quay. The boundary has also been drawn to include the Urban District Centre at Greenstead Road as well as the Hythe Railway Station. It has excluded Distillery Pond which is an important site for nature conservation.

South Growth Area

The South Growth Area as outlined in the Core Strategy is centred on the Garrison area to the South of Colchester. Similar to the East Growth Area, the area around the Garrison is an established Regeneration Area that provides significant potential for development within close proximity to the Town Centre. A Master Plan for redevelopment of this area has been approved and development of the area is already taking place with early

progress indicating that housing delivery is likely to exceed the minimum levels required.

As the area around the Garrison is subject to an approved Master Plan which is already well underway it would be inappropriate to change the boundary of this area. As a result the Council is proposing to carry forward the existing Regeneration Area boundary as shown on the 2004 Local Plan Proposals.

Stanway Growth Area

The Stanway Growth Area is identified in the Core Strategy as being an area subject to significant development during the lifetime of the plan; its proposed boundaries are indicated on the Proposals Map. Stanway currently has significant existing allocations for residential and employment land which will be carried forward from the 2004 Local Plan and will be able to deliver approximately 1000 residential units by 2021 (many of which have already been constructed or permitted). Stanway is also identified as a Strategic Employment Zone and is expected to provide approximately 16ha of employment land which will utilise the good access to the A12 and the strategic road network. Core Strategy Table H1a also identifies a further 800 units for Stanway Growth Area as a Broad Area of Growth for new housing later in the plan period

The recent developments in Stanway including Lakelands have secured large areas of Open Space for Community Use and a Country Park which is to be retained as part of the LDF and is included within the Growth Area. Any future development in Stanway is further restricted by the quarry and the sites of archaeological significance which can be found to the south west of Stanway on land towards Gosbecks Archaeological Park.

Various sites in Stanway came forward as a result of the Issues and Options consultation and subsequent meetings with Stanway Parish Council. The sites which the Draft Sustainability Appraisal Scoping Report has identified as being suitable for future development have been included within the Growth Area and make up the Broad Area for New Housing as outlined in the Core Strategy. The Growth Area is bound by the A12 to the North and the proposed developments at Stane Park have been included along with land to the west of this area for residential purposes. The site to the west of Stane Park was submitted as part of a much larger site but the Council only intend to include part of this land within the Growth Area and do not support development of the whole site (further details can be found in Chapter 5). Approximately 10ha of this site to the south of the A12 has been included which will provide a proportion of the residential units expected within the Growth Area. By only including part of the site within the Growth Area the Council is ensuring that coalescence between Stanway and Copford is prevented. Meetings with Copford and Easthorpe and Stanway Parish Council both demonstrated that a “gap” between the settlements is needed to ensure the character of each is retained and protected.

Chapter 4 - Changes to the Local Plan Proposals Maps.

Part of the Site Allocations document is to produce a new Proposals Map to replace the existing set of maps which accompany the Local Plan. Included in Appendix 1 and 2 of this document is a draft copy of the Proposals Maps at A3 scale to demonstrate some changes that have already taken place (for example areas of housing which have been completed since the Local Plan adoption). At this stage not all of the changes have been made but the maps which will be subject to public consultation will include the points highlighted below and any other alterations or additions that become apparent.

- School Playing Fields – currently there is some inconsistency with regards to these facilities. Some are allocated as Predominately Residential, some Private Open Space, some as Sport and Recreational Facilities and some have no notation at all. As part of the Site Allocations document it is proposed to allocate each of these as Open Space. Some of these sites were identified in the HLAA but development on these sites is considered inappropriate. Work is being undertaken to map each school playing field and ensure they are shown as Open Space on the Proposals Map
- Public Open Space and Private Open Space – the Local Plan makes a distinction between these, however to avoid any confusion and reduce the number of allocations on the map it is proposed to have just one designation ‘Open Space’ which will cover both public and private space.
- Green Links - The Inspector’s Report into the Core Strategy outlined that the Site Allocations document and the subsequent Proposals Map is to show the green links across the Borough. These green links are important corridors for both the movement of people (usually by walking or cycling) and wildlife which connects their habitats and feeding areas.
- Urban District Centres as identified in Core Strategy Table CE1a will be allocated with the same designation. In the Local Plan they are a mix as detailed in the points below:
 - Highwoods – Local Shopping Centre
 - Tollgate – Food Superstore and Bulky Goods
 - Peartree Road – Mixed Use Area (Peartree Road)
 - Greenstead Road – Food Superstore
 - Turner Rise – Food Superstore and Bulky Goods
- Employment Areas – new areas of Employment such as Stane Park and the University Research Park will be shown as proposed employment land on the Proposals Map which will be subject to consultation.
- Neighbourhood Centres and Local Shops – In the Local Plan these areas **comprise** are a mixture of predominately residential and local shopping centre **allocations** which serve an important local function in a sustainable way for the communities surrounding these centres. It is proposed to carry these **allocations** forwards in the new Proposals Map. Consultees may

however, feel that changes are needed to specific centres to reflect changing circumstances.

- Transit Corridors and Park and Ride Site – The Core Strategy Key Diagrams showed these diagrammatically but the Site Allocations document will have to be specific and indicate possible routes. At this stage the site and the routes ~~has~~ **have** not been mapped due to resource issues but will be included on the Proposals Map which accompanies the consultation ~~period~~ **document**. **Copies of the Park and Ride site and Transit Corridor will be circulated at LDF Committee.**
- Car Parks – the Local Plan allocates Car Parks and these will need to be looked at again to ensure they are still needed or still appropriate with regards to regeneration areas and master plans which have been agreed. The Car Park on the corner of Northgate Street and Short Cut Road has been changed to Predominately Residential following the recent development on this site.
- Areas allocated as proposed residential – numerous areas across the Borough which were designated as proposed residential have been developed since the Local Plan was adopted. These areas are to be shown as predominately residential on the new Proposals Maps. For example sites such as Winstree Road, Stanway and Grove Road, Tiptree are now to become predominately residential.
- Areas which have undergone significant change (for example Clarendon Way and St Peters Street) will be updated on the new Proposals Map. Parts of the Garrison and East Colchester which are currently shown as white land in the Local Plan also need to be updated.
- Conservation Areas – consultation with Parish Council's and documents in the evidence base have indicated that some Conservation Areas may need to be modified. Any change to the existing Conservation Areas would need to be supported by a full and updated appraisal which would then be subject to member approval before any changes to the Proposals Map could be made.
- Tiptree Central Area Enhancement – this has been removed as the policy will no longer exist in the LDF documents. The area is also covered by other policies such as the Rural District Centres which serve a similar function. The removal of this allocation is also supported by the Parish Council.
- Bulky Goods – designation to be removed ~~and site to become white land~~ as the category is no longer in accordance with national planning policies.
- Town Centre Core and Mixed Use Areas – the Local Plan outlined Town Centre Areas as Inner Core, Outer Core, Local Shopping Centres and Mixed Use Areas A, B, C and D. In the Development Policies DPD these

areas have been rationalised to show a new Inner Core, a new Outer Core and new Mixed Use areas which surround the Town Centre.

- Countryside Conservation Areas – all reference to be removed as these are no longer applicable and the land is to be shown as white land on the Proposals Map.
- Settlement ~~Boundary~~ **Boundaries** – the Inspector’s Report into the Core Strategy outlined that the Council would identify a Settlement Boundary for the Urban Areas of the Borough including Colchester, Rowhedge, Tiptree, West Mersea and Wivenhoe.
- Mixed Use Areas – this new designation is intended to cover areas such as The Cowdray Centre where the Council expects to see a mix of uses and developments taking place ~~and~~ **which** are likely to be subject to a development brief ~~for the site~~.
- Mixed Use Areas Town Centre – Sheepen Road Car Park will be shown as being a site outside of the Town Centre which could be appropriate for mixed use development in line with national planning policies.
- **Green Breaks – a study is underway to assess the need to allocate green breaks in the Borough between existing settlements. The study will form part of the evidence base and its findings will be incorporated on the Proposals Map if appropriate.**

Chapter 5 – Preferred Sites

The next part of this document outlines those sites which were placed in Table 1 and considered to be appropriate for further consultation at this Regulation 25 stage.

Each site is clearly marked **in blue** along with a table which shows:

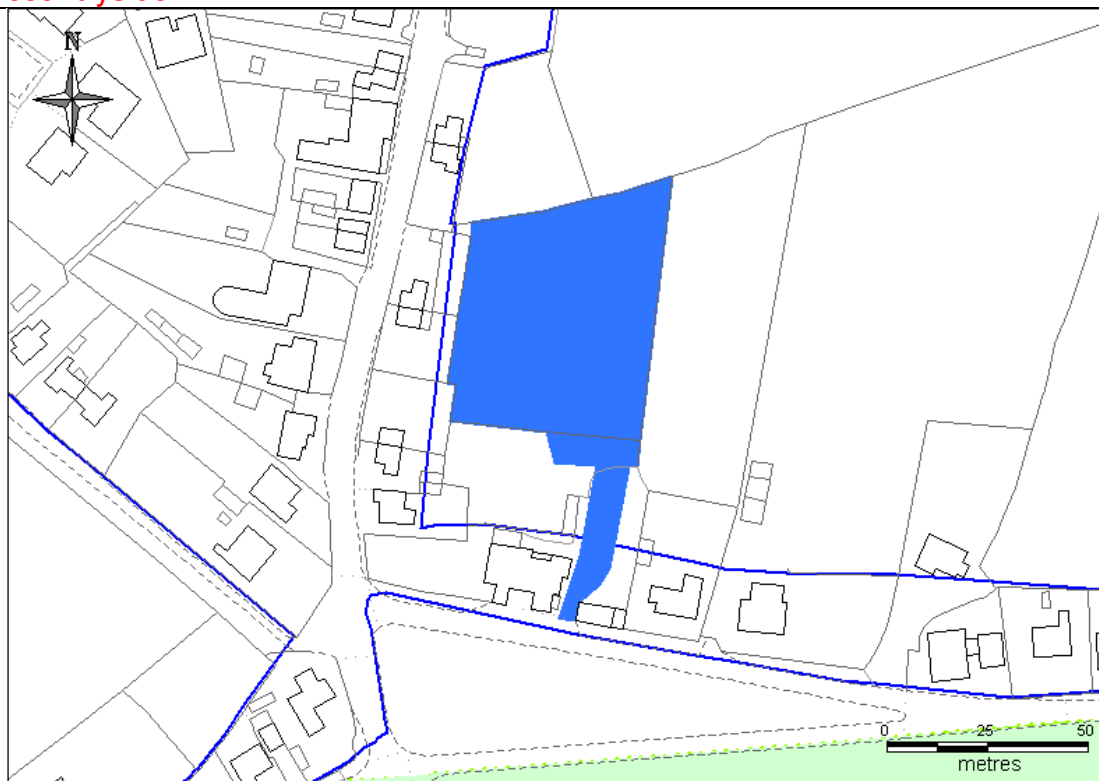
- Site reference number
- Size of the site in hectares
- The ward
- The site address
- The existing allocation as shown on the Local Plan Proposals Map,
- The proposed allocation **put forward as part of the Site Allocations Issues and Options Consultation for inclusion with the LDF, and**
- **Colchester Borough Council's Preferred Allocation which is subject to consultation.**

As well as the details of each site there is a map which outlines the full extent of the change of allocation and the current allocations in the surrounding area. **The Legend which accompanies this document can be seen in Appendix 5.**

The supporting text outlines the Council's reasoning for including each site in this consultation document and draws on the policies contained with the Core Strategy to demonstrate how the representation accords with the higher level document.

A scale is included on each map but because of formatting and printing it is there to act as a guide only and any distances or sizes should not be scaled from the maps included within this document.

Site Ref: S065, S066 & S068	Ward: Birch & Winstree
Size in ha: 0.32	Site Address: Land to the rear to the Hare & Hounds Public House
Current allocation: Site in countryside	Proposed allocation: S065 – Tourism S066 – Rural Employment S068 – Residential Care Home
CBC Preferred Allocation: Site to be retained as white land in the countryside	



Whilst the Council encourages the provision of rural employment sites, the preferred location for these should be previously developed land where use can be made of existing buildings. As this site has no permanent buildings at present it would be inappropriate to allocate it for new development outside of the existing village envelope.

The site shown above has been put forward for a variety of uses and these are outlined in the table above. The Council however only consider site representation S066 to be appropriate for consideration at this stage. As shown above the site is outside of the existing Birch village envelope and therefore would be inappropriate to support this site for tourism or care home facilities which would be expected to be delivered within the existing village envelopes or settlement boundaries of the urban area(s).

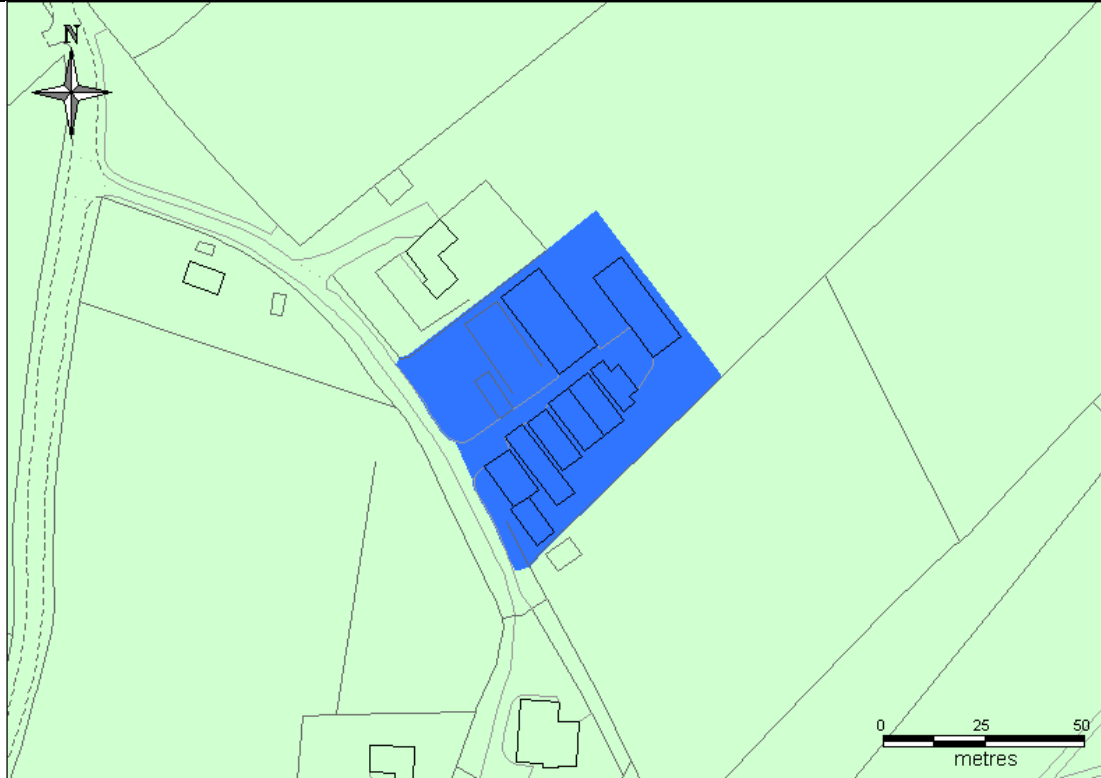
Core Strategy Policy CE3 encourages the provision of incubator units and grow-on space to support the development of small and medium enterprises. Local employment in the rural areas is important to ensure that opportunities exist for the people living in such locations and small scale enterprises are

likely to reduce the need to travel by providing employment opportunities in locations such as these.

Birch is not considered to be a sustainable location but the relatively small site is unlikely to generate large numbers of vehicular movements especially if the employment use on the site is restricted to ensure the impact on the surrounding area is not detrimental to the residential amenity and rural character. Any future development of this site for employment uses would need to accord with the policies and criteria to be set out within the Development Policies DPD.

Alternative Option: An alternative approach would be to severely restrict the future development of this site as it is outside of the existing village envelope. The Core Strategy and the Development Policies documents both seek to encourage the provision of rural employment sites so designating these areas will demonstrate accordance between documents which make up the LDF.

Site Ref: S136	Ward: Birch & Winstree
Size in ha: 0.36	Site Address: Land at Queensmead, The Folley
Current allocation: none	Proposed allocation: Rural Employment Site
CBC Preferred Allocation: Rural Employment Site	



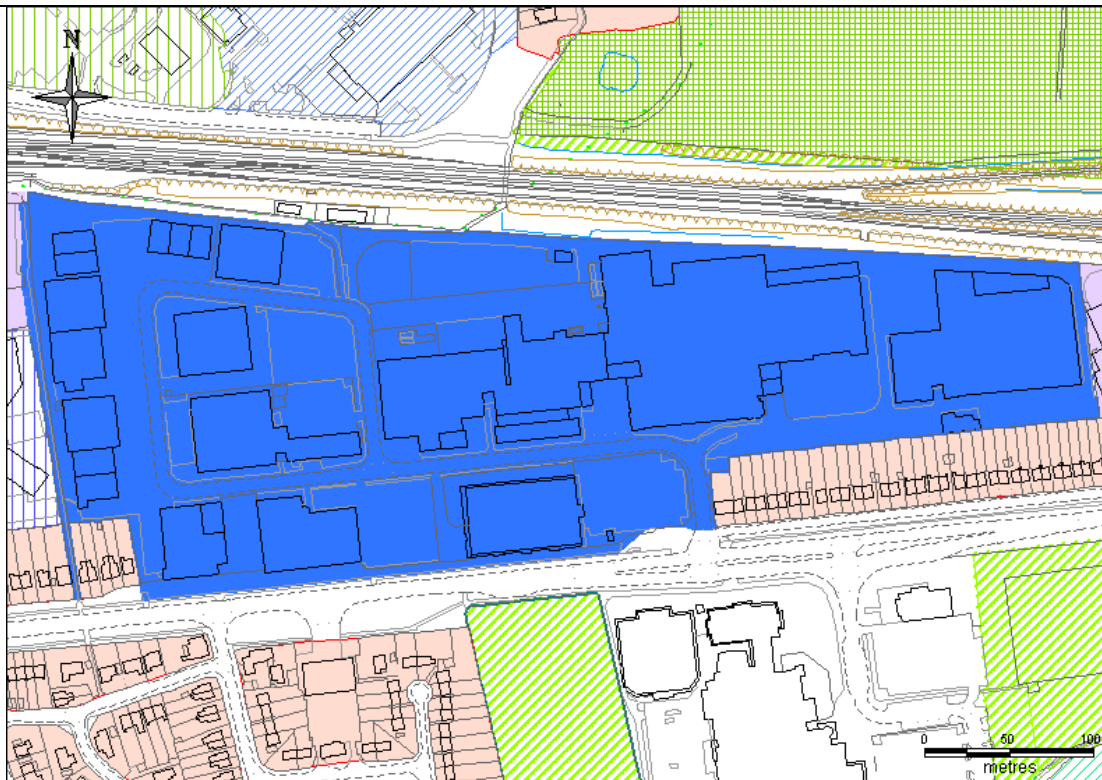
The site as outlined above is outside of the existing village envelope and has been suggested for a Rural Employment Site. Agricultural diversification into employment uses would be appropriate on the site and these would be given extra protection from unsuitable uses if designated as a Rural Employment Site.

Queensmead is a countryside location with relatively poor public transport but it is important for the Council to provide rural employment sites which ensure that local opportunities are provided in the rural parts of the Borough. Many farms across the Borough are considering changing their activities to ensure that economic activity can continue on site. The Council is in general support of farm diversifications which are comprehensively planned, sympathetic and relate well to the countryside and other uses which are normally found in rural areas.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site however this could have a detrimental impact on the local landscape. By allocating Rural Employment Sites the Council has greater powers to protect the quality and distinctiveness of the local landscape and is able to prevent uncoordinated development in rural areas

and gradual stripping of assets from farms without regard for the viability of the site.

Site Ref: S127	Ward: Castle
Size in ha: 10.52	Site Address: Cowdray Centre, Cowdray Avenue, Colchester
Current allocation: Regeneration Area	Proposed allocation: Mixed Use including retail, residential, commercial and hotel
CBC Preferred Allocation: Mixed Use Area	



The Cowdray Centre is considered to be within the Town Centre Growth Area and also forms part of the North Station Development Brief Area so is expected to act as a major site in the regeneration of this part of Colchester. The site is home to a number of retailers and has the potential to play an important role in the economy of the Borough. As the site is well located **in relation** to the Town Centre and the mainline railway station it is considered appropriate for future **mixed use** development as a mixed-use centre as it could **help** reduce the need to travel to services and facilities.

~~Essex County Council is generally in support of this site with regards to its sustainable location. Development on this site is likely to deliver improved public transport, walking and cycling facilities with good access to the Town Centre and areas in the North of Colchester.~~

The Council will expect to see a mix of uses delivered on the site which will be determined with regards to the evidence base and in accordance with the Core Strategy. **Although** the Humberts Leisure Hotel Study does not identify the site as a priority location for a future hotel use **but the study** only looks to 2011. **so the need** **Proposals** for a hotel on this site would need to **be clearly demonstrate there is a need for additional bed spaces and that it would not**

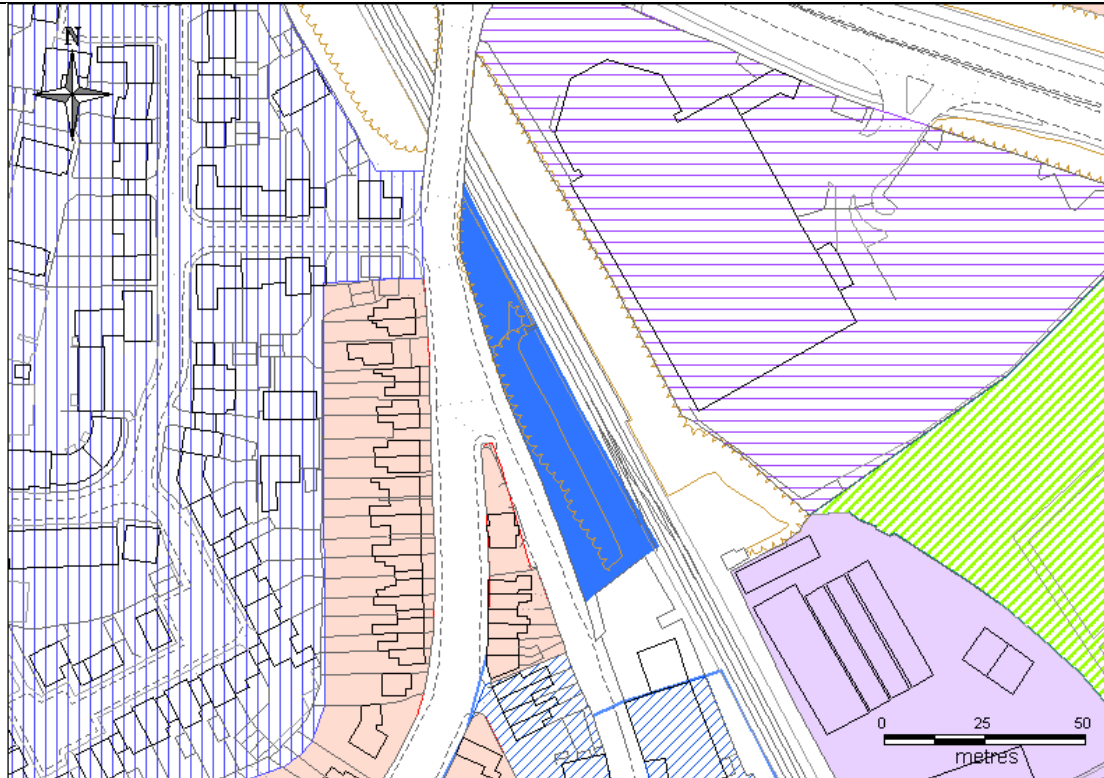
prejudice hotels planned as part of the comprehensive regeneration schemes in the town centre and near the community stadium.

Parts of the site recently experienced fire damage and as a result it is considered that the site is available and deliverable. A site of this size would have the capability of delivering the necessary facilities to create a sustainable community or to support the existing services and facilities nearby.

Alternative Option: An alternative approach would be to allocate the land for a specific use such as residential. This approach is considered to be inappropriate due to the size and the location of the site. As outlined the site is in a sustainable location and therefore would be subject to a high density of over 50 dwellings/ha which ~~would~~ could deliver a large amount of units. ~~The Housing Trajectory indicates a figure of 200 units for the site which would not be a good use of the land available.~~

Alternatively allocating the site as an employment zone is likely to restrict the potential to deliver a mix of sustainable uses in the Regeneration Area.

Site Ref: 440	Ward: Castle
Size in ha: 0.15	Site Address: Strip of land off Ipswich Road between Old Church Road and Railway Line.
Current allocation: None	Proposed allocation: Residential
CBC Preferred Allocation: Residential	



The site as shown above was identified in the Housing Land Availability Assessment and appeared in the Site Allocations Issues and Options document. The site is surrounded by residential properties and backs onto the railway line

The Local Plan Proposals Map shows the site as white land with no designation but it is relatively well connected to the Town Centre and surrounding services and facilities.

Allocating the land for residential purposes will be sympathetic to the surrounding area and is likely to have a low impact on the communities which currently live in this part of Colchester.

Alternative Option: An alternative approach could be to not allocate the land and not make any changes to the existing Local Plan Proposals Map. By taking this approach the Council would not be in a position to guide the future development of the site.

Site Ref: S217	Ward: Castle
Size in ha: n/a	Site Address: Town Centre Location
Current allocation: n/a	Proposed allocation: Youth Hostel
CBC Preferred Allocation: No specific allocation	

As part of the Site Allocations Issues and Options Consultation the Council received the above representation for a Youth Hostel to be located within the Town Centre. No site was suggested but the Council consider it to be an appropriate Town Centre use and in principal support the proposal. The Council would wish to see such a use in a location well served by a variety of public transport and in close proximity to Town Centre attractions and destinations. The Council expect a Youth Hostel to come forward as part of a re-development or regeneration project.

The Development Policies document contains reference in the Tourism Policy to a Youth Hostel in a Town Centre location. As no site has been suggested at this stage it is appropriate to deal with this issue through criteria based policies as opposed to showing the site on the Proposals Map.

Site Ref: S298	Ward: Christ Church
Size in ha: 1.6	Site Address: NAFFI Arena Site, North Circular Road
Current allocation: Regeneration Area.	Proposed allocation: Mixed Use
CBC Preferred Allocation: Mixed Use site including community/health/leisure uses as outlined in Garrison Master Plan	



The site as outlined above is within the South Growth Area and the established Garrison Regeneration Area, **the site has a range of uses currently operating from the site including leisure, education and areas for car parking.** The Garrison Regeneration Area is within close proximity to the Town Centre so the site is well related to connect the Town Centre and the new communities created through the Regeneration project. As the site is relatively close to the Urban Gateway of Colchester Town Station, transport connections to the site are good and the proximity to the Town Centre should encourage sustainable transport opportunities through increased walking and cycling. A mixed use site in this area is considered appropriate, however the Council will wish to ensure that uses which would be better suited to the Town Centre (such as retail) are not introduced **as part of this on the site.**

Any development on the site will be expected to retain an element of the existing sports and leisure facilities currently seen on the site **in accordance with the Garrison Master Plan.** If residential use is brought forward on this site it will be expected to be provided at a relatively high density as a result of the good accessibility within this area. The Core Strategy outlines that high density, mixed use developments will be encouraged to promote regeneration

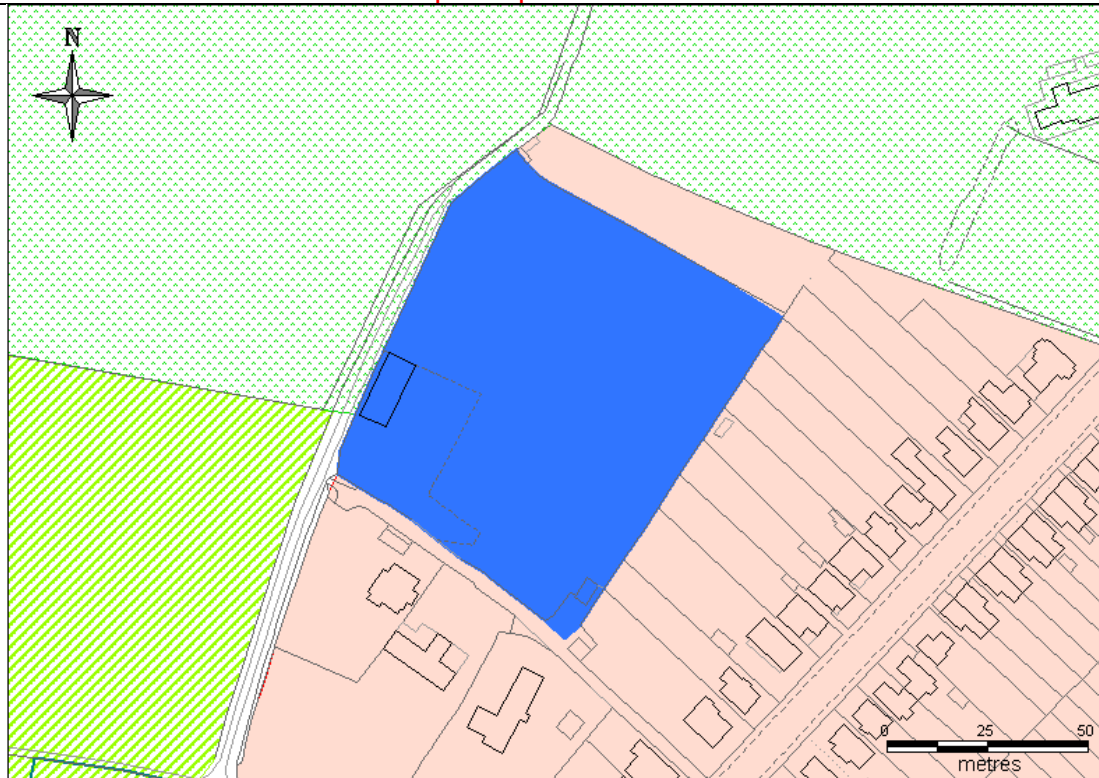
within walking distance of the railway stations which is considered appropriate due to the proximity to Colchester Town Station.

The site is also within close proximity to the recently discovered Roman Circus which is a scheduled ancient monument. Development of this site will have to be sympathetic to the Roman Circus ~~and be taken into account when considering the site as a whole.~~

Alternative Option: An alternative option would be to allocate the land for a specific use, however this is considered to be inappropriate because a mixed use development is likely to revitalise the site and make efficient use of the land which is available within walking distance to the Town Centre.

Alternatively the Council could encourage mixed use development of the site with uses which would be more appropriate in Town Centre locations such as retail. However the Council would not support this as it would be to the detriment of the Town Centre which is the economic hub of the Borough and this important function is to be retained and supported through directing appropriate uses and businesses into Town Centre locations.

Site Ref: 45 (HLAA)	Ward: Christchurch
Size in ha: 0.73	Site Address: Land to west of Irvine Road
Current allocation: Residential	Proposed allocation: Open Space
CBC Preferred Allocation: Open Space	



The 2004 Local Plan shows this site as being predominately residential and was identified as part of the Housing Land Availability Assessment and shown in the Site Allocations Issues and Options document published in November 2007 as a site with potential for future housing development.

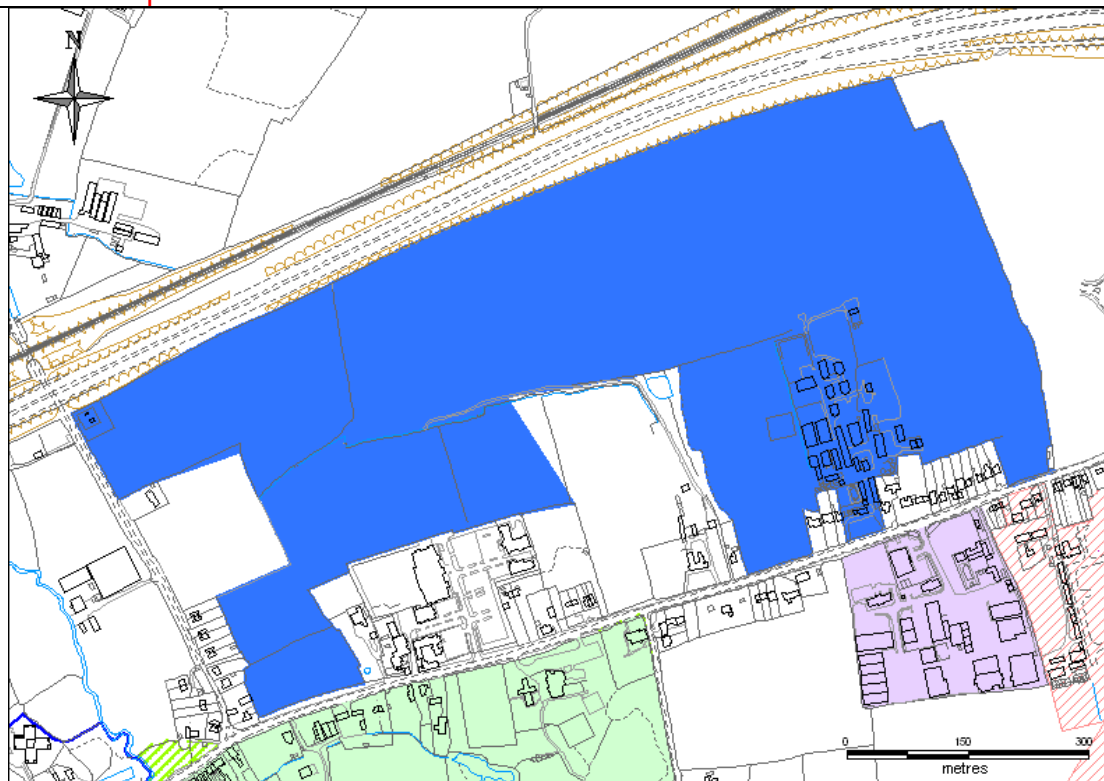
The site is currently an orchard and is in private ownership, however in response to the Issues and Options consultation the Council received numerous letters of objection from the residents and the residents associations in this part of Colchester. The Council, in partnership with ECOS (Essex Wildlife Trust) are re –surveying Local Sites (formerly SINCS) looking within the Borough. This is a new site that has been included in the re-survey. The draft Local Sites report outlines that the site is important and ought to be protected. **The work being undertaken in partnership with ECOS will form part of the LDF evidence base once completed. The Council expect to receive the finished report in January 2009.**

As a result the Council consider it appropriate to reallocate this parcel of land as Open Space to resist any future development.

Alternative Option: As this site is already allocated residential the Council could have retained this allocation but valuable habitats would have been lost and areas such as these are important in the urban areas. The site has been

allocated for residential for a period of time and no applications have come forward thus far. The site has not therefore been included in the housing trajectory because there is no certainty about its delivery during the plan period.

Site Ref: S268	Ward: Copford and Stanway (part) and Stanway (part)
Size in ha: 41.85	Site Address: Land South of A12 and rear of Wyvern Farm
Current allocation: none	Proposed allocation: Inclusion within Growth Area Employment, Park and Ride, Housing and Open Space
CBC Preferred Allocation: Part of site to be included within Stanway Growth Area and part to remain white land	



The site as outlined above was put forward by the landowner as ~~one site within a wider range of sites~~ looking **part of a larger scheme** to develop land to the South of **in Stanway and Marks Tey**. The option of large scale development at Marks Tey is not supported in the Core Strategy and further details ~~for~~ **of** these sites can be found under the Alternative Sites section of this document (**Chapter 6**). The ~~proposed~~ **suggested** use for this site was put forward as a mixture of uses including employment, park and ride and residential. However the Council do not support all of these uses on the site above.

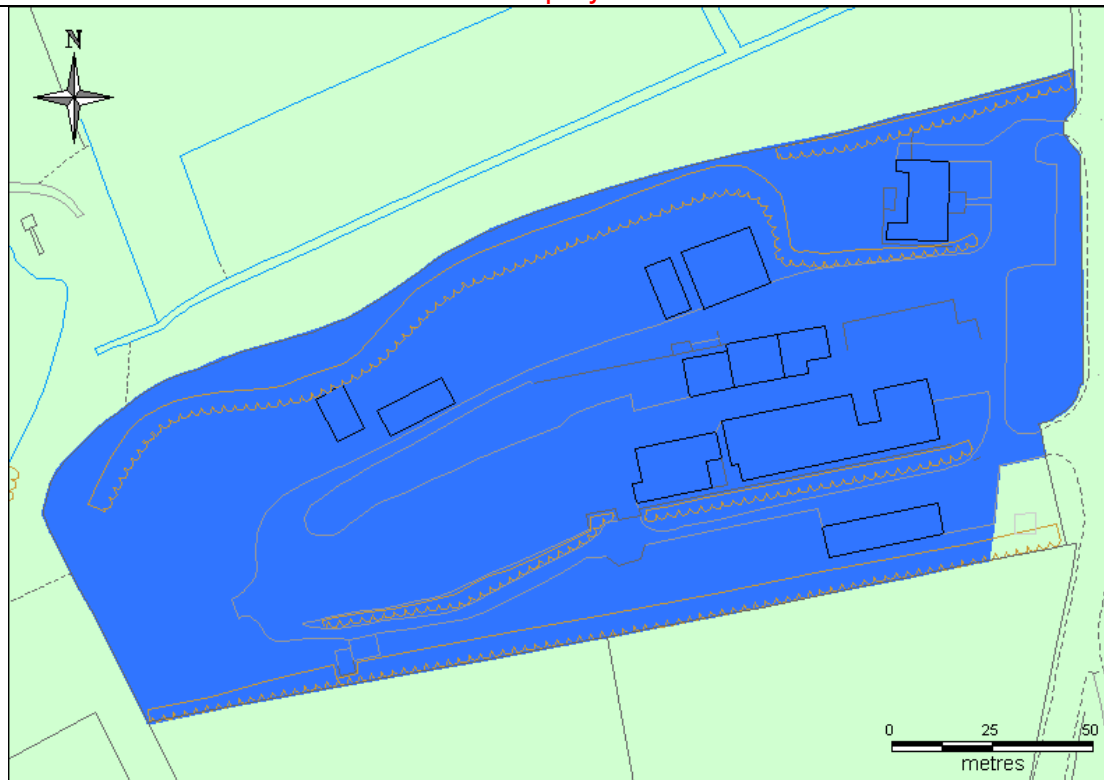
The site is large and only part of it is included within the Stanway Growth Area **as shown on the Draft Proposals Map**. As a result any future development on this site should be restricted to the eastern section to the rear of Wyvern Farm and adjacent to the proposed Stane Park developments and be approximately 10ha in size. This could contribute towards the required levels of growth identified for the Stanway Growth Area.

Development in the 10ha to the eastern edge of this site would ensure that the future development is well related to the existing built up area of Stanway as well as the employment opportunities and public transport connections. Restricting the site to approximately ~~25% of its original size~~ 10ha will ensure that coalescence between the settlements of Stanway and Copford does not take place and that each areas distinct character and identity is retained. Allocating the whole site would result in a dramatic over provision of land which would be inappropriate and change the character of the area. A 10ha site would be a sustainable urban extension as outlined in the Core Strategy and also provides the land to meet the targets set.

A mixed use site which is sympathetic to the rural character of the properties along London Road would be appropriate and with the site being of a large scale the Council would expect adequate Open Space provision throughout the site which will not only improve the residential amenity of the site but will also reduce the impact of any future development.

Alternative Option: An alternative approach could be not to include this land within the Growth Area. By doing this it would mean that less suitable sites may be included within the Growth Area which would be unsustainable. The site is considered to be deliverable and well related to the employment zones, strategic road network and public transport links.

Site Ref: S169 (Same as S057/S169/S173)	Ward: Dedham & Langham
Size in ha: 2.49	Site Address: Depot, Old Ipswich Road, Dedham
Current allocation: none	Proposed allocation: Rural Employment Site
CBC Preferred Allocation: Rural Employment Site	



The site as outlined above is currently an employment site which has no formal designation to protect and or retain the current uses. The site has been suggested as a Rural Employment Site in order to formalise the current use.

Although the site is adjacent to the A12, access is only from one direction (Ipswich bound) which can increase the impact on the surrounding road network but as employment activities currently exist on the site this impact is considered to be minimal. The site is served by relatively poor public transport but the need to provide local employment opportunities is a key objective in the Core Strategy.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site, however this could have a detrimental impact on the local landscape. By allocating Rural Employment Sites the Council has greater powers to protect the quality and distinctiveness of the local landscape and is able to prevent uncoordinated development in rural areas and gradual stripping of assets from farms without regard for the viability of the site.

Site Ref: S116	Ward: Harbour
Size in ha: 5.7	Site Address: Place Farm, Old Heath, Colchester
Current allocation: Employment Land	Proposed allocation: Residential and Commercial Development, Wildlife Corridor and Open Space
CBC Preferred Allocation: Employment Uses	

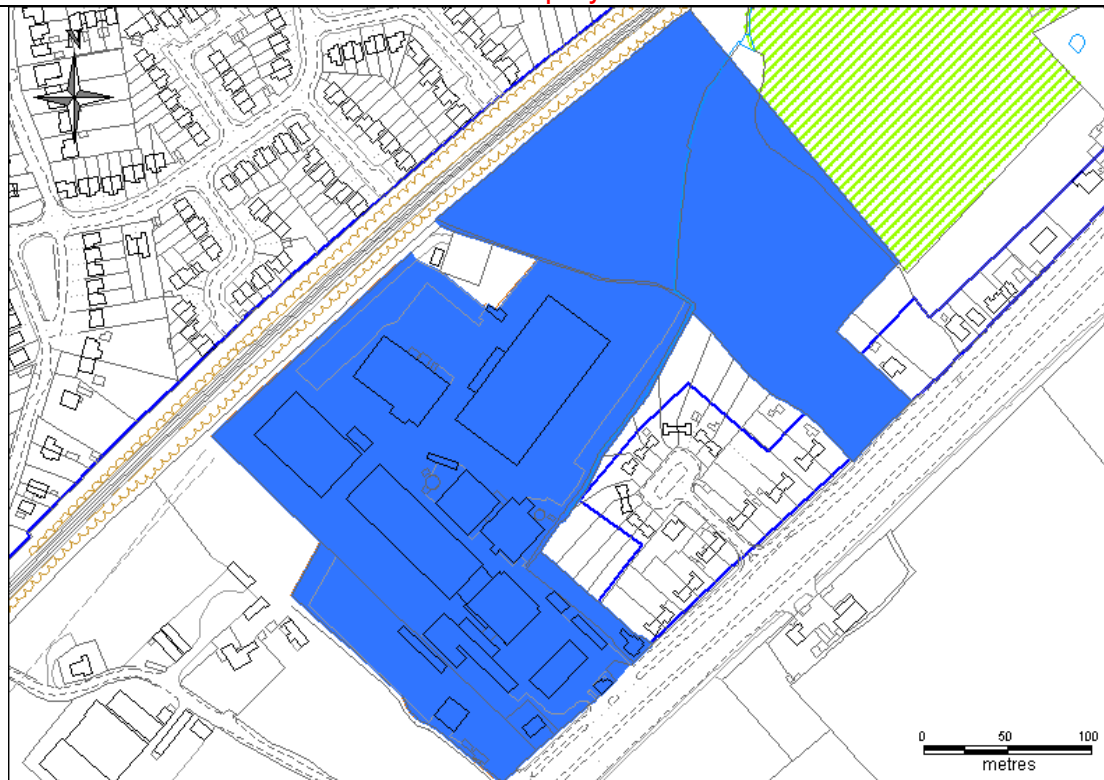
The site is currently allocated as part of an employment zone and is shown to be within the East Growth Area on the Draft Proposals Map. The proposed allocation was for a mixed use site including residential and employment opportunities. Residential uses on this site would be inappropriate as the Council consider there to be sufficient housing land available in East Colchester and it is important to protect employment land. Employment uses on the site would be appropriate and therefore no change to the existing allocation is needed. As a result this site should be moved to Appendix 3b – Sites which do not require change to the existing allocation.

Map to follow

~~The site identified by the representation is for an area of land which is currently allocated for Employment Uses in the Local Plan. It is included within the East Colchester Growth Area as outlined on the Draft Proposals Map. The proposed site use would require a change to the current allocation and therefore loss of employment land. Any proposal for development on this site will be expected to demonstrate that adequate employment land is available in the adjacent Employment Zone. However as this site is within a Growth Area it is included within this document as a possible site for future development.~~

~~Future development of this site will also need to ensure that the Sewage Works adjacent do not harm the residential amenity of the site and are sympathetic to the surrounding character of the area. The site is also adjacent to areas with environmental designations such as Sites of Special Scientific Interest and a Site of Importance for Nature Conservation. Any future development on this site will need to demonstrate that the impact on these areas is minimal and satisfies Statutory Consultation Bodies such as Natural England.~~

Site Ref: S120	Ward: Marks Tey
Size in ha: 8.15	Site Address: Andersons Site and adjoining land
Current allocation: Rural Business Site	Proposed allocation: Mixed use site, including residential, employment and recreation uses.
CBC Preferred Allocation: Rural Employment Site	



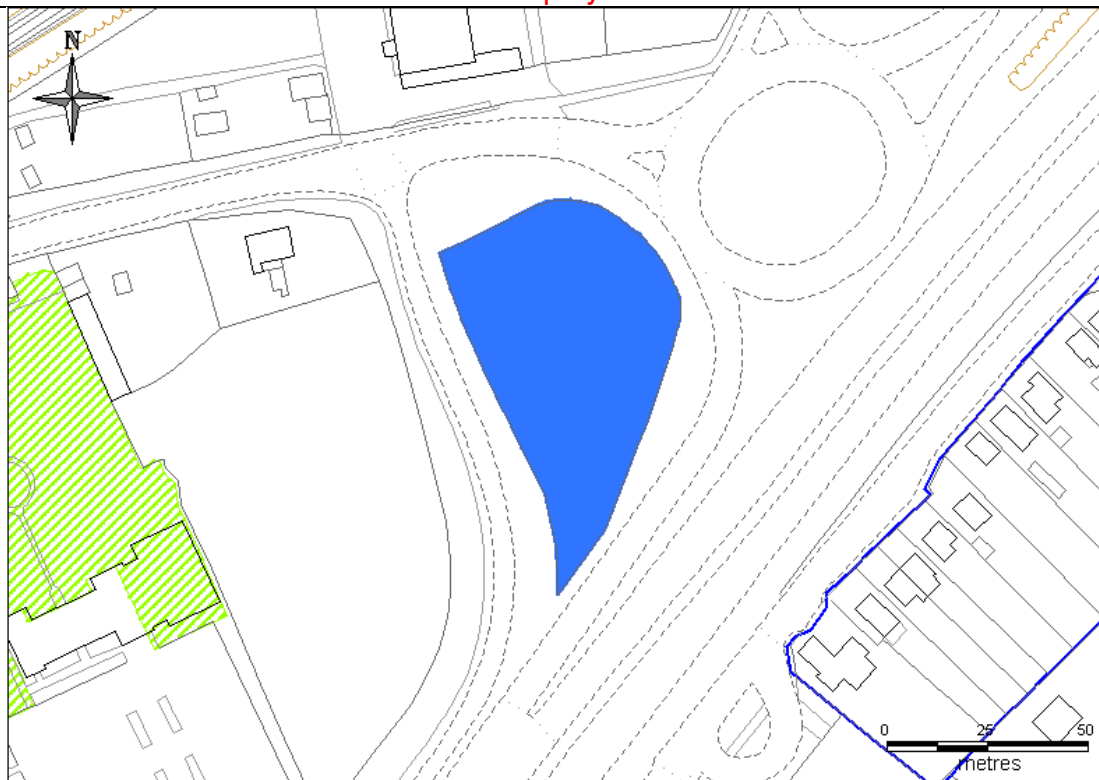
Part of this site is currently allocated as a Rural Business Site on the Local Plan Proposals Map with the rest of it being outside of the existing village envelope and currently has no allocation. The Andersons Site is currently a large site with a variety of uses currently permitted through various planning applications. The Council consider residential development on this site to be inappropriate as the majority is outside of the existing village envelope. Affordable Housing as a rural exception site could be appropriate but the local need would have to be clearly demonstrated in partnership with a Registered Social Landlord and the Parish Council.

The site is constrained by the A12 and the mainline railway which presents an access issue so any redevelopment of this site would need to ensure the Highways Agency and Essex County Council are satisfied with the proposals. There are also access issues off London Road onto the A120 which would have to be addressed.

Development of the site for employment uses would be the preferred option for the Council as this could be seen as an extension to the existing Rural Business Site. ~~however the Council would require~~ The type of uses as outlined in Table CE1b of the Core Strategy **would be acceptable on this site.**

Alternative Option: An alternative approach could be to allow some residential development on the site, however as the majority of the site is outside of the village envelope and ~~Table H1a outlines that Marks Tey requires 70 units over~~ **the Core Strategy does not identify a need to allocate residential sites in Marks Tey over** the plan period it would be inappropriate to support residential development at this stage.

Site Ref: S279	Ward: Marks Tey
Size in ha: 0.32	Site Address: Old London Road, Marks Tey
Current allocation: none	Proposed allocation: Rural Employment Site
CBC Preferred Allocation: Rural Employment Site	

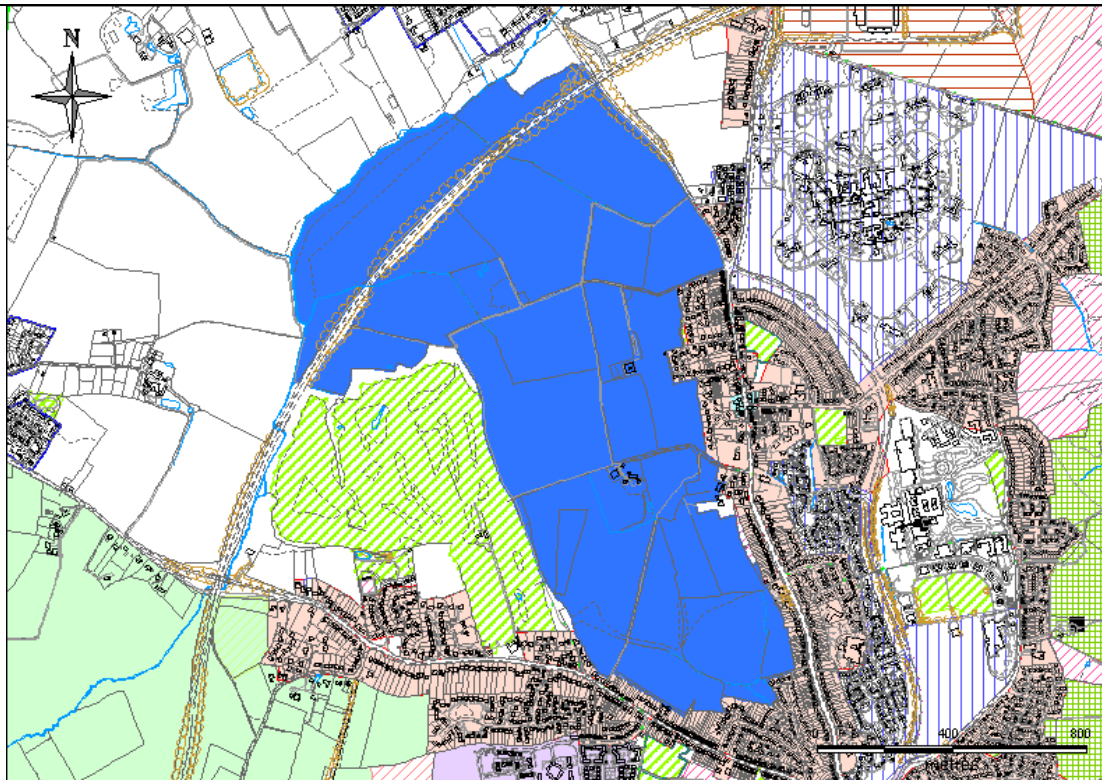


The site as shown above is outside of the existing Marks Tey village envelopes and adjacent to the A120 and the slip road onto the A12. Access is ~~expected to be~~ **could be** relatively easy from the existing road network **although any redevelopment of the site would need to ensure the Highways Agency and Essex County Council are satisfied with the proposals.** The site is in close proximity to the railway station so the potential to access the site via sustainable forms of transport is increased. Marks Tey is not identified in the Core Strategy as an area for future employment growth but as this is a small site the impact of employment uses in this area is considered to be minimal.

Small scale employment opportunities in rural areas are important for local communities and can also reduce the need to travel to work. Normally rural employment sites come forward as a result of agricultural diversification but this is not the case with this site. However some of the agricultural diversification principles will need to be demonstrated if the site is developed. For example the Council will wish to see the site comprehensively planned, sympathetic and well related to the countryside and other uses which are normally found in rural areas.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site, however this could have a detrimental impact on ~~the local landscape~~ local employment opportunities in rural areas. By allocating Rural Employment Sites the Council has greater powers to protect the quality of employment on the site and ~~distinctiveness of the local landscape~~ and is able to prevent uncoordinated development in rural areas.

Site Ref: S044 Including 52, 53, 166, 262, S137 and S176	Ward: Mile End
Size in ha: 140.89	Site Address: Land between Mile End Road and Bergholt Road
Current allocation: Public Open Space, Proposed Open Space and white land with no allocation	Proposed allocation: Inclusion in North Growth Area
CBC Preferred Allocation: Site to be included within North Growth Area	



The site as shown includes numerous sites which are indicated at the top of the page. As the reasons for the Council's support at this stage are very similar it is appropriate to combine the sites as the delivery of this area is expected to come forward through a comprehensive master plan.

The majority of the site falls within the Core Strategy North Growth Area **and the Broad Area of New Housing** greenfield allocation so it is appropriate to support the inclusion of the site at this stage in the Site Allocations.

The section of the site which is north of the A12 is considered inappropriate **for built development** and is outside of the Growth Area as this would be contrary to the Core Strategy and breach the strong physical barrier of the A12.

The summary in the Sustainability Appraisal which accompanies this document indicates that the site is suitable for future development as part of a comprehensive master planning exercise. Formulating a **Supplementary Planning Document for the site** master plan for the North Colchester Growth

Area will ensure that services and facilities are provided to serve the new and existing population with strong transport links to the Town Centre through the Transit Corridor which will encourage the new and existing residents to travel by sustainable means. ~~The master plan will also incorporate a mix of uses and facilities and will provide large areas of open space, sustainable construction and renewable energy technologies. The southern part of the area is currently allocated as proposed open space on the Local Plan Proposals Map and it will be necessary to ensure that the same level of provision is created as part of the master plan. It would be inappropriate to exclude the area of proposed open space from the Broad Area of New Housing because as the majority of the allocation is currently in agricultural use. The allocation has not been implemented and therefore can be created (replaced/substituted) throughout the area as part of the master planning exercise.~~ **The site includes existing and proposed Open Space and it is expected that comprehensive development in the area will make provision for large areas of open space.**

Within the large site area as shown above is the last remnants of Chesterwell Wood (Site Ref: S176) which the Council requires to be protected ~~as part of the master plan~~, as it will contribute to the open space and recreational facilities within the area. The existing sports and recreational facilities are anticipated to be **enhanced further**. ~~retained within the master plan for the area but the further details will only become clear during the extensive consultation which will take place prior to the development of the area.~~

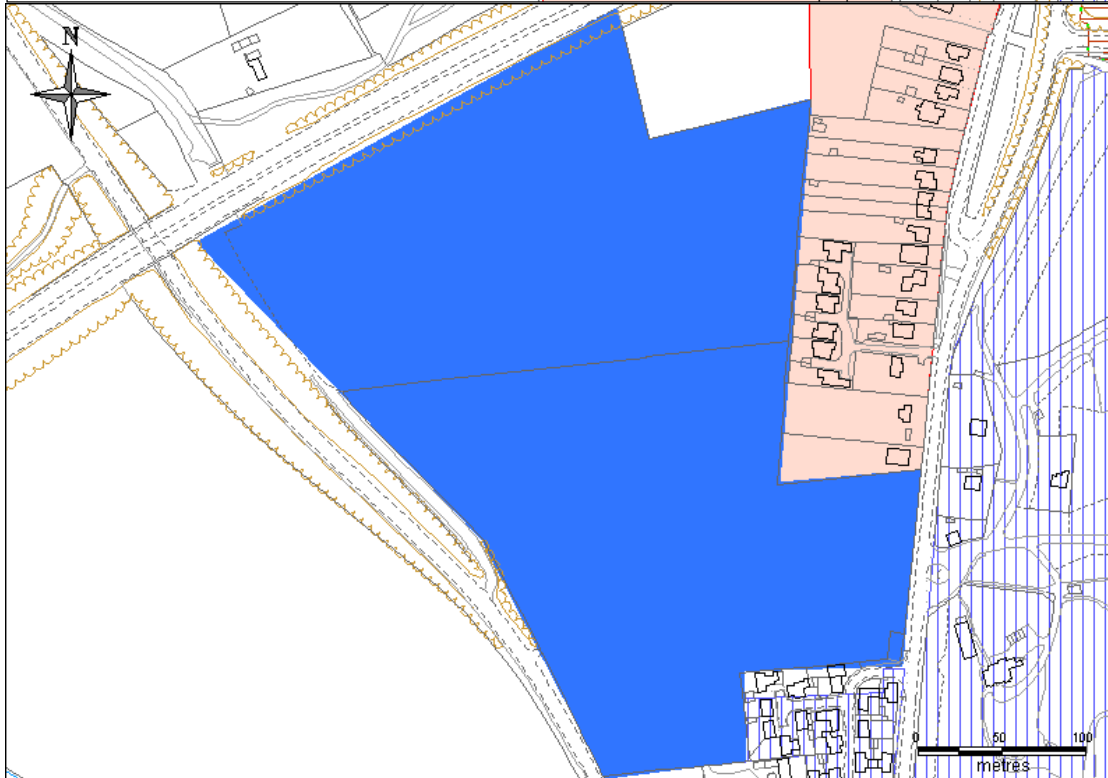
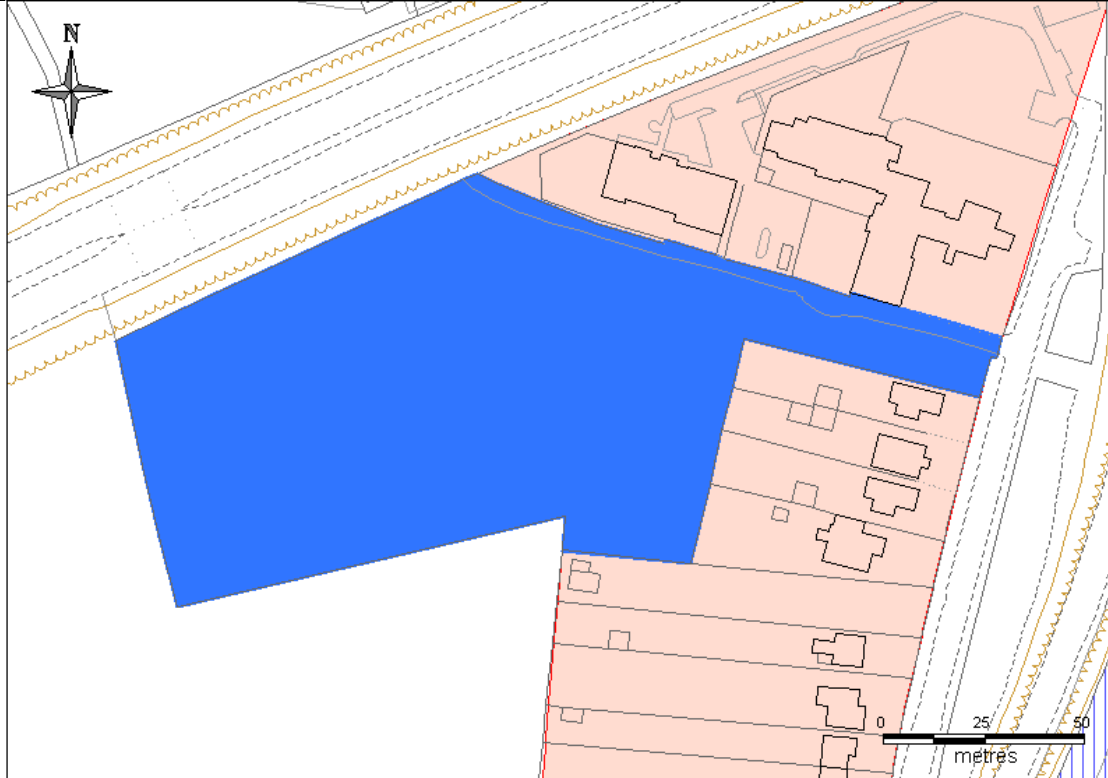
Myland Parish Council submitted a number of representations during the Issues and Options Consultation (numbers S176 to S215). A large number of these focused on services and facilities which they requested be delivered as a result of the future greenfield allocation. Although many of these comments were not site specific at this stage it will be important to ensure that the services and facilities identified by the Parish Council are **considered as part of the development**. ~~built into the master plan at an early stage.~~ Full details of the proposals received from the Parish Council can be seen in the consultation report published following the Issues and Options Consultation period.

Alternative Option: An alternative option could be to specifically allocate parts of the site for specific uses, however this approach is likely to reduce the flexibility within the site and result in a piecemeal development which would not meet the Sustainable Communities aims and objectives in the Core Strategy. The Core Strategy dictates that the area is to be subject to a comprehensive master plan so allocating specific sites would ~~result in any future development being~~ **be** contrary to the Core Strategy.

By developing the site without a master plan it would be impossible to ensure the phased delivery of the site in line with the Housing Trajectory and the Housing Provision table seen in the Core Strategy. The additional housing to be provided in North Colchester is scheduled for development post 2016 and any master plan will have to accord with this schedule. Taking a piecemeal approach to the development of the Growth Area would reduce the Council's

control over the delivery of site and the necessary services and facilities which will be result from future development in this area.

Site Ref: 162 and 261 Including 165, 184, S153 & S159	Ward: Mile End
Size in ha: 11.26 (total) 1.28 (162) and 9.98 (261)	Site Address: Land between Nayland Road and Boxted Road
Current allocation: Part Predominately Residential, part white land.	Proposed allocation: Inclusion in North Growth Area



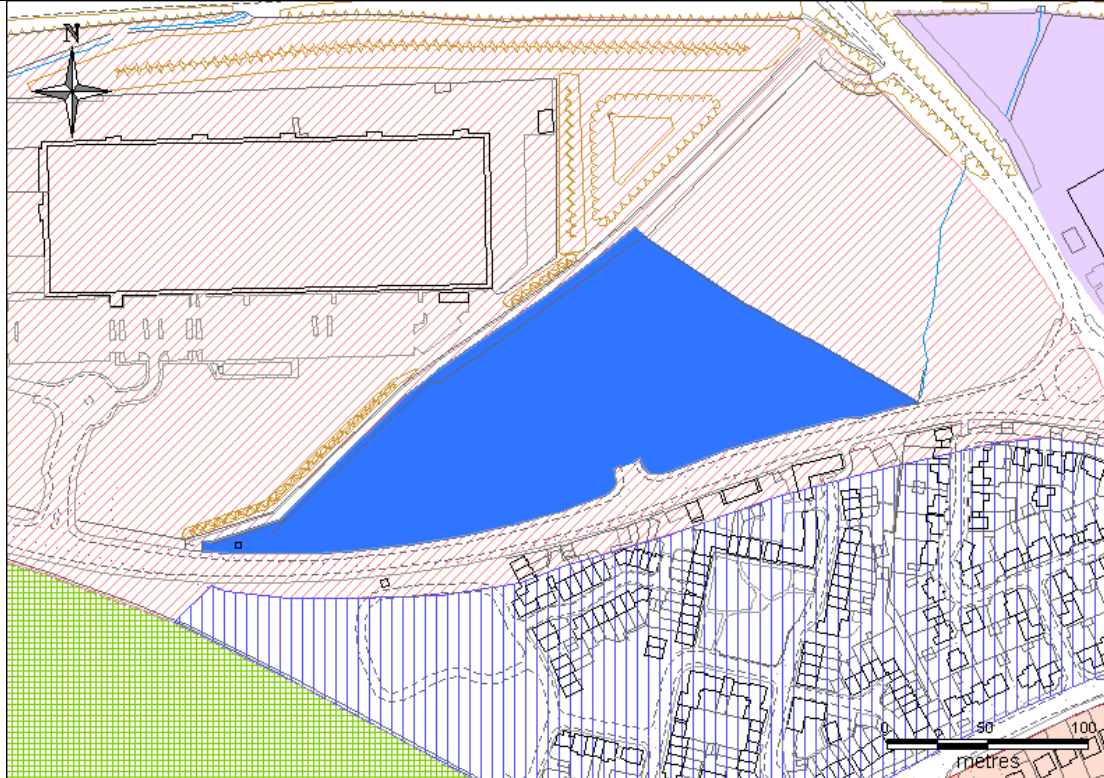
These sites ~~identified above~~ are to be supported in the Site Allocations document for inclusion within the Broad Area of New Housing within the North Growth Area. The sites ~~is~~ **are** bound on three sides by roads and is adjacent to the Severalls Hospital site which is subject to major re-development and also the larger site within the North Growth Area as outlined under site S044.

The site is currently a ~~mixture of~~ **allocated for** residential ~~allocation~~ **development** and white land. ~~There which has seen~~ **has been** some recent development at Whitebeam Close ~~which has now been completed~~. The Housing Land Availability Assessment identified the sites as having potential for residential development and ~~they were~~ **it was** also put forward for the same use as part of the Site Allocations Issues and Options consultation. ~~At this stage the Council do not consider it appropriate to designate~~ The sites for ~~specific uses because~~ **are included in** the Broad Area of New Housing ~~is~~ **and** expected to be delivered through a comprehensive master planning exercise with development anticipated post 2016.

The ~~site is~~ **sites are** well located to benefit from the services and facilities which will be developed in this part of the Borough as a result of adjacent developments. Following the completion of the A12 junction the Transit Corridor ~~as shown in the Core Strategy~~ will pass very close to this area which will provide residents with a fast and reliable public transport service into the Town Centre and will improve the options for sustainable transport.

Alternative Option: An alternative approach could be not to include this area of land within the Broad Area of New Housing but towards the end of the plan period it is anticipated that this area would become subject to strong pressure for future development once the Severalls Hospital site and the site to the West of Mile End (S044) have been delivered. If this was the case the sites above could be subject to planning applications which may not deliver the objectives set out in the Core Strategy. By including the sites within the Broad Area of New Housing they will become part of the master plan and will contribute towards the Core Strategy objectives.

Site Ref: S037	Ward: Mile End
Size in ha: 2.29	Site Address: Land North of Axial Way.
Current allocation: Employment	Proposed allocation: Residential
CBC Preferred Allocation: Residential	



The site as outlined above was submitted as part of the Core Strategy Submission Consultation Period. The site was put forward as an Alternative Site and under the Regulation 32 Consultation. At the Core Strategy stage the Council considered the site too small for inclusion as a strategic site and therefore it was not supported.

The Local Plan Proposals Map shows that the site is within the North Colchester Employment Zone and surrounded by areas of residential land which have been developed in recent years. The site is bound by the Flaktwoods development to the north and residential development to the south and east (currently under construction). Public transport and employment opportunities are good in this part of the Borough which supports the Council's stance of providing residential units near centres of employment.

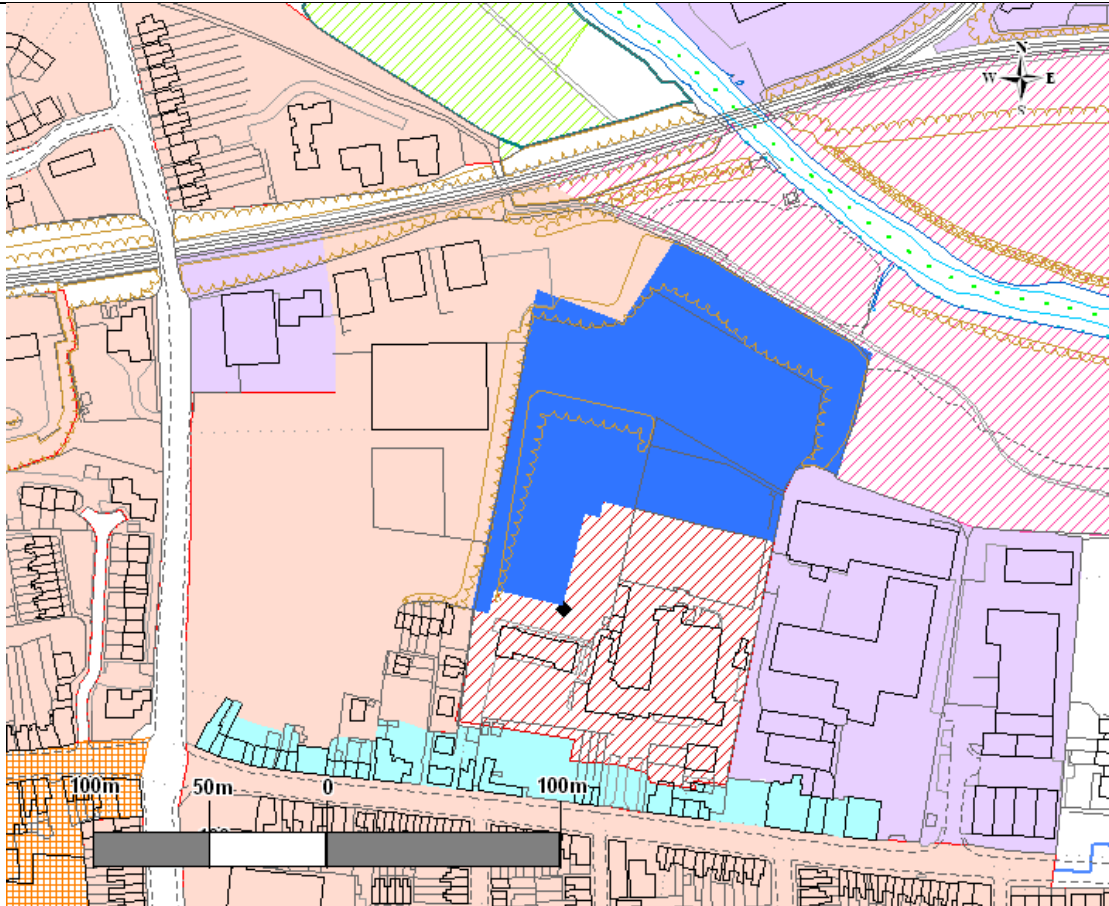
The site is within the North Growth Area and abuts both residential and employment uses. **The size and shape of the site make it difficult to develop for employment purposes therefore** ~~As such residential use could~~ **would** be appropriate if the proposal satisfactorily addressed site constraints ~~and it could be established that employment uses were adequately provided for elsewhere in the adjacent Severalls Employment Zone.~~

Alternative Option: An alternative approach could be to retain the employment allocation on the site to ensure the site is available for employment purposes during the plan period alongside nearby existing employment areas.

Site Ref: S265	Ward: Mile End
Size in ha: n/a	Site Address: Land bounding A12, near Cuckoo Farm
Current allocation: none	Proposed allocation: Creation of new Public Right of Way
CBC Preferred Allocation: Public Right of Way subject to partnership work with Essex County Council	

As part of the Site Allocations Issues and Options Consultation a new Public Right of Way was suggested to connect Boxted Road and Langham Road. The site is expected to pass close by the proposed Park and Ride site and the new A12 junction. Linking the Park and Ride site with a Public Right of Way is considered to improve accessibility and promote alternative modes of transport. The principal of a new Public Right of Way is likely to be supported by the Council but the exact route and creation of it is still to be determined.

Site Ref: 106 (HLAA)	Ward: New Town
Size in ha: 1.35	Site Address: Wilson Marriage Youth Centre and land at rear including car park off Barrack Street
Current allocation: Community use	Proposed allocation: Residential
CBC Preferred Allocation: Residential	



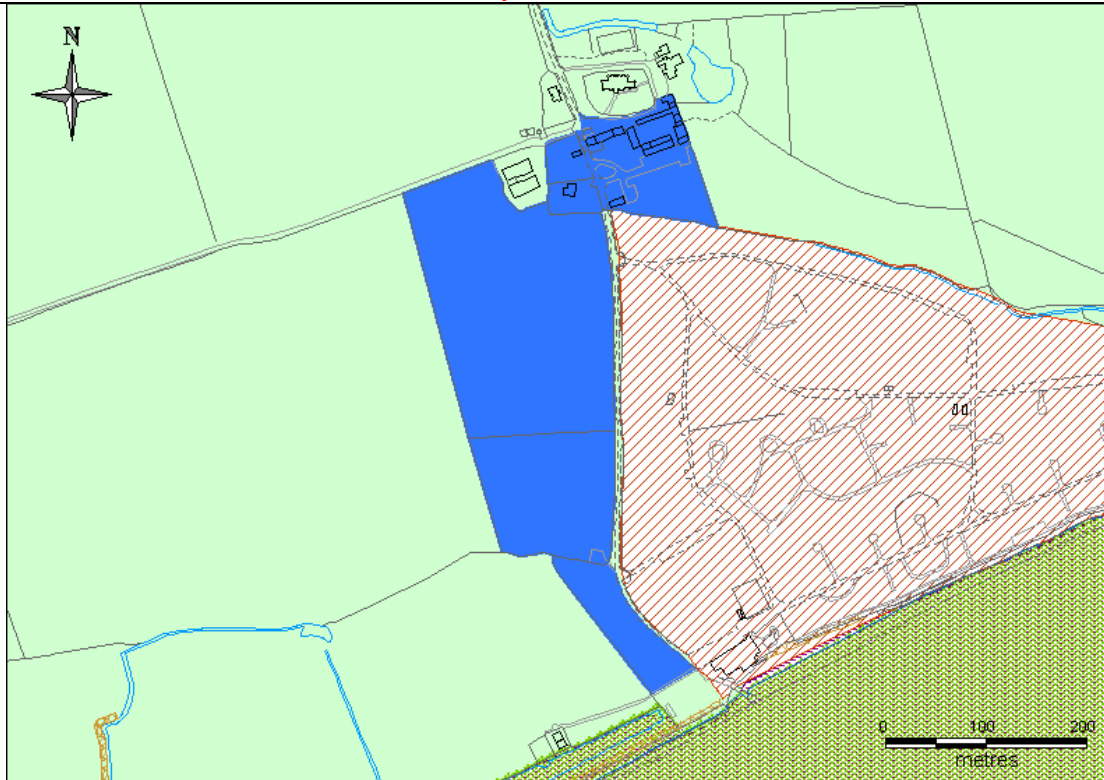
The site shown above currently has planning permission (COL/1747/04) for 110 residential units but as of April 2008 this was yet to be implemented. Surrounding the site is a mix of uses including residential, employment and a local shopping centre. The site is well related to the Town Centre, local employment opportunities and Colchester Town Station. Essex County Council, in principal supports this site as a sustainable location for development. Locating developments close to services and facilities will reduce the need to travel and encourages the use of sustainable modes of transport such as walking and cycling.

The development permitted should provide attractive and sustainable new residential quarters on derelict brownfield land which will complement the recent developments along Magdalen Street and improve the overall character of the area and make a significant contribution to the regeneration projects taking place nearby (namely at East Colchester and St Botolph's).

As the site already benefits from a granted planning permission it is appropriate to consider the re-allocation of this land as the principal of residential development currently exists on the site subject to the application.

Alternative Option: An alternative option would have been to retain the current use on the site, however planning permission existing on the site effectively means that the Community Use currently shown on the Proposals Map is incorrect and therefore would need to be changed following the completion of the development.

Site Ref: S026	Ward: Pyefleet
Size in ha: 7.8	Site Address: Land adjacent to Coopers Beach Holiday Resort
Current allocation: none	Proposed allocation: Extension to holiday park
CBC Preferred Allocation: Holiday Park	

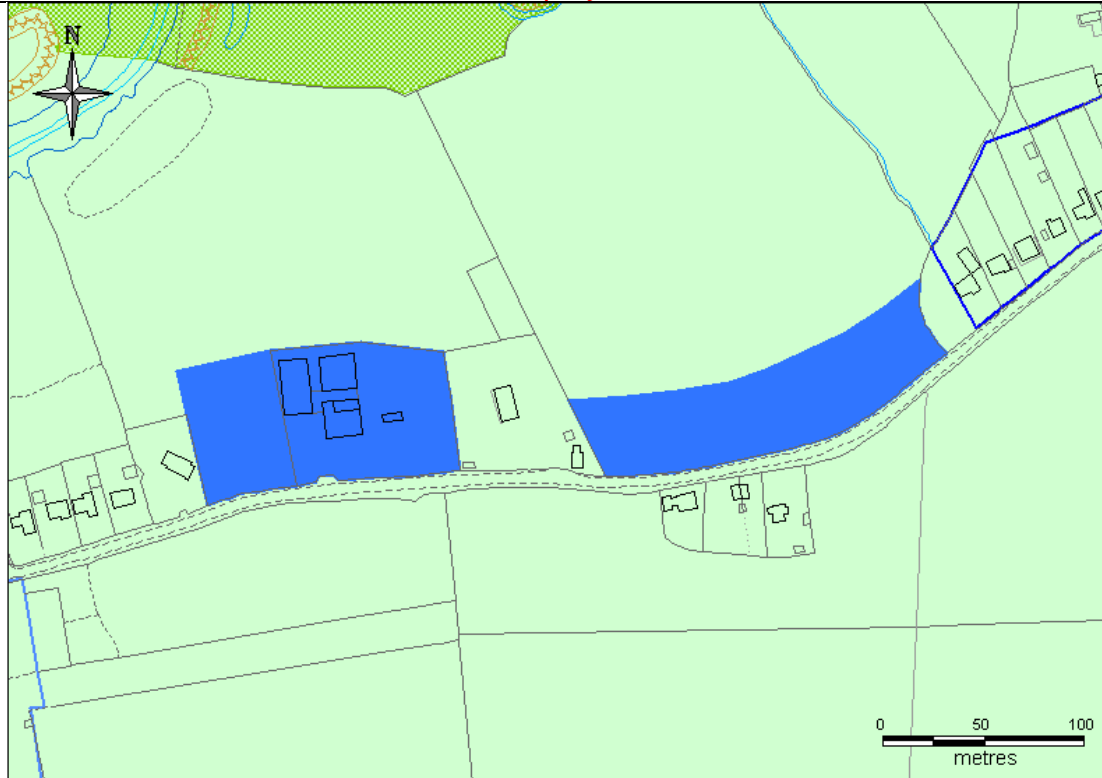


The site outlined above has been proposed for an extension to the existing holiday park which is an established use on Mersea Island. As the site is adjacent to the existing tourist facility it is considered appropriate to support the expansion of the site and further encourage the Borough as a visitor destination. Part of the site is within flood zone 3 and issues surrounding this vulnerability would need to be addressed and or mitigated at the planning application stage.

When considering the future tourism needs of the Borough, the Council will need to be satisfied that the need exists within the market to necessitate any expansion or creation of new sites. In this instance the Council's preference would be for the expansion of the existing tourism park as opposed to the creation of a new tourism park. Expanding existing facilities has a lower impact on the surrounding areas as the necessary infrastructure is already in place to support the new areas.

Alternative Option: An alternative approach could be not to designate the site for an extension to the existing holiday park, however this is likely to be to the detriment of the local tourism industry and would not promote and support tourism within the Borough.

Site Ref: S128	Ward: Pyefleet
Size in ha: 1.59	Site Address: Land at Picketts Farm
Current allocation: none	Proposed allocation: Rural Employment Site and Residential
CBC Preferred Allocation: Rural Employment Site and white land	



The sites as outlined above were put forward as a for mixed use site for comprising residential and employment uses. As the sites are outside of the existing Fingringhoe village envelope they are considered to be within the countryside and is therefore not suitable for residential development. Agricultural diversification into employment uses would be appropriate on the site which currently has buildings on and these would be given extra protection from unsuitable uses if designated as a Rural Employment Site.

Picketts Farm is a countryside location with relatively poor public transport but it is important for the Council to provide rural employment sites which ensure that local opportunities are provided in the rural parts of the Borough. Many farms across the Borough are considering changing their activities to ensure that economic activity can continue on site. The Council is in general support of farm diversifications which are comprehensively planned, sympathetic and relate well to the countryside and other uses which are normally found in rural areas. At this stage the Council only consider it appropriate to consider the western site as shown above for a Rural Employment Site because it constitutes previously developed land. The eastern site is outside of the existing village envelope and is currently vacant so would be inappropriate for development.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site, however this could have a detrimental impact on the local landscape. By allocating Rural Employment Sites the Council has greater powers to protect the quality and distinctiveness of the local landscape and is able to prevent uncoordinated development in rural areas and gradual stripping of assets from farms without regard for the viability of the site.

Site Ref: S109	Ward: Pyefleet
Size in ha: 2.65	Site Address: Land at Pantiles Farm
Current allocation: none	Proposed allocation: Rural Employment Site
CBC Preferred Allocation: Rural Employment Site and white land	



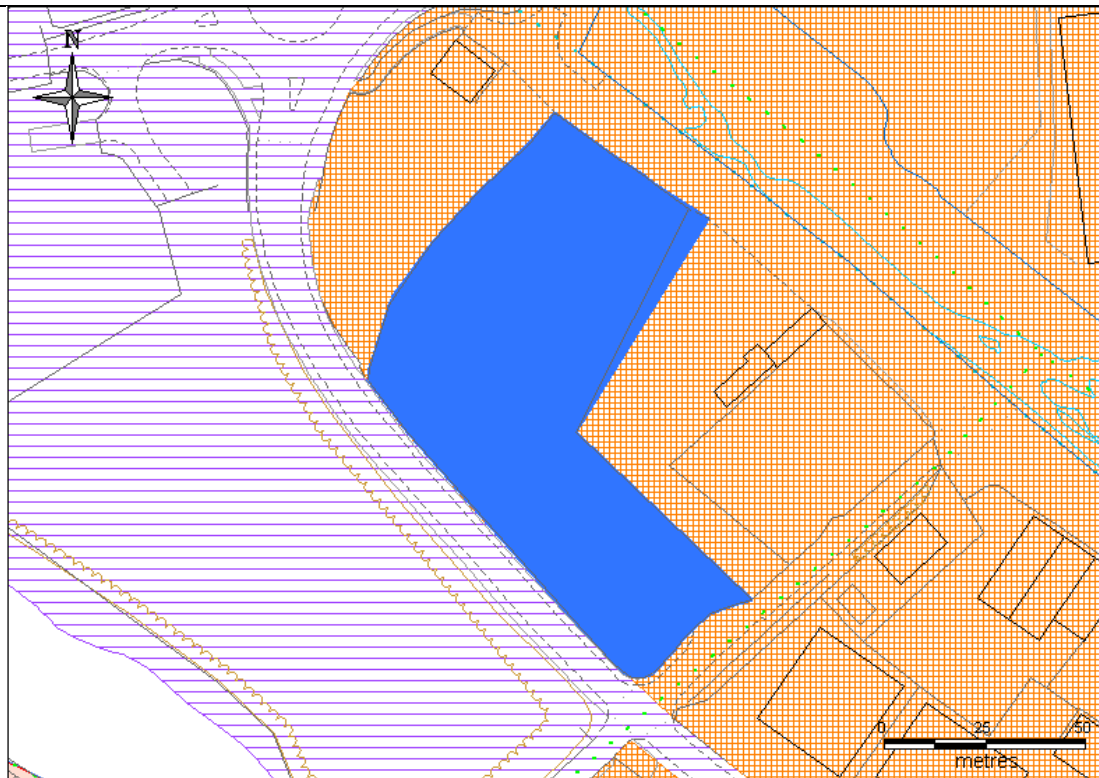
The site as outlined above at Pantiles Farm, near Abberton has been put forward for a mixture of employment uses including storage and distribution. The Council supports the creation of Rural Employment Sites but as this site is considered to be a poor location in terms of access both by road and public transport it would be inappropriate to allow storage and distribution uses in this location which generally generate larger numbers of vehicular movements. Agricultural diversification into employment uses would be appropriate on the site as this would give extra protection from unsuitable uses if designated as a Rural Employment Site. **The site is very large and the Council consider it appropriate to restrict any future designations of the area to land surrounding the existing buildings.**

Many farms across the Borough are considering changing their activities to ensure that economic activity can continue on site. The Council is in general support of farm diversifications which are comprehensively planned, sympathetic and relate well to the countryside and other uses which are normally found in rural areas.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site, however this could have a detrimental impact on the local landscape. By allocating Rural Employment Sites the Council has greater powers to protect the quality and distinctiveness of the local

landscape and is able to prevent uncoordinated development in rural areas and gradual stripping of assets from farms without regard for the viability of the site.

Site Ref: S112	Ward: St Andrews
Size in ha: 0.64	Site Address: Disused Haven Road Traveller Site
Current allocation: Regeneration Area.	Proposed allocation: Residential
CBC Preferred Allocation: Mixed Use	



The site outlined above is within the East Growth Area which in part is an established Regeneration Area that seeks to deliver sustainable, mixed use neighbourhoods. The area is extremely vulnerable to flood risk with large parts of the area being within flood zone 3. The Council in partnership with the Environment Agency and the ~~CLG~~ **Department of Communities and Local Government** have agreed an approach to consider future development sites within this area in accordance with the Sequential Test as set out in PPS25.

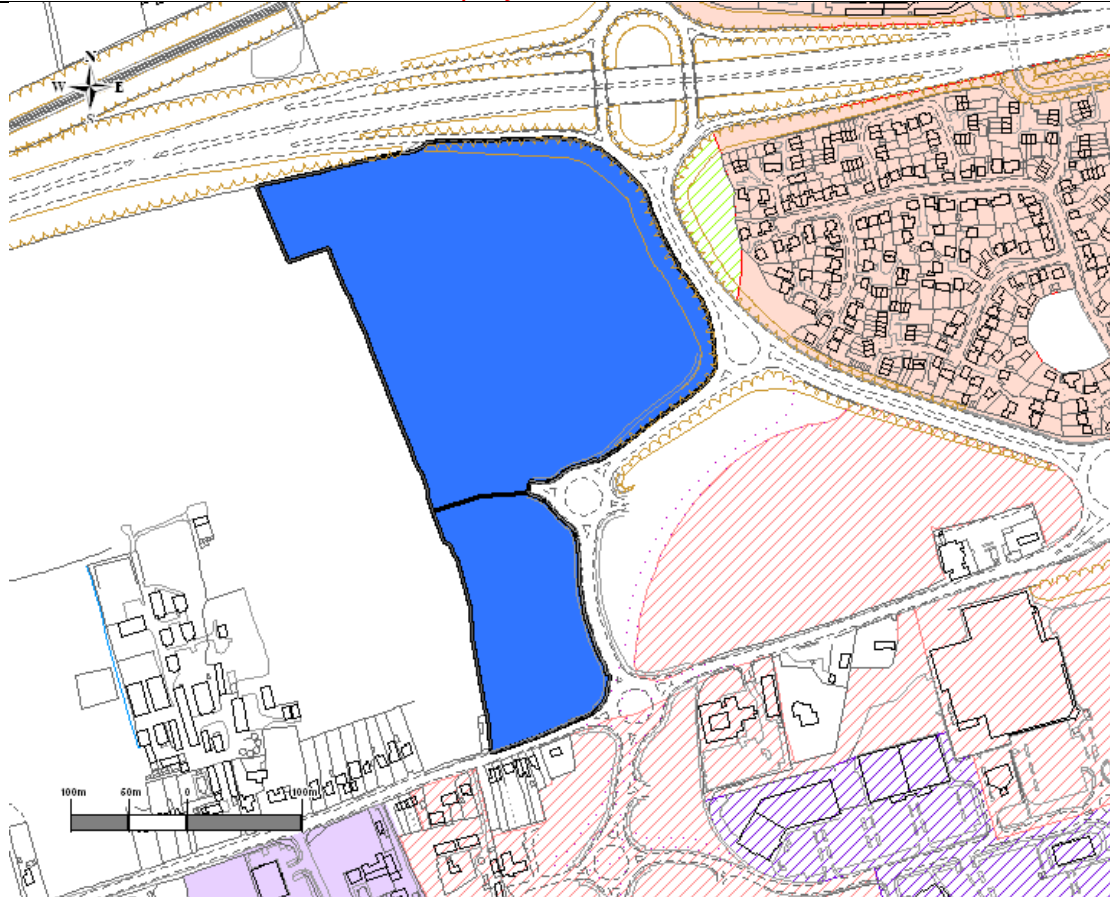
The site was originally put forward for residential use but an appropriate way forward may be for a mixed use development on this site with lower risk uses on the ground floor and residential units above.

During the plan period the Core Strategy outlines proposals for Transit Corridor linking the University of Essex with the Town Centre. Although the route of the transit corridor is yet to be formalised it is likely to be within close proximity to this site so residents will be able to benefit from the improved public transport facilities within this area. As the site is relatively small but expected to provide high densities it will be important for the development to provide necessary contributions towards the key services and facilities

required within the East Growth Area to meet the needs of existing and future residents.

Alternative Option: An alternative option for this site would be allocate it just for residential purposes. However this would be considered contrary to the Core Strategy which seeks high density, mixed use developments in this part of the Borough.

Site Ref: S242 & S243	Ward: Stanway
Size in ha: 7.99 and 2.1	Site Address: Land at Stane Park, Phases One and Two
Current allocation: none	Proposed allocation: Employment
CBC Preferred Allocation: Employment Zone	



The sites outlined above have been put forward for future allocation as employment land. The sites are within the Stanway Growth Area and have been subject to recent planning applications for employment uses on the land known as Stane Park. The Core Strategy Key Diagram also shows an employment zone within this area and is classified as a Strategic Employment Zone in the Employment Classification.

The application ~~which has been approved by the Council~~ provides for a large employment area which will incorporate a mixture of employment types including Business Incubation Units. Access to the site from the Strategic Road Network is extremely good and recently the road improvements have improved the access further and opened up different sites. The site is also well served by public transport facilities into Colchester Town Centre and is within walking distance of the District Centre at Tollgate.

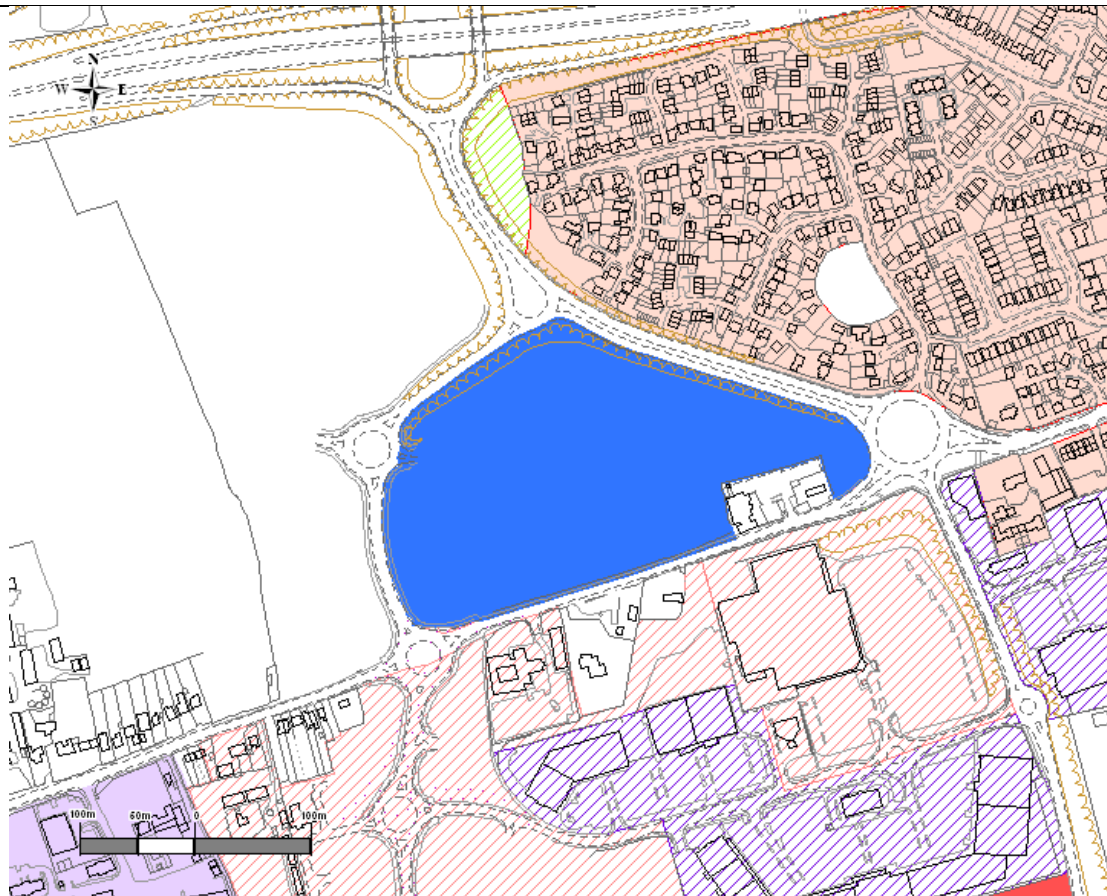
Stanway has experienced recent development and the Core Strategy outlines further development during the plan period. Providing employment land in this location contributes to the Core Strategy aims and objectives of providing

employment opportunities close to where people live, and therefore reducing the need to travel.

As this land benefits from an existing planning permission for employment uses and is within the Stanway Growth Area it is appropriate for the Council to support the sites and change the white land designation to employment land as shown on the Core Strategy Key Diagram.

Alternative Option: An alternative approach could be to exclude the site from the Stanway Growth Area and retain the designation of white land, however this would be contrary to the Core Strategy. By not allocating the land as part of an employment zone the Council would have to ensure the targets set out in the Core Strategy were achievable by allocating further areas of land to meet the targets which would then result in other perhaps less suitable areas becoming employment zones which could lead to an unreasonable over provision of employment land across the Borough.

Site Ref: S095	Ward: Stanway
Size in ha: 6.54	Site Address: Land North of London Road
Current allocation: Employment	Proposed allocation: District Centre
CBC Preferred Allocation: District Centre	

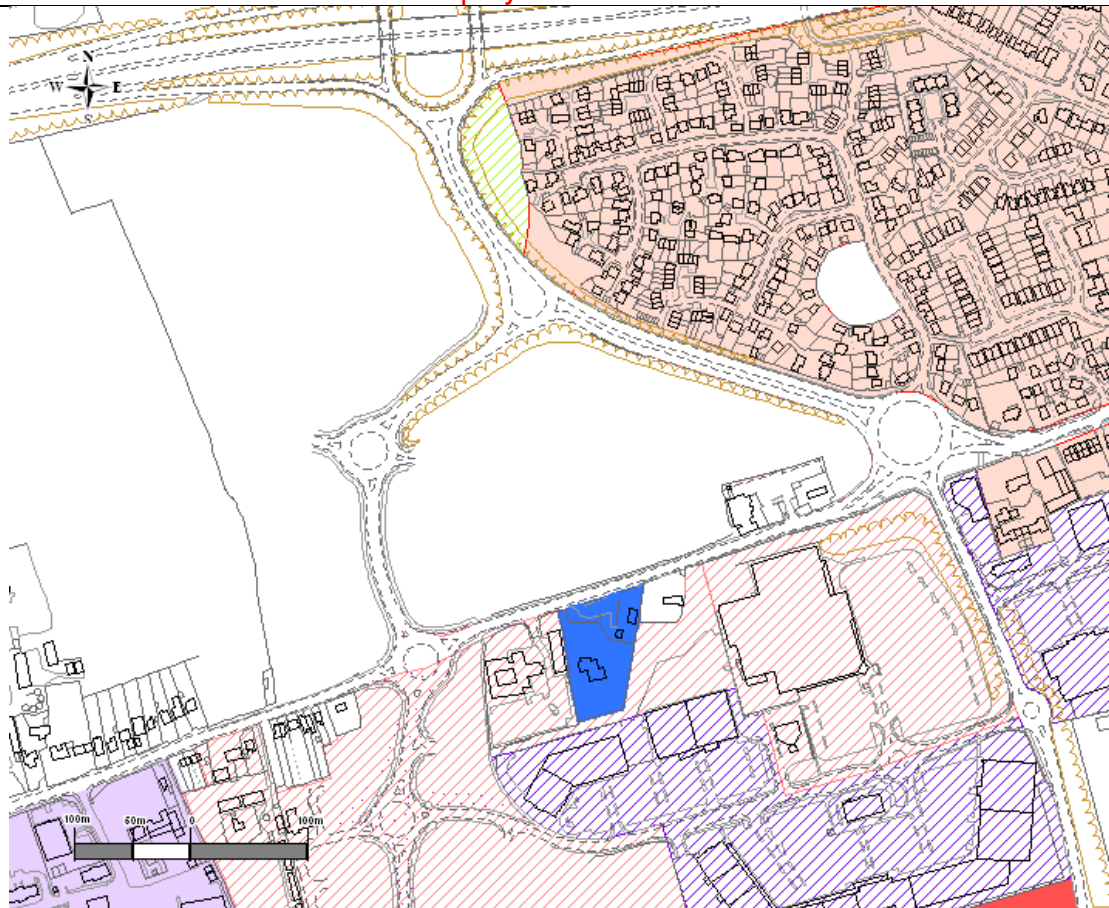


The site as outlined above has been subject to an outline planning application (COL/071108) for a new superstore with associated petrol filling station and car parking to replace the existing store which is currently within the Tollgate District Centre as shown on the Proposals Map. The application involves a land swap to ensure the existing store is retained for employment purposes and within the District Centre.

The Tollgate District Centre provides an important function for the local residents and communities and by including the proposed superstore within this area the Council is ensuring that the needs of the local residents are safeguarded. The District Centre is expected to be surrounded by land which will make up the Stanway Strategic Employment Zone and will therefore provide services and facilities to the businesses which locate within this part of the Borough over the plan period.

Alternative Option: An alternative option could be to retain the existing employment allocation on the land and not include it within the District Centre.

Site Ref: S294	Ward: Stanway
Size in ha: 0.56	Site Address: Land at Evergreen House and D. Hollick Car Sales
Current allocation: none	Proposed allocation: Residential
CBC Preferred Allocation: Employment Zone	



The site as outlined above was submitted originally as part of the Site Allocations Issues and Options consultation period for residential purposes. After further consideration the Council consider it inappropriate to designate the land for residential purposes and are therefore supporting the site for employment use.

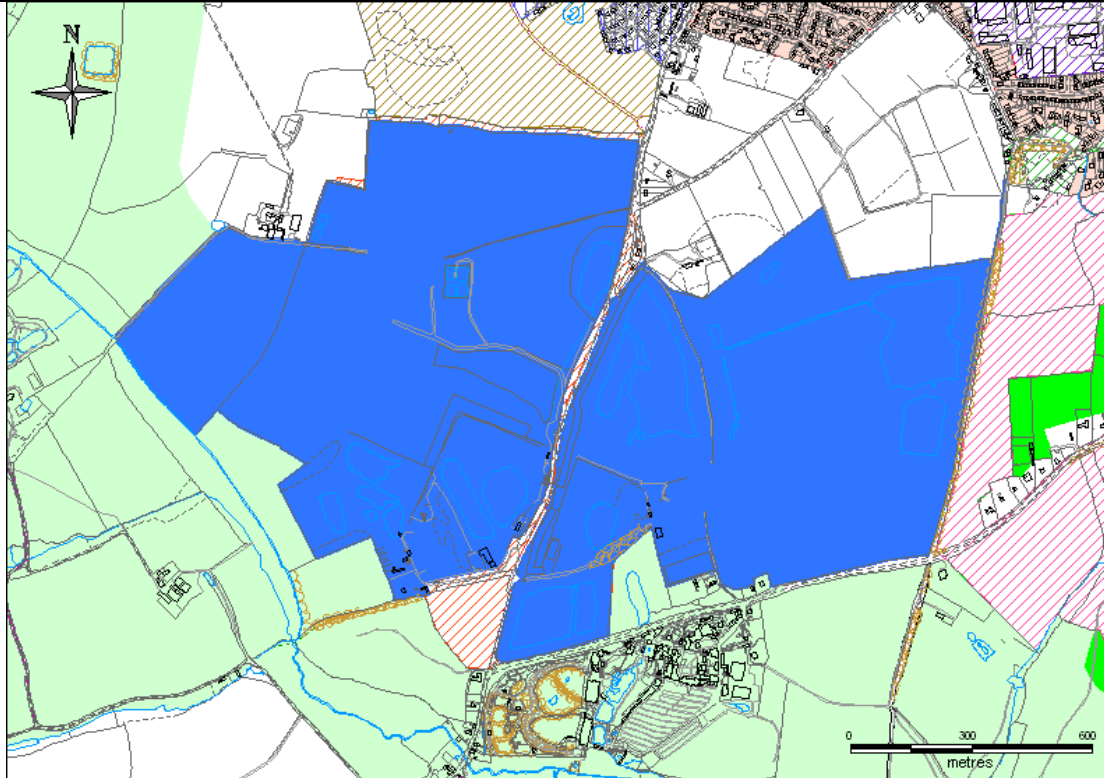
The Local Plan Proposals Map shows the site as being white land surrounded on all sides by employment land. Stanway is identified as a Strategic Employment Zone and is expected to deliver approximately 16ha of employment land during the plan period. The site above is well related to the strategic road network and is therefore considered appropriate for inclusion within the Strategic Employment Zone.

The Core Strategy outlines a variety of uses which are considered appropriate for Strategic Employment Zones and as similar uses are expected to be created in areas surrounding the site shown above it is logical that this site can provide a similar function and purpose.

Alternative Option: Allocating the land for residential purposes may well present problems with neighbouring uses. As the land surrounding the site is allocated for proposed residential it is not possible to predict the type of uses which will locate on the adjacent sites. A mixed use option on this site could be appropriate but it will be important to ensure that residential amenity is not compromised. Unlike the East Growth Area and the South Growth Area, the Stanway Growth Area is not expected to provide a range of mixed use developments as there is more land available in the Stanway Area so the pressure to provide mixed use developments is lower.

Another alternative option could be to continue the current uses on the site and retain the white land allocation. This option is unlikely to be supported by the Council at this stage as if the site remains white land the delivery of the site may be contrary to the objectives set out for the Stanway Growth Area.

Site Ref: S284	Ward: Stanway
Size in ha: 168.54	Site Address: Land at Colchester Quarry
Current allocation: Informal Recreation	Proposed allocation: Safeguard land for future quarry use
CBC Preferred Allocation: Quarry Land	



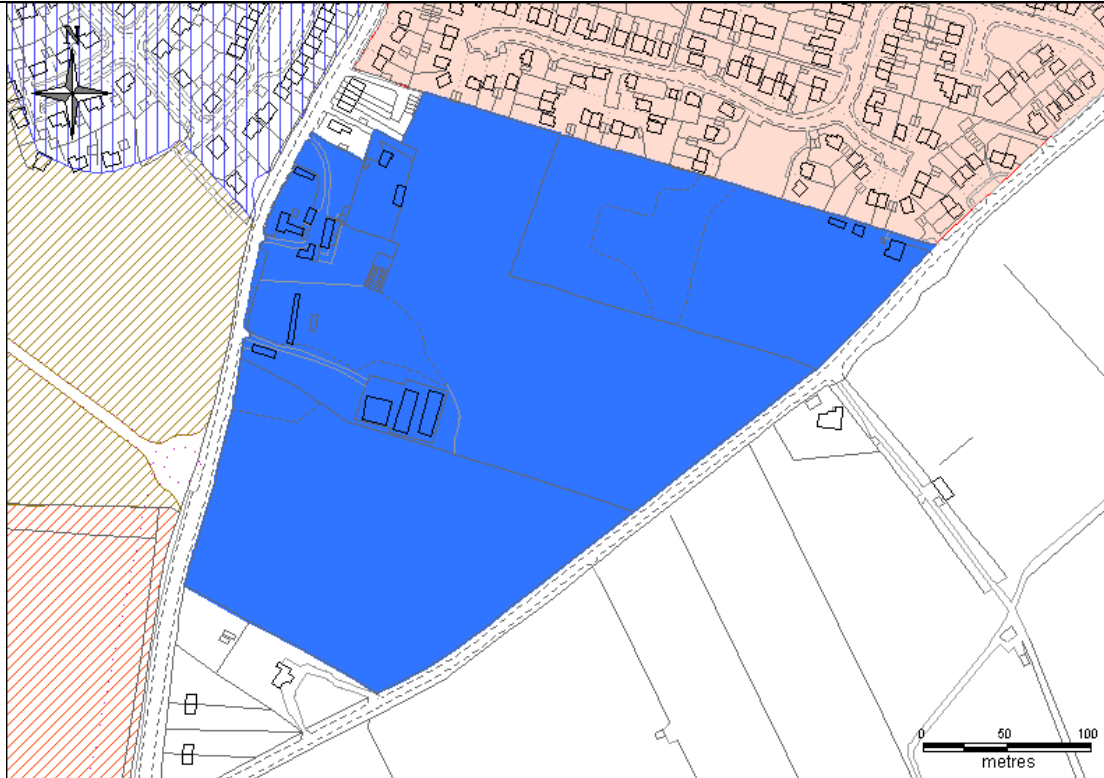
The site as outlined above has been put forward seeking to ensure that the land is retained for the continued use as a quarry. The site is outside of the Stanway Growth Area and development will be directed away from the land adjacent to the quarry on environmental and amenity grounds.

Retaining the site for use as a quarry is likely to ensure the retention of jobs and may also possible create extra jobs as the quarry expands and a greater area is worked. The quarry will have an impact on landscape character and environmental quality but this impact is greatly reduced when an existing site is extended and current uses are retained.

The Council are in general support of safeguarding this site from future development but it will be important for the Borough Council and the quarry operators to work in partnership with Essex County Council and ensure the site is also included within the Minerals and Waste LDF.

Alternative Option: An alternative approach could be to not safeguard the site, however if the need is identified it would be necessary to allocate a new quarry site which would have a large environmental impact and be detrimental to the landscape of the area.

Site Ref: S070	Ward: Stanway
Size in ha: 8.91	Site Address: Land between Warren Lane and Dyers Road
Current allocation: none	Proposed allocation: Residential land for Inclusion in Stanway Growth Area
CBC Preferred Allocation: Inclusion within Stanway Growth Area	



The site as outlined above was put forward for residential uses and is considered appropriate to include it within the Stanway Growth Area as outlined on the map accompanying this document.

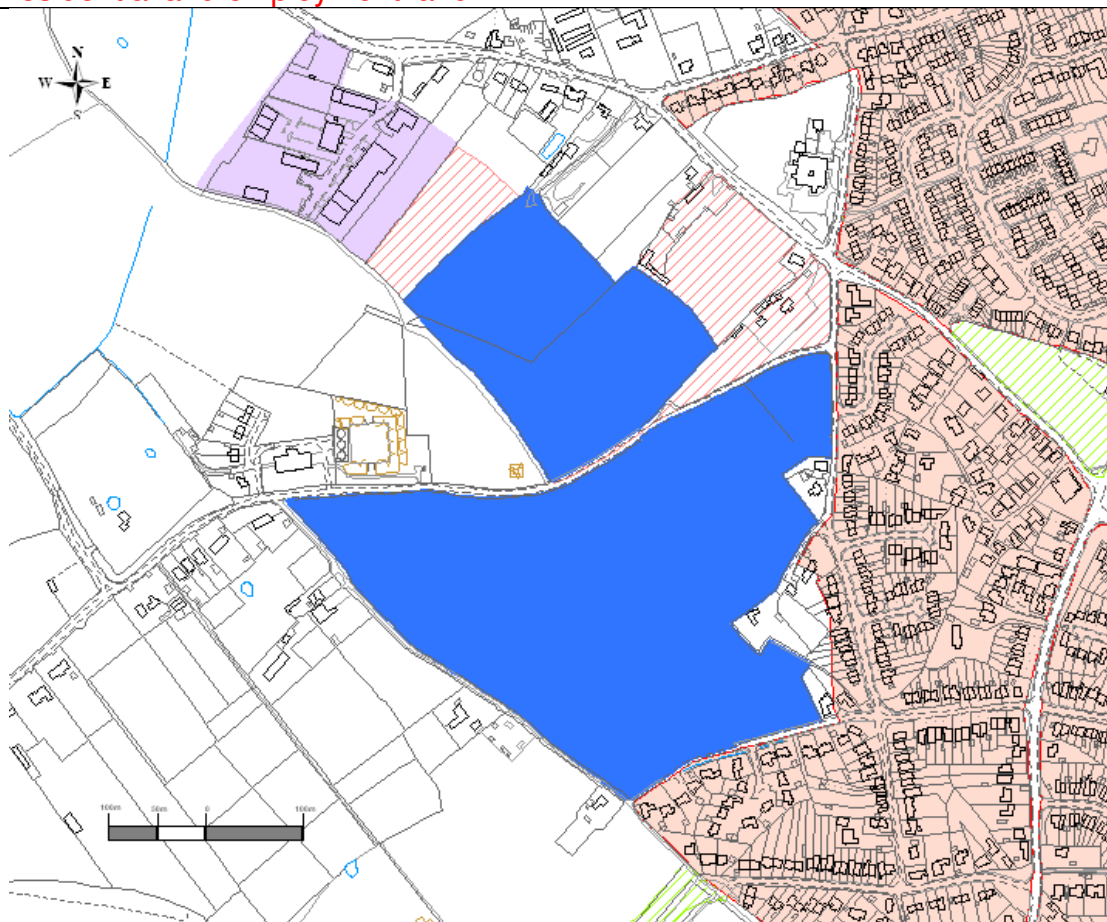
At present the site is adjacent to existing areas of residential land and is bound on either side by Warren Lane and Dyers Road. Development in this area will be expected to provide services and facilities which will be of benefit to the new and also the existing residents in this area. By including this site within the Growth Area the Council is protecting the historical and cultural assets of Stanway by ~~reducing~~ removing the need to develop land near Gosbecks and Stanway Green. The site is expected to provide part of the 800 units on greenfield land as identified in Core Strategy Table H1a. These units are anticipated to come forward towards the later stages of the plan period in the years 2016-2023.

The site will benefit from the close proximity to existing services and facilities available at the Tollgate District Centre and Employment Zones which will reduce the need to travel and support sustainable transport behaviours. The site is bound by hedgerows along Warren Lane and Dyers Road which will be expected to be retained as part of any future development as they contribute

to and these add to the rural character of the area and reduce the impact the future development will have as the site is approached from the South. Development of this site will also need to be sympathetic and sensitive to the properties which are at the junction of Warren Lane and Dyers Road. These properties have a rural character and it will be essential to protect this character by sympathetic setting and development along the site boundaries.

Alternative Option: An alternative approach could be to allocate the land for other purposes within the Growth Area, for example Employment or Mixed Uses. Stanway is well served with regards to employment land which is in close proximity to the strategic road network and better placed to provide the land required. Allocating the land for mixed use purposes would also be inappropriate because the Stanway Growth Area is primarily focused on sustainable urban extensions and is well served by a range of other uses (district centre and employment land) which would be expected in mixed use areas. Allocating mixed use areas could be detrimental and reduce the deliverability of the site which is not supported by the Council.

Site Ref: S286 (similar to S150 and S289)	Ward: Tiptree
Size in ha: 15.46	Site Address: Land at Grange Road, Tiptree
Current allocation: Part employment zone, part white land.	Proposed allocation: Mixed Use (residential, employment, sports facilities and open space).
CBC Preferred Allocation: Mixed Use incorporating sports facilities, residential and employment land	



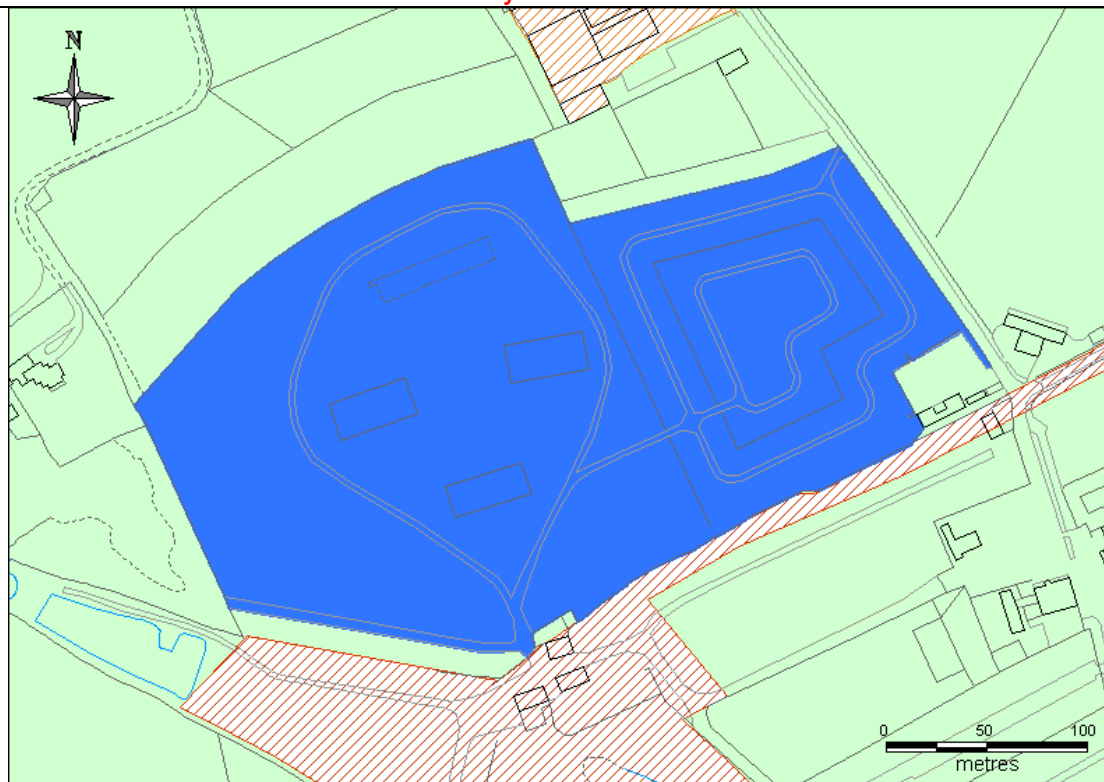
The site as outlined above has been put forward **for sports facilities**, ~~on behalf of Colchester United Football Club wishing to create new training facilities as well as areas of public open space including a village green, with associated residential and employment land~~ **development**. The Council are generally supportive of the proposals to provide new open space and sport and recreational facilities in Tiptree as this part of the Borough is lacking in adequate provision to meet the current need and demand as demonstrated by the PPG17 Open Space, Sport and Recreation study.

The site outlined above contains approximately 6ha which has been proposed for future residential land which the Council consider inappropriate. The Core Strategy outlines that Tiptree is expected to provide a minimum of 680 residential units over the plan period and many of these have already been provided elsewhere at sites such as Grove Road. The residential land

proposed is considered to be too large as the Council **require approximately 140 new dwellings to be provided in line with the housing trajectory and the Core Strategy.** ~~expect the Tiptree housing provision figure to be met through small infill development within the existing settlement boundary. Some residential enabling development may be appropriate on the site in order to deliver the sport and recreational facilities proposed but this would be expected to be on a site significantly smaller and only to facilitate the development of the other uses which are much sought in this part of the Borough.~~

Alternative Option: An alternative approach could be just to allocate the land for recreational and sport facilities; however this is unlikely to deliver the public facilities which are required in Tiptree. Alternatively allowing the 6ha of residential land in this area would be considered contrary to the Core Strategy and the Council are therefore unable to support the current level of housing suggested.

Site Ref: S003	Ward: West Mersea
Size in ha: 6.86	Site Address: Waldegraves Holiday Park
Current allocation: none	Proposed allocation: Extension to holiday park
CBC Preferred Allocation: Holiday Caravans	

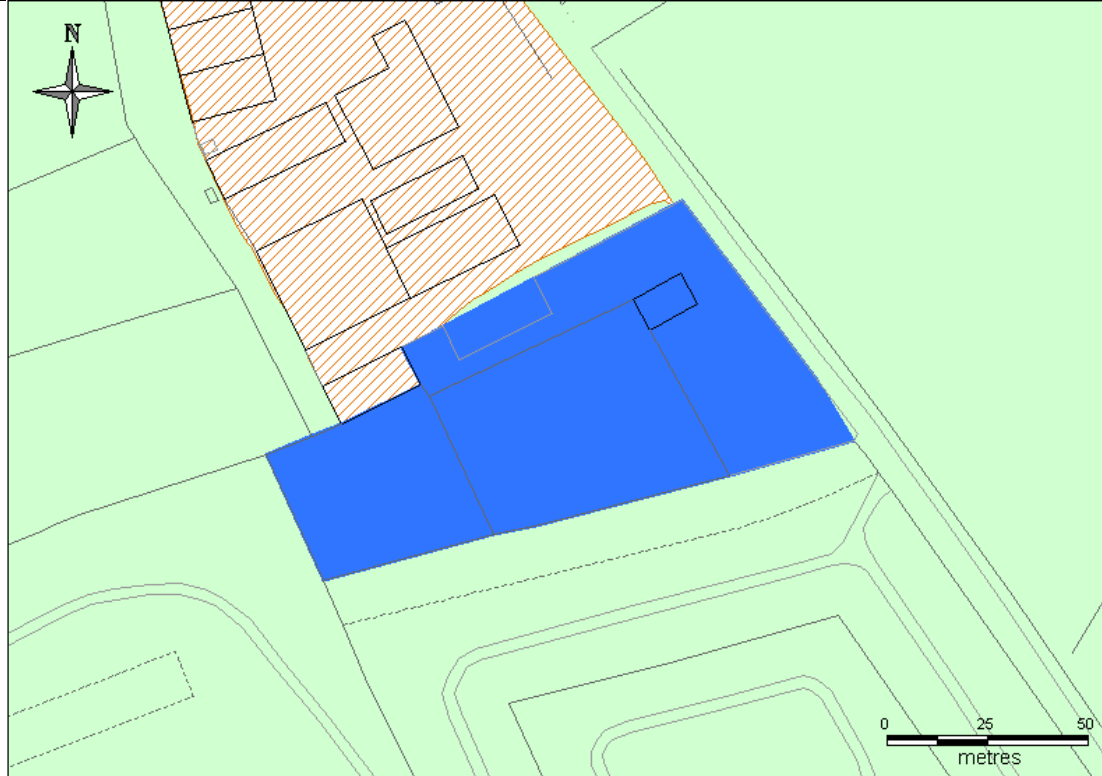


The site outlined above is currently used as part of the Holiday Park but is outside of the Holiday Caravans Allocation as seen on the Local Plan Proposals Map. The site representation submitted as part of the Issues and Options consultation sought the extension of the Holiday Caravans Allocation to protect the continued use of the site.

The Council support the extension of the allocation to include the area of land as outlined above as it is considered to promote and support the tourism industry within the Borough.

Alternative Option: An alternative approach could be not to extend the existing Holiday Caravans allocation to include this area of land, however as it is currently in use for the same purpose it is appropriate to protect this area and formalise the use of the site. By not allocating the site for the use which already exists the site could be subject to an application which the Council would consider inappropriate and be unable to defend.

Site Ref: S009	Ward: West Mersea
Size in ha: 0.69	Site Address: Land adjacent to Waldegraves Business Park
Current allocation: none	Proposed allocation: Employment
CBC Preferred Allocation: Rural Employment Site	



The site as outlined above is adjacent to an existing Rural Employment Site as shown on the Local Plan Proposals Map. A Lawful Certificate of Use was issued for parking and storing of tractors, boats, and caravans with a reinforced area of hard standing in 2003 and this use has been present ever since. Extending the boundary of the Rural Employment Site would formalise the current land use which the Council supports.

Waldegraves Business Park is an established employment area which provides opportunities for the residents of Mersea Island and reduces the need to travel to other parts of the Borough for employment opportunities. The Core Strategy identifies West Mersea as a District Settlement and it will experience some growth during the plan period. By providing extra employment land in the area the needs of the existing and new residents can be met.

Alternative Option: An alternative approach could be not to allocate the land as a Rural Employment Site however this could have a detrimental impact on the local landscape. By allocating Rural Employment Sites the Council has greater powers to protect the quality and distinctiveness of the local landscape and is able to prevent uncoordinated development in rural areas.

Site Ref: S276	Ward: Tiptree, West Mersea, Wivenhoe Cross and Wivenhoe Quay
Size in ha: n/a	Site Address: n/a
Current allocation: n/a	Proposed allocation: New Healthcare Facilities in District Settlements

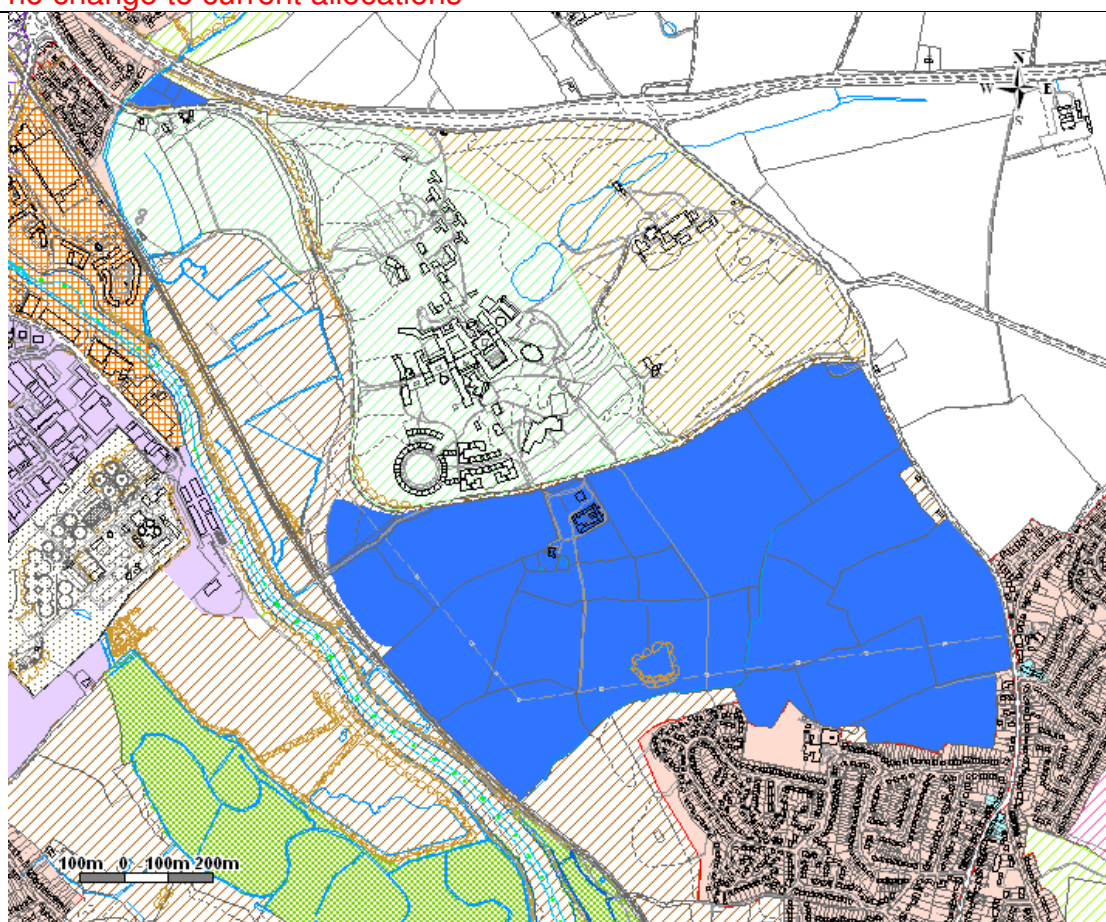
As part of the Site Allocations Issues and Options Consultation the Council received the above representation for the creation of new healthcare facilities in the District Settlements of Tiptree, West Mersea and Wivenhoe. No actual sites were suggested at this stage as the Council will need to work closely with stakeholders such as the Primary Care Trust and any perspective landowners to develop any such sites. The Council will expect any chosen site to be well served by public transport to encourage the use of sustainable forms of transportation **and these will be allocated in due course.**

Site Ref: S238	Ward: Wivenhoe Cross
Size in ha: n/a	Site Address: Land between Wivenhoe and University of Essex
Current allocation: none	Proposed allocation: Retention of countryside

Map to follow

~~As part of the Site Allocations Issues and Options consultation a representation was received, which sought the retention of the existing green land between Wivenhoe and the University of Essex. At the Core Strategy Examination the Council indicated that the green gaps between Colchester and the surrounding settlements (including Wivenhoe, West Bergholt etc) were an important character of the Borough. At this stage it is not possible to identify the land specifically but the Council has commissioned a Green Break Study that will identify areas within the Borough at risk of settlement coalescence and enables a policy to be developed that will prevent this from happening.~~

Site Ref: S107	Ward: Wivenhoe Cross
Size in ha: 81	Site Address: Land between Wivenhoe and University of Essex University of Essex Land between Colchester and Wivenhoe
Current allocation: University Purposes	Proposed allocation: Extension to University of Essex, Residential, Health Centre, Sport and Recreational Facilities
CBC Preferred Allocation: Part inclusion in East Growth Area and part land no change to current allocations	



The site put forward above has not been mapped at this stage but is to be included in the consultation document. The representation includes a large area of land which would effectively connect Wivenhoe with East Colchester which the Council does not support at this stage. However as part of the site is included within the East Growth Area it is appropriate to support this element of the representation.

Part of the site put forward under S107 is on land which has outline planning permission for a University Research Park which is identified in Core Strategy Table 6d. As this outline application will provide a key area of future employment and research it is important to include it within the Growth Area

~~and therefore this site is considered suitable for inclusion within this document.~~

Note: The University Research Park and approved housing development are identified in the Core Strategy and are included within the East Growth Area and this element of the representation is supported.

Alternative Option: Excluding part of this representation from within the East Growth Area would be considered contrary to the Core Strategy. The University Research Park is an important development and identified in the Core Strategy so is important for it to be included within the East Growth Area.

Another option would be to support the whole of the representation but this is likely to increase the settlement coalescence between Colchester and Wivenhoe which the Council does not support at this stage.

Chapter 6 - Core Strategy Alternative Sites

When the Council undertook the Submission Core Strategy consultation they received 11 site specific sites which sought changes to the approach taken in the Core Strategy. In line with the regulations the Council then undertook an Alternative Site, Regulation 32 consultation. The 11 sites were put forward by respondents to the Submission Core Strategy and were not proposed by the Council. Some of the sites include broad allocations whilst others relate to smaller specific sites. As the Core Strategy is a high level document the Council considered it **more** appropriate for these sites to be considered fully in the Site Allocations document which has subsequently followed production of the Core Strategy.

As each of the Alternative Sites was submitted to the Council at the submission stage of the Core Strategy, they became matters for the Inspector to consider at the Core Strategy Examination. Each site was discussed at the Examination and the Council provided written hearing statements which outlined their views on each site in relation to the Core Strategy. When the Council received the Inspector's binding report into the Core Strategy it was clear that the Council were required to look at these sites again as part of the Site Allocations document.

In this section you will find details of each of the Alternative Sites submitted to the Council and the comments the Council made about each of them as part of the Regulation 32 consultation and also for the Examination hearing sessions. Each section also includes an assessment of the site in relation to the Site Allocations DPD.

Alternative Site 1- Cymbeline Way, Colchester. (Also S141)

The site is a greenfield undeveloped plot of land which is adjacent to a Site of Importance for Nature Conservation (SINC) and an existing touring caravan site. The Local Plan Proposals Map shows the site as a Countryside Conservation Area with an area of public open space on the opposite side of the road. The site provides an important green gateway to the built up area of Colchester, on the fringe of the urban area and with good access to the A12.

At the Core Strategy stage the Council considered this site in light of the Hotel Market Demand Study which stated that the North Colchester growth area would be the most appropriate location for an out-of-town hotel due to its good public transport links to the town centre. The Regulation 33 statement produced in April 2008 outlines that this site received no letters of support, 6 letters of objection and 2 letters relating to miscellaneous issues. As this consultation was relatively recent and the proposal has not moved on the Council consider it appropriate to still take into consideration this correspondence.

The site was subject to a planning application (07/3130) and this was refused by the Council as the site was considered not to be a sustainable location for

a new hotel. The Council still consider the reasons for refusal to be appropriate as it does not accord with the Core Strategy. The Council are not able to support this representation and are not proposing to take this forward as part of the Site Allocations document.

Alternative Site 2- Choats Corner, Eight Ash Green.

(Also S147)

The site is a green field site located outside of the Eight Ash Green village envelope. It is not easily accessible using more sustainable modes of transport such as public transport, walking and cycling. Shopping facilities, services and employment opportunities are available at Stanway (approx 3km from the site), with a range of opportunities and services in Colchester being considerably further away. The busy nature of the roads and the distance to Stanway and on into Colchester limits the opportunity for cycling and walking, with the nearest railway station being at Marks Tey. At the Core Strategy Examination the Council envisaged that development on this site would create a considerable need to travel and lead to increased levels of car dependency and add more traffic to the already busy roads.

Land at Choats Corner was put forward as an example of sustainable development in rural towns and villages. During the production of the Core Strategy the Council considered the option of spreading housing development across the Borough on sites adjacent to existing village envelopes. However it was clear from the consultation responses and the Sustainability Appraisal that this approach was not suitable and therefore was not supported any further in the Core Strategy.

The Council still consider this site to be unsuitable and contrary to the Core Strategy. With the site being adjacent to the existing village envelope it could be appropriate as a rural exception site under the affordable housing policy. However the local need has to be demonstrated and it is unlikely that such a large site is required to deliver the need in Eight Ash Green.

Alternative Site 3- Various Sites at School Road, Wick Road and Park Lane, Langham

(Also S142, S143, S144, S145, S146)

The sites in Langham are all outside the existing village envelope. The village presently has a rural character and all the sites are on greenfield land. Langham sites just on the periphery of the Dedham Vale Area of Outstanding Natural Beauty and the Stour Valley Project Areas, where landscape protection is highly important.

These Alternative Sites received the greatest number of representations as part of the Regulation 32 consultation. The Council received 108 objections to these sites and a summary of these can be found in the Regulation 33 Statement which was published by the Council in April 2008.

The sites are not easily accessed using more sustainable modes of transport such as public transport, cycling and walking. Public transport provision in Langham is poor with no local rail stations. Langham is not well served by local shops which means that any major development in the village is likely to increase car dependency. Development on these sites would be insufficient in scale to provide adequate local services and facilities that would reduce the residents need to travel. Essex County Council and the Highways Agency both objected to the development of these sites in the Core Strategy and supported the Council's approach.

The Council still consider these sites to be inappropriate as they are outside of the existing village envelope. The suggested housing sites may only be appropriate for affordable housing as a rural exception site but the local need would have to be clearly demonstrated in order for such a development to take place. The site for office based employment is considered to be unsuitable due to the distance from the town centre and development of this type being contrary to the Centres and Employment Policies in the Core Strategy. The Park and Ride site is also inappropriate for further consideration under highway and transportation issues relating to strategic road network access, distance from the town centre and the potential market for uses especially considering the Park and Ride facility near the Community Stadium and the A12.

Alternative Site 4- St Botolph's Farm, Braiswick, Colchester (Also S064)

St Botolph's Farm is a greenfield site located outside of the existing residential area of Colchester. The site was put forward as an example of relatively small greenfield site on the edge of the urban area and this approach was considered as an option during the production of the Core Strategy. The approach of allocating and developing small greenfield sites on the edge of urban areas was discounted as sporadic smaller edge of settlement sites are unlikely to deliver the improvements to infrastructure and local facilities necessary to make such development acceptable in sustainability terms.

The site was also considered by the Inspector who undertook the Local Plan Inquiry in 2003. The Inspector considered this site to be inappropriate for residential accommodation as it would bring about the coalescence of West Bergholt with the Braiswick district of Colchester. The A12 needs to be supplemented by open land to ensure a sufficient barrier is kept between the two settlements. The Council still support this view and along with the environmental constraints on the site, with regards to risk of flooding on the western edge and the potential impact on local wildlife it would not be appropriate to consider this site further.

The golf course which is adjacent to the site acts as a natural barrier and therefore it is not appropriate to include this site within the North Growth Area as outlined in the Core Strategy. Essex County Council have outlined their concerns with regards to the site accessibility and access onto the B1508 which is not supported in the Local Transport Plan. The distance to the town

centre and Colchester North railway station are considered to be outside of what is generally considered as a reasonable walking distance and therefore is still considered inappropriate for future development and is not supported as part of the Site Allocations document.

Alternative Sites 5, 6 and 7- Marks Tey and Stanway

(Also S117, S119, S267 and S268)

Although these sites were submitted for consideration by different agents acting on behalf of different landowners the issues relating to development at Marks Tey are similar and therefore these sites will be considered together below for the purposes of this document.

The three alternative sites all promote large scale areas of development on greenfield land and would dramatically alter the existing character of Marks Tey. Marks Tey is identified in the Core Strategy as an area suitable for some housing development but these sites would provide a significant level of provision which is considered contrary to the Core Strategy. During the development of the Core Strategy the Council considered the option of major development in Marks Tey, however this approach was discounted on numerous grounds.

Any major development at Marks Tey would be likely to divert development activity and investment, and undermine the broad thrust of the overall spatial strategy to promote the urban regeneration of Regeneration Areas, beneficial re-use of previously developed land, and infrastructure improvements in the main urban area of Colchester. Marks Tey would also not be able to provide the same opportunities for travel by public transport, cycling or walking compared to the approach taken in the Core Strategy and the proposals are considered to be contrary to the aims of PPG13 Transport which seeks to minimise the need to travel, reduce the distances travelled, and to promote the use of alternative travel modes to the private car. Due to the current nature of Marks Tey, it is unlikely that any major development in this part of the Borough would be self contained and therefore it would result in significant out-commuting for employment, retail, leisure and community needs and activities.

The A12, A120 and the Great Eastern mainline are major constraints with regards to development in Marks Tey. The existing settlement is split by these and it would not be possible to create a single cohesive sustainable development without moving these strategic transport arteries. The land surrounding Marks Tey is greenfield and undeveloped and any major development would have significant impacts on the landscape value of the countryside and result in large scale extension of urban development along the A12 and mainline corridor. The open countryside separating Colchester, Marks Tey and Kelvedon would be severely reduced with urban sprawl continuing for a considerable distance.

Each of the sites suggested as Alternative Sites in Marks Tey received numerous letters of objection with the only support coming from an agent

acting on behalf of a food superstore. Full details can be found in the Regulation 33 Statement. The Council still consider these sites to be inappropriate for development and are clearly contrary to the Core Strategy. Any major development would require the creation of a new community and at this stage the Council do not consider there to be sufficient justification for this during the current plan period.

Alternative Site 8- Axial Way, North Colchester

(Also S037)

The site at Axial Way is currently allocated as Employment Land on the Local Plan Proposals Map so the site proposal seeks a change to residential land. Axial Way was considered to small and not a strategic site for consideration as part of the Core Strategy but after consideration of the site and the extensive evidence base it is considered appropriate to include this site as a “preferred option”. Further details of the Council’s reasoning for supporting the site at this stage and the exact boundaries can be found in the document as a site the Council is supporting at this stage in the Site Allocations process.

Alternative Site 9- Spring Lane, Colchester

The proposed Park and Ride at Spring Land is located within an area of open farm land which forms a “green” gateway to the town. The Local Plan Proposals Map shows the site as outside of the settlement boundary and also as Countryside Conservation Area.

As part of the Regulation 32 consultation the Environment Agency outlined that this entire site is located within flood zone 2 and a large area falls within flood zone 3 which is likely to present a significant constraint on the development and operation of this site as a Park and Ride facility.

Essex County Council who would be required to run the Park and Ride facility objected to the inclusion of this site based on their technical data which showed the site was not viable. Issues such as distance from a strategic road junction, potential bus route(s) and potential to cater for up to 1000 parking spaces made up their objection which can be seen in more detail in the Regulation 33 statement.

The Council still consider this site to be inappropriate for allocation as a Park and Ride facility based on technical data regarding the operation of the facility and the flood risk issues highlighted by the Environment Agency.

Alternative Site 10- Halstead Road, Eight Ash Green

(Also S246)

Halstead Road, Eight Ash Green is a greenfield site outside of the existing village envelope and is another example of development in smaller rural villages. During the production of the Core Strategy, the Council considered the option of greater development in villages; however it was clear that this

strategy would not deliver the infrastructure and services necessary to meet the current deficiencies and future needs.

Alternative Site 10 faces similar issues as Alternative Site 2 with regards to distances to nearest facilities, services and the town centre. Halstead Road is not easily accessed using sustainable modes of transport such as public transport, cycling and walking. The site is separated from the services and facilities at Stanway by the mainline railway and the A12 which is likely to encourage the use of the private car.

During the Alternative Site consultation this site attracted a number of concerns and these are outlined in the Regulation 33 statement. The Council still support the position taken during the Core Strategy with regards to this site and consider it inappropriate for residential development as it is outside of the existing village envelope.

Alternative Site 11- Chitts Hill, Colchester

The site at Chitts Hill is greenfield and currently outside of the existing settlement boundary of Colchester and is shown as white land on the 2004 Local Plan Proposals Map so therefore has no designation and is considered to be in the open countryside. Chitts Hill is relatively close to the Stanway Growth Area but as it is on a different side of the A12 and sustainable access to the site by public transport, cycling or walking is limited it is not considered to be part of or adjacent to the Stanway Growth Area as highlighted in the Core Strategy. The Growth Area is expected to deliver a range of local services and facilities and due to the separate nature of this site it is unlikely to be able to contribute towards the delivery of these essential community facilities.

Chitts Hill retains a rural character and is adjacent to woodland and playing fields on two sides. The previous two Local Plan Inspectors concluded that proposals to develop Chitts Hill would be visually unacceptable and likely to harm the open rural character of the area.

Development at Chitts Hill is considered contrary to the Core Strategy as it is a greenfield site and is outside of the existing settlement boundary. The Core Strategy directs future housing development towards brownfield sites and the established regeneration areas. The site has long been put forward for residential development and this has always been opposed by the Council and the Planning Inspector undertaking the Local Plan Inquiry. Following the adoption of the Core Strategy this site is still considered to be inappropriate for residential development and is not supported by the Council at this stage.

Chapter 7 – Summary of Meetings with Parish Councils

During the development of the Regulation 25 stage of the Site Allocations Development Plan Document (DPD), Colchester Borough Council invited all 31 Parish Councils within the Borough to meetings to develop a better understanding of their individual views about proposed site allocations, and to discuss future development potential within each parish. In total, 21 parish councils responded positively to the invitation for consultation and meetings were arranged and held during September and October 2008.

As part of the consultations the participating Parish Councils were invited to:

- a) assess the extent of present village envelopes as shown in the adopted Local Plan for Colchester and identify/propose potential amendments/extensions to the existing boundaries where these were no longer considered appropriate
- b) assess current Local Plan allocations for housing, open space, employment
- c) identify any inaccuracies or omissions in the adopted Local Plan in existing allocations
- d) assess the need/scope for residential development within the parishes including the need for affordable housing and identify suitable sites where it might be accommodated.

Of the 31 parish councils contacted, meetings either not did or were not requested with ~~by~~ ten of the Borough's parish councils. These included the parishes of Abberton and Langenhoe, Boxted, East Mersea, Fingringhoe, Great Horkesley, Layer Breton, Little Horkesley, Messing Cum Inworth, Mount Bures and Wormingford. ~~As a result these parish councils have not contributed to the development of the Regulation 25 Site Allocations document.~~

The outputs from the meetings or correspondence with the 21 Parish Councils who did respond are documented below and these have helped guide the development of the Regulation 25 Site Allocations document.

Aldham

No meeting took place with Aldham Parish Council representatives although an email was sent to the Spatial Policy team at Colchester Borough Council confirming that comments would be provided to the consultation after 4 November 2008. At the time of finalising this document no such comments had been received. ~~This will be followed up again before the consultation in January 2009.~~

Birch

Although no meeting took place between representatives from Colchester Borough Council and Birch Parish Council, alterations to the 2004 Local Plan map were discussed at the Parish Council meeting on 7 October 2008. Following their meeting, the parish council did not consider that any of the

proposals in the Site Allocations Issues and Options document would affect Birch Parish significantly, however they did raise concerns about a potential increased traffic on Maldon Road.

No amendments were proposed by Birch Parish Council to the existing village envelope / allocations in the 2004 Local Plan.

Chappel

A meeting took place between representatives of Chappel Parish Council and Colchester Borough Council on 20 October 2008. The parish council identified 4 existing areas for affordable housing in Chappel village i.e. Swan Grove, Rose Green, Vernon's Road and Spring Gardens. The parish council identified Swan Green as the most appropriate area to develop to provide more affordable housing if a local need was demonstrated as some of the ancillary infrastructure needed to support any new housing was already in place and easily upgradeable.

No sites were proposed for potential development in Chappel in either the Housing Land Availability Assessment or in the Site Allocations Issues and Options consultation.

The parish council suggested that they had reasonable local facilities which they were keen to retain. The village already has a Village Hall which is shared with Wakes Colne parish and Chappel has a local store and post office. There are also significant areas of open space in and around the village of Chappel, a large proportion of which is owned and/or managed by the parish council.

The Parish Council is keen that this land is safeguarded against future loss and has requested that the existing recreation ground, children's play area, Village Green, School Playing field and an area of land owned by the Chappel Millennium Field Trust is allocated as open space. The Parish Council have plans to develop a new community orchard and increase the provision of allotments locally. These sites have been identified in the PPG17 study as areas of accessible natural green space and amenity grassland areas. They will be shown on the new Proposals Map as Open Space.

The Parish Council also proposed two extensions to the existing Conservation Area boundary in Chappel however this current boundary would have to be formally reviewed under a Conservation Area Appraisal by the Borough Council before any amendments can be considered to the Proposals Map.

Copford & Easthorpe

A meeting took place with representatives from Copford and Easthorpe Parish Council in 15 October 2008. During the meeting the Parish Council discussed sites put forward as part of the Site Allocations Issues and Options consultation and any amendments to the existing Local Plan allocations.

Copford & Easthorpe Parish Council did not consider it necessary to allocate any more land for housing. Overall they were happy with the extent of the

existing village envelope and did not propose any alterations to the existing boundary. The parish council was unsupportive of the sites put forward at the Site Allocations Issues and Options stage in terms of the scale of some of the proposals (S267), the potential loss of important green breaks that could result from the delivery of the additional housing and the lack of supporting infrastructure. They also highlighted the need to retain the existing green breaks between Copford and Marks Tey and Easthorpe and Marks Tey. The parish council did not consider that there was sufficient space or the necessary infrastructure to support the expansion of employment sites already operating in the parish. They did not feel that it was appropriate for these sites be allocated for employment land and requested that where employment uses are not currently allocated that this situation is maintained.

The Parish Council requested that the school playing fields, existing open space and playing fields are retained. These will be shown on the Proposals Map for consideration during the Regulation 25 Site Allocations consultation.

Dedham

Representatives from Colchester Borough Council and Dedham Parish Council met on 27 October 2008.

The parish council felt that the special status of Dedham within the Dedham Vale Area of Outstanding Natural Beauty (AONB) needed to be recognised with rigorous standards applied to maintain Dedham's special character. A Village Design Statement was prepared for the parish of Dedham in 2007 and this will be a material consideration when assessing planning applications.

The parish council were not supportive of those schemes put forward in the Site Allocations Issues and Options stage that were either outside the AONB boundary or the existing village envelopes. They did however propose two small minor extensions to the village envelope to support the growing need for small residential units for retirees or first time buyers.

The Parish Council identified a number of opportunities to develop suitable employment uses particularly along the river frontage where capacity exists to do this, however they did not identify the need to allocate any further rural employment areas in the parish. They also identified the need for improved community facilities for young people. The parish council also confirmed that there was high demand locally for land for equine uses and identified a site close to the A12 which would be suitable for such uses.

East Donyland

Although no meeting took place between Colchester Borough Council and East Donyland Parish Council email correspondence was received from the parish council as part of the Site Allocations development work.

No alterations were proposed to the existing village envelope. The key concern raised by the council was in relation to flood risk. The parish council objected to two sites close to Birch Brook proposed for residential use in the Site Allocations Issues and Options DPD i.e. sites 674 & 577. The parish

council's main concern was that developing these sites could potentially increase flood risk in the village. The parish council confirmed that these two sites had previously also been declared unsuitable for residential use during a previous search for Rural Housing Sites in Rowhedge on flood risk grounds. As part of the evidence base for the Core Strategy, the Borough Council commissioned a Strategic Flood Risk Assessment (SFRA) to help steer new development to areas of lowest flood risk. The SFRA and Sustainability Appraisals prepared to support each Development Plan Document also considers the impact of development from a flood risk perspective and identifies sites unsuitable for development on flood risk grounds. These have been used to assess which sites should go forward for further consideration at the Site Allocations Regulation 25 stage.

Eight Ash Green

No meeting took place between representatives from Eight Ash Green and Colchester Borough Council. The parish council did however provide a detailed written response about amendments needed to current local plan allocations and the potential development sites development in the Site Allocation Issues and Options document.

In general they were keen to retain the rural nature of Eight Ash Green village. The parish council stated their preference for small scale developments located towards the geographical centre of the existing communities making up the village rather than peripheral developments that would accentuate the divided nature of Eight Ash Green and discourage the provision of community facilities. They also raised concerns about the impact of multiple peripheral developments around Eight Ash Green on the green break between it and Stanway.

The parish council were opposed to six of the sites proposed during the Site Allocations Issues and Options stage on the grounds that they could contribute to ribbon development, result in settlement coalescence between Eight Ash Green and Stanway and increase traffic problems locally. They also raised concerns about a further two sites put forward for residential development namely in terms of their scale and ability to unite the fragmented character and layout of the existing village of Eight Ash Green.

Whilst they supported in principle ~~that~~ two of the schemes **which** could deliver benefits locally, they felt this would only be achieved if growth was planned holistically and in a way that could create a more defined village centre and deliver community benefits. The council accepted that whilst they were well served in terms of the amount of open space in the village, there were constraints on how much of it was used. The parish council stated the importance for new developments to deliver community facilities.

Fordham

Representatives from Colchester Borough Council met with representatives of Fordham Parish Council on 14th October 2008. At this meeting the sites put forward within Fordham as part of the Issues and Options consultation were discussed. The Parish Council do not see any need for changes to the

existing village envelopes at this stage and therefore they were not in support of the sites suggested so far. Fordham has a small number of Rural Employment Sites and ~~these~~ they wanted these to be retained but no future employment allocations were considered necessary.

The Parish Council were concerned about the poor state of the highways through the village, especially with regards to HGV lorries, an issue Essex County Council Highways Department is aware of. The village is surrounded by an extensive area of new woodland planting being co-ordinated by the Woodland Trust. The Woodland Trust has provided a map showing the extent of this new area of woodland which will be shown on the new Proposals Map.

Great Tey

No meeting took place between representatives from Colchester Borough Council and Great Tey Parish Council. An email was received from the parish council on the 24 September 2008 in which they confirmed that they would not be proposing any changes to the existing village envelope for Great Tey.

Langham

A meeting was held with Langham Parish Council on 3 October 2008.

No changes were proposed to the village envelopes that included Langham to St. Margaret's Cross and Langham to Langham Moor.

The parish council identified a number of employment areas for allocation including Whitnalls (School Road), Park Farm (Park Lane) and Dove House (Langham Lane).

The parish council reiterated their lack of support for proposals put forward during the Site Allocations Issues and Options consultation and in the Regulation 32 consultation stage i.e. opposition to Wick Lane Park and Ride/business park proposal and residential schemes outside village envelopes.

During the meeting the parish council highlighted the need for additional land to be allocated land for community uses. They proposed re-allocating a portion of land adjacent to the existing community centre/village shop currently proposed for residential development along School Road for community uses to provide allotments, tennis courts, a permanent village shop and affordable housing. A Parish Plan for Langham has recently been adopted by Colchester Borough Council and this will be a material consideration when assessing planning applications.

Layer Marney

Layer Marney Parish Council was issued with a map showing all the potential sites that had been put forward by developers in and around Tiptree. The parish council after considering the information forwarded to them did not consider it necessary to meet with the Borough Council requesting only that they are kept informed about future stages/developments in the Site Allocations DPD.

Little Tey

Little Tey falls within the administrative jurisdiction responsibility of Marks Tey Parish Council. During discussions at the meeting with Marks Tey Parish Council on the 29 September 2008, no changes were proposed to either the existing settlement boundary of Little Tey or the emerging Proposals Map covering this village.

Marks Tey

A meeting was held between Colchester Borough Council and Marks Tey Parish Council on 29 September 2008. A number of proposals were put forward by Marks Tey Parish Council following the meeting regarding potential site allocations in the village and alterations to Local Plan allocations.

These included:

i) extensions to the existing settlement boundaries in Marks Tey, two at the western end of the village and one on land to the rear of the local shopping centre on London Road. The potential extension to the settlement boundaries was deemed sensible to accommodate potential areas of new housing in the village

ii) five areas of potential new residential development were identified all outside the existing settlement boundaries. Three out of the five sites had already been identified as potential residential sites in the Housing Land Availability Assessment (ref 196, 210 and 215 in the Site Allocations Issues & Options document) or early in the Site Allocation process (rep 36 in the Site Allocations Issues & Options document) and were assessed by the Borough Council during the preparation of the Regulation 25 document for consultation. The additional sites, one to the west of Marks Tey roundabout and the site proposed to the east of North Lane were not identified in the Housing Land Availability Assessment or during the Issues and Options consultation.

The Parish Council indicated that none of the housing site proposals could be supported until significant infrastructure improvements were delivered to the A120, a view strongly supported the Borough Council.

iii) allocation of existing areas of open space. The Parish Council identified six areas of open space of varying sizes for allocation on the Proposals Map. The two key areas of open space proposed was land surrounding Marks Tey village hall and an area of open space running northwest and south east of Mandeville Way including land to the east of St. Andrews Primary School.

These areas are not currently allocated in the Local Plan as open space however they were identified in the PPG17 Open Space Sport and Recreation study. None of the sites were identified in either the Housing Land Availability Assessment or the Site Allocations Issues and Options consultation as potential development land.

Without this allocation these sites could be vulnerable to development pressures in the future with the resultant loss of locally important open space/recreational assets in Marks Tey. This would be contrary to Policy PR1 in the adopted Core Strategy and the PPG17 study. The areas referred to above will be shown on the new Proposals Map.

The Parish Council also proposed the retention of the green field site between the eastern end of Marks Tey and Copford. This was considered necessary to prevent the two settlements joining up.

iv) allocation of local shopping and community facilities in Marks Tey. The site includes land occupied by The Food Company on the north side of London Road and the parade of shops including the post office on the south side of London Road. These sites are not currently designated in the Local Plan as Local Shopping Centres however they provide important local shopping/community facilities in Marks Tey village.

The Parish Council have requested that they are allocated to safeguard these local services. Allocation as Local Centres would conform with Policy CE1 Centres Classification and Hierarchy and Table CE1a in the adopted Core Strategy. Not allocating the sites as Local Centres could leave the existing uses vulnerable to change of use in the future with the potential loss of important local resources/facilities. It could also potentially make it more difficult to retain or secure future similar uses centrally in one location in Marks Tey, thereby benefiting the local community. **The allocation will be shown on the Proposals Map**

Myland

A meeting took place between Myland Parish Council and Colchester Borough Council on 29 October 2008. A number of amendments to Local Plan allocations were raised during discussions. The parish council identified the need to designate land to the rear of Oxley Park as Public Open Space/Community use. They also requested that land allocated to the west of Mile End Rugby Club in the Local Plan as proposed open space be re-allocated as open space. The parish council also asked for the local shopping centre currently designated in the Local Plan to be retained on the new Proposals Map.

In relation to Site Allocations, Myland Parish Council suggested that land being proposed as a potential Park & Ride site in North Colchester could also potentially be used for community uses such as a secondary school or cemetery extension. Within the North Growth Area Myland Parish Council also identified the need for multiple new community facilities to be provided including access improvements to Highwoods Country Park and over the A12, the protection of existing areas of open space, allotments and biodiversity habitats. The parish council identified the need for 2 new schools, recreational facilities, new health care facilities and a community centre. Table 6d Key Facilities & Infrastructure in the Core Strategy sets out the infrastructural improvements planned for North Colchester including new schools, transport improvements as well as new recreation and community facilities. The parish

council in principle were also supportive of wind turbines being placed to the north of the A12.

A masterplan is being developed for the North Growth Area by Colchester Borough Council in partnership with a range of partners. Myland Parish Council is expected to be a key partner in this project. The masterplan is being prepared to guide development and manage the provision of supporting infrastructure and community facilities in North Colchester to create a sustainable community in this part of the Borough.

Stanway

Stanway Parish Council met with Colchester Borough Council planners to discuss Site Allocations on 1st October 2008.

The parish council was supportive of a number of sites proposed for residential development in the Site Allocations Issues and Options document namely the railway sidings on Halstead Road and Dyers Road. Discussions also took place about another potential housing site to the west of the existing employment land in Stanway. They were however opposed to residential development at Wyvern Farm which they felt would cause settlement coalescence between Stanway and Copford. The parish council suggested it was more suitable for employment uses. They were supportive of the proposal to allocate Stane Park as employment and confirmed that they felt it also offered a good site for a hotel development or Park and Ride. The parish council also favoured the retention of the Special Policy Area STA1 on the south side of London Road as a mixed use area on the new Proposals Map.

The Parish Council requested that the existing Local Shopping Centre on Villa Road be retained and the Local Shopping Centre on Blackberry Road allocated on the new Proposals Map.

A number of areas to be designated as open space were identified during discussions including the Heath School site which ~~is to~~ **may** close in the near future and the area of open space at Halsted Road. The parish council proposed allocating the land at the Heath School as open space and suggested that either it or land at Dyers Road would offer good options for the provision of allotments for which a local need has been highlighted.

The parish council requested allocating the school playing field as open space instead of residential to protect it. The existing proposed area of open space on the Local Plan to the south east of Stanway Green is likely to be retained as open space due to the high archaeological interest in the area. A further area of open space was proposed by the parish council immediately beside the employment zone currently allocated on the Local Plan. The parish council suggested that this site could potentially be used either as open space or as a burial ground.

Land allocated in the Local Plan for community and leisure use will be retained and will go some way towards addressing the lack of provision of leisure facilities for children and young people as identified through the

Stanway Youth Forum and the PPG17 study. Negotiations are already taking place with stakeholders about the provision of youth shelters and skate facilities. There is an existing Scout Hut in Stanway however the parish council has identified the need to provide a permanent building for the scouts and requested that a site be identified for this. No actual site was put forward.

Stanway Parish Council are currently preparing a Parish Plan to capture local views about future housing allocations and wider community needs and once complete this document is likely to be formally adopted by the Borough Council and become a material consideration when assessing planning applications.

A masterplan will be prepared for the Stanway Growth Area and the parish council is expected to be a key partner in this process. A draft boundary for the Growth Area has been proposed for further consideration during the forthcoming Regulation 25 consultation.

Tiptree

A meeting took place between representatives from Tiptree Parish Council and Colchester Borough Council on 28 October 2008 to discuss amendments to existing Local Plan allocations and comment on sites put forward during the Site Allocations Issues and Options stage.

Tiptree Parish Council were concerned that additional housing in Tiptree would create problems in terms of health provision, sewage management and open space provision. They felt there was little scope to expand the existing Medical Centre currently located adjacent to Tesco's other than into the car park.

They did however suggest that a site on Kelvedon Road currently designated as Employment land would be ideal/suitable for housing development due to good transport links and its close proximity to Kelvedon and facilities such as schools. If developed, open space and contributions towards a community centre would have to be secured.

The parish council highlighted that there was currently a shortfall in open space provision in Tiptree, an issue confirmed by the PPG17 study. They did however feel that there was plenty of open space at the local schools. One of the recommendations in the PPG17 study was to actively pursue community use at school sites to maximise access opportunities to open space. The parish council requested that public open space on Rectory Road be allocated on the new Proposals Map along with land known as Warriors Rest and another site off Grove Road Estate. The parish council also requested that school playing fields be re-allocated as open space as opposed to residential. This approach is consistent with the approach being adopted by Colchester Borough Council for all school playing fields in the Borough to standardise how these areas of land are allocated on the new Proposals Map. A query was raised about the existing allocation of land at Thurstable School which is currently allocated as private open space and as a sport & recreation facility.

They parish council identified a shortage of affordable housing locally as a problem. They were concerned that no affordable housing had been provided as part of recent developments and stated that future Section 106 agreements should require affordable housing to be provide as a priority. The parish council also identified a shortage of local recreational facilities including a Community Centre to meet young people's recreational needs and allotments. A site off St Lukes Chase had been proposed for a Community Centre however the parish council confirmed that there would be difficulties developing this site. The site is currently allocated in the Local Plan as a Rural District Centre and the council requested that this is retained. No suitable or obvious site was identified for the provision of allotments.

One final amendment to the Local Plan allocations requested involved the removal of the Tiptree Central Area Enhancement allocation.

Wakes Colne

A meeting was held between representatives form Wakes Colne Parish Council and Colchester Borough Council on 1 October 2008. Following the meeting, the parish council confirmed that it was the general opinion of the councillors of Wakes Colne Parish Council that none of the Village Envelopes should be extended. They did not see it as their role to make comments about any individual parts/plots of land put forward through the Site Allocations process suggesting instead that any increases or decreases should be requested by the landowners.

The Parish Council suggested allocating the cricket pitch as public open space along with the Church, old school house and the houses/row of cottages near the forge, along the A1124 within the existing Conservation Area. Any extension to the existing Conservation Area boundary would have to be formally reviewed through a Conservation Area Appraisal which would be completed by the Borough Council. This would need to be done before any amendments could be considered to the Proposals Map.

West Bergholt

Colchester Borough Council staff met with representatives from West Bergholt Parish Council on 15 October 2008 to discuss Site Allocations and Local Plan allocations.

The parish council did not propose any extensions or amendments to the existing village envelope for West Bergholt. They were unsupportive of two large sites put forward after publication of the Site Allocations Issues and Options document to the South East of the village on the grounds that they could/would lead to settlement coalescence with Colchester.

The allocation of these sites would not be in accordance with the Core Strategy. They were also opposed to the Greenfield allocation in North Colchester Growth Area. The principle of green field development has been agreed in the adopted Core Strategy. A masterplan is being prepared for this North Growth Area and it is anticipated that West Bergholt Parish Council will be an active partner in this process.

Although the parish council felt that West Bergholt was generally well served in terms of community facilities they did identify the need for affordable housing, including sheltered housing in the parish. The village school is currently at capacity for the village and suggested that any new large development would trigger the need for a new school or changes to the allocations of places. Table 6d -Key Facilities and Infrastructure in the Core Strategy includes 4 new primary schools in the North Growth Area however the whole issue of secondary school provision is also currently under review by Essex County Council.

West Mersea

A meeting was held with representatives of West Mersea Town Council and Colchester Borough Council on 6 October 2008.

A number of changes were proposed to the Local Plan allocations. Many of these requests involved re-allocating areas of land currently designated as either residential or private open space as open space on the new Proposals Map. A request was made to allocate school playing fields as open space which is consistent with the approach being considered by the borough Council for all school playing fields.

A change was proposed to delete part of the **proposed** open space allocation at **The Glebe because it is unlikely to come forward.** ~~Wellhouse with the~~ **The** rest of the Mersea Homes allocation **should be** retained but allocated as open space.

The Town Council also asked for the cemetery allocation to be extended to cover the whole site along with removal of the residential allocation on it. The Town Council queried the allocation of existing Rural District Centres both in terms of their extent and what they included. The war memorial currently falls within the Rural District Centre around the High Street/Yorick Road junction and a request was made to amend the boundary to exclude the memorial. The church on the High Street is also allocated as residential and this allocation needs to be amended to exclude the church. A query was also raised about whether Queens Corner should be included in the Rural District Centre allocation.

West Mersea Town Council asked for the Area of Special Character to be retained and supported by a Development Policy. The new Proposals Map also needs to show the area of allotments at the junction with Dawes Road and East Mersea Road

None of the proposals in the Site Allocations Issues and Options document were discussed at the meeting. However, discussions are ongoing with stakeholders to identify a suitable site for the provision of new health care facilities in West Mersea.

Winstred Hundred

The Council met with representatives from Winstred Hundred Parish Council on 21st October 2008. Prior to this meeting the parish council had held a public meeting to discuss potential sites and future development in the villages in the parish. The public meeting had been well supported and the parish council conducted a questionnaire. Feedback from the parish council and the results of the questionnaire indicated that no changes to the existing village envelopes were required at this stage. However, they did indicate that small residential units maybe appropriate if they attracted families to the village.

The Parish Council did not consider it necessary to make any rural employment allocations at this stage. Employment opportunities exist in the parish but these do not constitute any specific designation. It is very important to retain the open space provision as the parish council questionnaire results indicate that residents are opposed to loss of this resource.

Winstred Hundred Parish Council have indicated that they are likely to respond to the regulation 25 Site Allocations consultation document in light of the Borough Council's criteria and assessment of the sites within their Parish.

Wivenhoe

Representatives from Colchester Borough Council and Wivenhoe Town Council met on 17 September 2008 to discuss amendments to the Local Plan allocations and Site Allocation proposals.

The following amendments were put forward by Wivenhoe Town Council during the meeting. The area known as Cook Shipyard should now be shown as residential on the new Proposals Map.

The Town Council requested removing the residential allocation off from a number of sites including the school sites on Bowes Road, land opposite the school and at Broomgrove School. The Town Council felt that these sites should be shown as open space on the new Proposals Map. The Bowls Club on Woodland Way is also currently shown as residential land as is the cemetery, the car park and Lower Lodge and it was requested that this allocation be removed off these sites. The Town Council highlighted the need to expand the cemetery or provide a new site for this use however no actual site was proposed.

There are five local shopping centres shown on the current Local Plan. During discussions, the Town Council highlighted that some of the original shops had closed and in some cases only one or two shops now remained. This raised questions about continuing to allocate these areas as Local Shopping Centres. A small business centre/shopping area in Brook Street not currently allocated was identified by the Town Council. All these areas will require further investigation before amendments can be made to the Proposals Map.

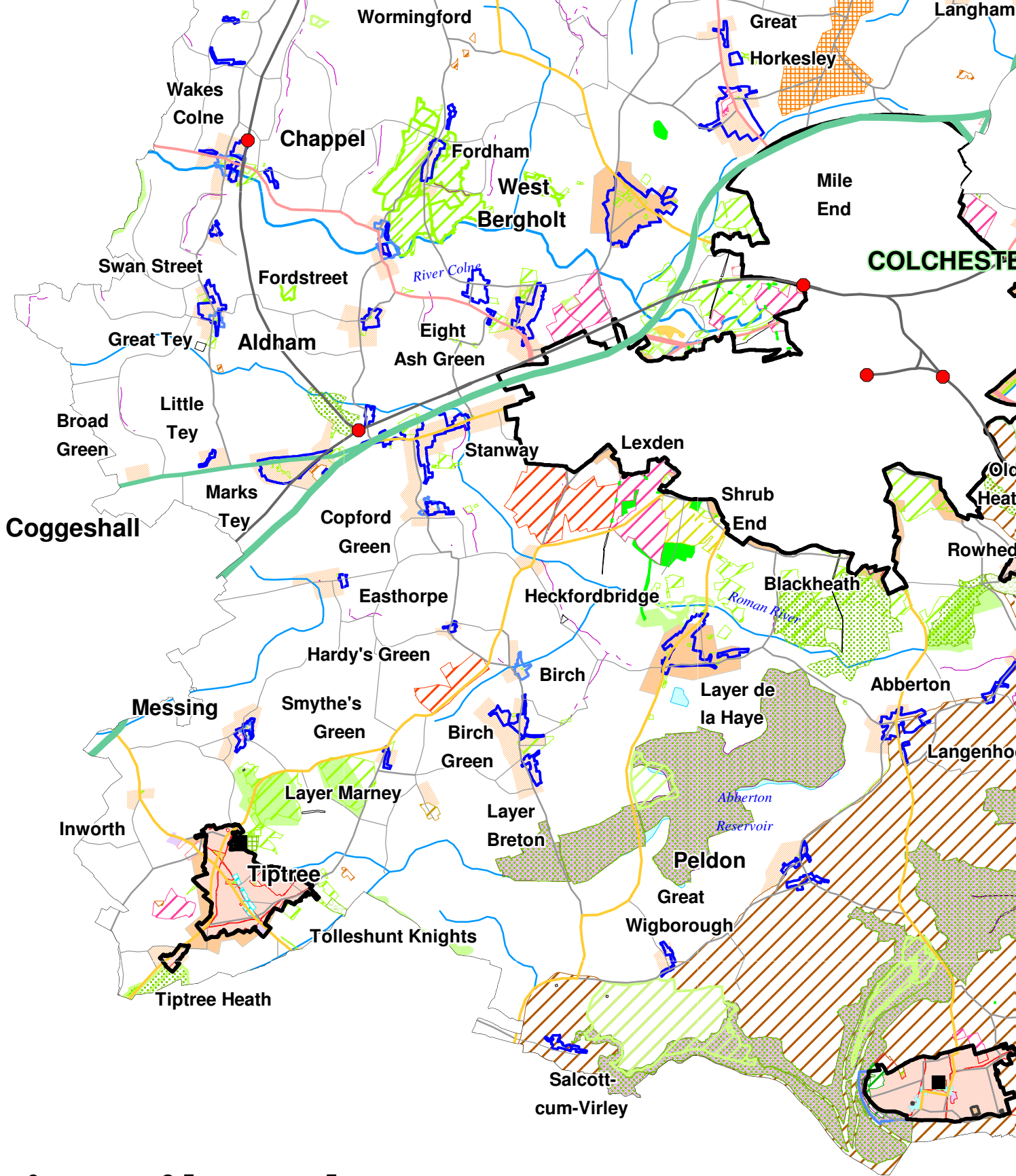
Wivenhoe is well provided for in terms of community facilities. The Town Council is keen to retain the existing areas of open space including the

Engine Shed. A potential new area of open space was proposed for allocation i.e. the former sand and gravel site at Keelers Lane.

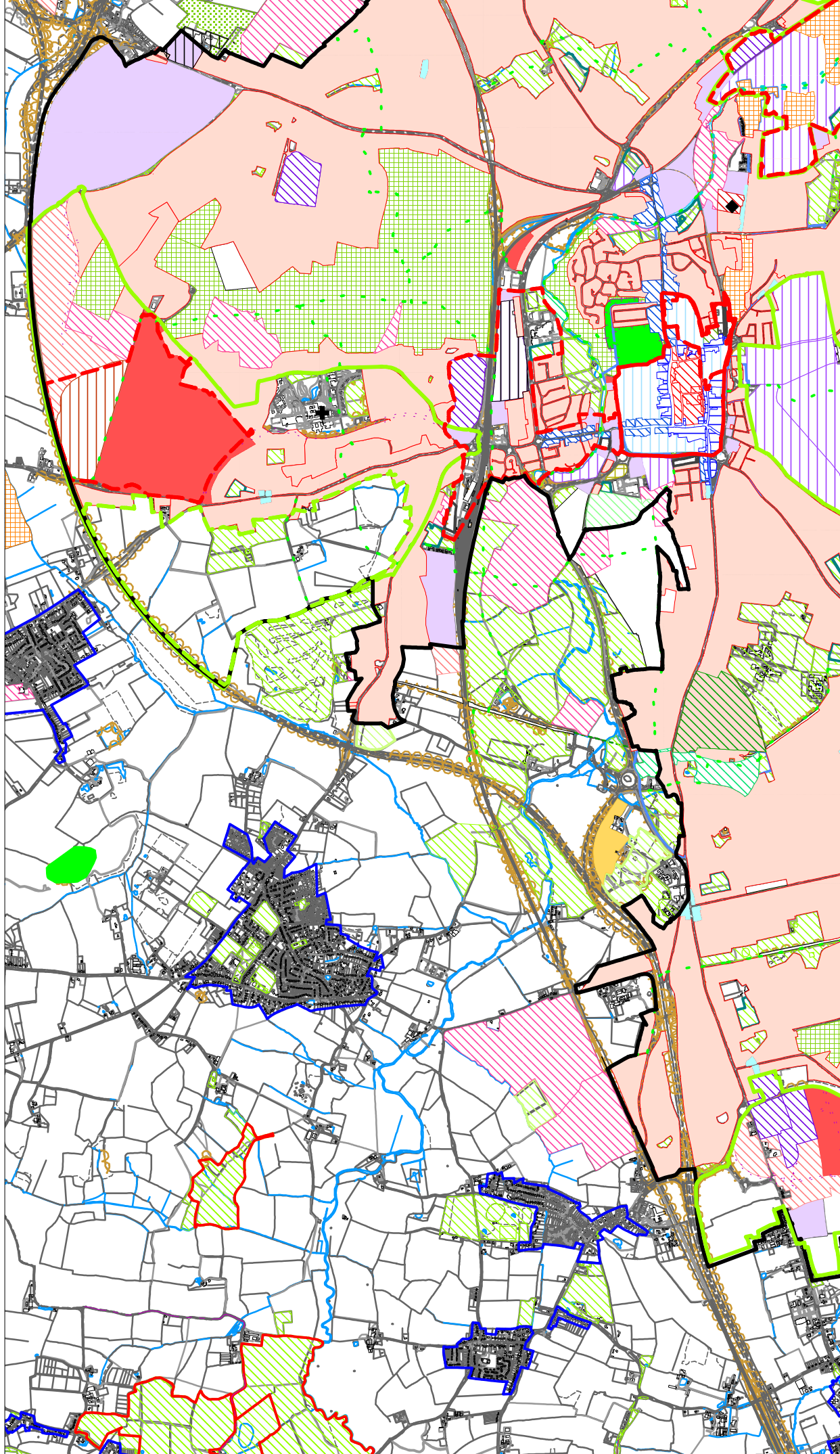
A proposal was raised to extend the Conservation Area in Wivenhoe. Any alteration to the existing boundary would have to be formally reviewed through a Conservation Area Appraisal which would be completed by the Borough Council. This would need to be done before any amendments could be considered to the Proposals Map.

The Town Council supported the retention of the Coastal Protection belt. The issue of Park and Ride was briefly discussed at the meeting. Colchester Borough Council confirmed that any potential Park and Ride sites ~~would~~ **could** be assessed against criteria based policy in the Development Policies DPD rather than through Site Allocation process.

Discussions took place about other facilities needed in Wivenhoe. The Town Council identified the need for a new health centre. Although three sites were discussed no actual site was identified as a viable location. They also identified the need for allotments and enhancements to the sport facilities in Mead Way. This is consistent with the findings in the PPG17 study which described Mead Way facilities as poor quality but very well used. The PPG17 also identified the need for new play areas in East Wivenhoe.



Colchester Borough Council Draft Proposals Map - Ce



Site Number	Ward	Address	Reason for rejection
159	Birch and Winstree	LAND EAST OF GREENSLEEVES, MALTING GREEN	outside of settlement boundary
185	Birch and Winstree	LAND WEST OF THE FOLLY, LAYER DE LA HAYE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
189	Birch and Winstree	LAND NORTH OF BIRCH ROAD ADJACENT TO BOLLS LANE, LAYER DE LA HAYE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
213	Birch and Winstree	LAND ON WEST SIDE OF THE FOLLY	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
214	Birch and Winstree	LAND IMMEDIATELY WEST OF LITTLE GARLANDS	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
226	Birch and Winstree	LAND NORTH SIDE OF GROVE ROAD – SITE OF RHUBARB HALL	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
199	Copford and West Stanway	LAND NORTH WEST OF QUEENSBURY AVENUE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Currently Recreation Ground- objections noted
200	Copford and West Stanway	LAND TO EAST OF QUEENSBURY AVENUE / GROUNDS OF COPFORD PLACE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
201	Copford and West Stanway	LAND TO EAST OF QUEENSBURY AVENUE / GROUNDS OF COPFORD PLACE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
202	Copford and West Stanway	LAND DUE WEST OF HALL ROAD AND SOUTH OF LONDON ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
203	Copford and West Stanway	LAND WEST OF HALL ROAD AND SOUTH OF LONDON ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
204	Copford and West Stanway	LAND EAST OF ALLENDALE DRIVE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
205	Copford and West Stanway	LAND SOUTH AND ABUTTING ASHWIN AVENUE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
206	Copford and West Stanway	LAND EAST SIDE OF SCHOOL ROAD ABUTTING NO'S 97-110 SCHOOL ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
207	Copford and West Stanway	LAND TO WEST & REAR OF 86-116 SCHOOL ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
549	Copford and West Stanway	PLOT ADJACENT TO 63 SCHOOL ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
177	Fordham and Stour	LAND ON EAST OF PLUMMERS ROAD SOUTH OF THOMAS HOUSE, FORDHAM	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
178	Fordham and Stour	LAND NORTH OF CHAPPEL ROAD REAR OF PROPERTIES IN PLUMMERS ROAD, FORDHAM	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
1296	Great Tey	BERRYFIELDS, BRACKS LANE, BROAD GREEN	outside of settlement boundary
S300	Great Tey	Timberlands Farm, Spring Gardens Road, Wakes Colne	site in countryside
263	Harbour	Middlewick Ranges	site in countryside
168	Marks Tey	LAND NORTH OF COGGESHALL ROAD AND EAST OF CHURCH LANE, LITTLE TEY	site important nature conservation
175	Marks Tey	LAND BETWEEN 132 AND 144 COGGESHALL ROAD	site in countryside
196	Marks Tey	LAND AT POPLAR NURSERIES, COGGESHALL ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing (216 and 196 are same site) Site adjacent to settlement boundary. Rural exception site - only for affordable housing
208	Marks Tey	LAND EAST AND ADJACENT TO FRANCIS COURT	Site adjacent to settlement boundary. Rural exception site - only for affordable housing

221	Tiptree	COTTAGES LAND ON SOUTH SIDE OF PENNSYLVANIA LAND SOUTH EAST AND ABUTTING LITTLE OAKS	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	174	Ash Green West Bergholt and Eight Ash Green	LAND NORTHWEST OF 158 COLCHESTER ROAD, WEST BERGHOLT	same site	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 174 and 182 similar sites
222	Tiptree	LAND NORTH OF BUT IMMEDIATELY ADJACENT TO HARRINGTON CLOSE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	182	West Bergholt and Eight Ash Green	LAND AT WEST BERGHOLT FRONTING ARMOURY ROAD AND COLCHESTER ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 174 and 182 similar sites	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 173 and 232 same site
223	Tiptree	LAND NORTH OF THE OAK PH TO REAR OF PROPERTIES 6 - 48 OAK ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	232	West Bergholt and Eight Ash Green	LAND SOUTH OF ARMOURY ROAD NORTH WEST OF COOPERS CRESCENT/ GARRET PLACE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
224	Tiptree	LAND REAR OF PROPERTIES 67-97 GROVE ROAD EAST OF MILDENE PRIMARY SCHOOL	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	233	West Bergholt and Eight Ash Green	LAND TO REAR OF 97-109 COLCHESTER ROAD & ABUTTING NO'S 31-51 ALBANY ROAD TO EAST	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
225	Tiptree	LAND REAR OF PROPERTIES 89-101 GROVE ROAD TO WEST OF SEWAGE TREATMENT PLANT	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	234	West Bergholt and Eight Ash Green	TRIANGULAR PLOT OF LAND WEST AND TO REAR OF NO'S 86 -110 LEXDEN ROAD & SOUTH WEST OF SACKVILLE WAY	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
227	Tiptree	LAND ON NORTH SIDE OF FACTORY HILL ADJACENT TO LITTLE SCARLET & TO REAR OF 16-48 CHAPEL ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	235	West Bergholt and Eight Ash Green	TRIANGULAR PLOT OF LAND WEST & ABUTTING ORPEN CLOSE & FIRMIN'S COURT	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
228	Tiptree	LAND TO REAR OF PROPERTIES ON CHERRY CHASE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	236	West Bergholt and Eight Ash Green	LAND ON NORTH SIDE OF COLCHESTER ROAD ADJACENT TO & TO REAR OF NO. 12 COLCHESTER ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
229	Tiptree	LAND NORTH WEST OF BULL LANE, NORTH OF POULTRY FARM	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	237	West Bergholt and Eight Ash Green	LAND AT JUNCTION OF COLCHESTER ROAD AND MANOR ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing
231	Tiptree	LAND TO WEST & REAR OF PROPERTIES 88 - 116 MALDON R	Site adjacent to settlement boundary. Rural exception site - only for affordable housing	238	West Mersea	LAND ON NORTH SIDE OF HIGH STREET NORTH ADJACENT TO NO. 68	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
173	West Bergholt and Eight	LAND AT ARMOURY LANE, WEST BERGHOLT	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 173 and 232					

240	West Mersea	LAND WEST OF CROSS LANE AND EAST OF SEAVIEW AVENUE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Winstree	Green, Layer-de-la-Haye	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
241	West Mersea	LAND IMMEDIATELY ABUTTING CROSS LANE	site in countryside		Birch & Winstree	Land to the South of Abberton Rd	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
242	West Mersea	LAND NO TO REAR OF NO'S 1-15 ESTUARY PARK ROAD	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Birch & Winstree	Land adjacent to Mill Farm Surgery	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
180	Wivenhoe Cross	LAND NORTH OF PROPERTIES FRONTING HEATH ROAD AND WEST OF WATSHAM PLACE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 180 and 247 overlap		Birch & Winstree	Land at New Cut, Layer-de-la-Haye	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
181	Wivenhoe Cross	LAND SOUTH OF UNIVERSITY FOR PROPOSED VARIOUS USES IN CONNECTION WITH UNIVERSITY	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Birch & Winstree	Land adjacent to Cross House Cottage, Layer-de-la-Haye	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
247	Wivenhoe Cross	LAND WEST OF COLCHESTER ROAD, ABUTTING FIRE STATION SITE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. 180 and 247 overlap		Birch & Winstree	Land at The Heath, Layer-de-la-Haye	Adjacent to settlement boundary. Not going forward as site in Flood zone 3 SINC and adjacent to settlement boundary. Not going forward due to SINC
248	Wivenhoe Cross	LAND NORTH SIDE OF ELMSTEAD ROAD, ABUTTING FEEDHAMS CLOSE	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Birch & Winstree	Land in Layer-de-la-Haye	site in countryside
148	Wivenhoe Quay	WAREHOUSE AND STATION CAR PARK, STATION ROAD	no allocation		Birch & Winstree	Land at Mill Lane, Birch	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S027	Birch & Winstree	Land off School Lane, Great Wigborough	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Birch & Winstree	Land at Hardys Green	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S029	Birch & Winstree	Land off Birch Road, Layer-de-la-Haye	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Copford & West Stanway	Land at Appletrees, School Road, Messing	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S032	Birch & Winstree	Land at the Folly, Layer-de-la-Haye	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Copford & West Stanway	Land to the rear of 6 Copford Court	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S067	Birch & Winstree	Land at Hare and Hounds Public House	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.		Dedham & Langham	Land at Copford Place, London Road	Site adjacent to settlement boundary and part of site Flood Zone 3
S108	Birch & Winstree	Land at Fishers, Malting	site in countryside		Dedham & Langham	Hallfields Farm, Dedham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
					Dedham & Langham	Ardleigh Road, Dedham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
					Dedham & Langham	South of Long Road East, Dedham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
					Dedham & Langham		

S069	Dedham & Langham	Land rear of Sundowne, The Heath, Dedham	affordable housing.						site in countryside and need not identified in Core Strategy
S142	Dedham & Langham	Land at Wick Rd, Langham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S143	Dedham & Langham	Land west of A12, Langham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S144	Dedham & Langham	Land west of A12, Langham	Adjacent to settlement boundary. Not going forward as need not identified in CS						site in countryside and not appropriate for residential. Employment need in the area not identified in Core Strategy
S145	Dedham & Langham	Land at School Road	Adjacent to settlement boundary. Not going forward as need not identified in CS						site in countryside
S146	Dedham & Langham	Land at School Road	Site in countryside						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S149	Dedham & Langham	Land off High Street and Chapel Rd, Langham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S173	Dedham & Langham	Depot Site, Old Ipswich Road	Support retention of site 24 as industrial area Support noted. Same as site S057/S169/S173						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S011	Fordham & Stour	Land to the East of Oakfield Drive	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S014	Fordham & Stour	Land fronting Plummers Road, Fordham	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						site in countryside. same as site S084
S121	Fordham & Stour	Land at Crossfield Way, Boxted	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S170
S123	Fordham & Stour	Boxted Glebe, Queens Head Road	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S161
S256	Fordham & Stour	Great Horkesley Manor Plot 1	site in countryside						site in countryside
S257	Fordham & Stour	Great Horkesley Manor Plot 2	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S258	Fordham & Stour	Great Horkesley Manor Plot 3	Site adjacent to settlement boundary and part of site in flood zone 3						Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S259	Fordham & Stour	Packards Lane, Wormingford							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S295	Fordham & Stour	Ivy Lodge Road, Great Horkesley							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S079	Fordham & Stour / Mile End	Land at Brookhouse Farm, Boxted Road							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S015	Great Tey	Spring Gardens Road, Chappel							most of site in flood zone 3
S016	Great Tey	Land adjacent Wakes Colne Village Hall							site in flood zone 3
S025	Great Tey	Land South of Inworth Lane, Wakes Colne							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S074	Great Tey	Land off New Road, Aldham							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S077	Great Tey	Land at Watch House Field							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S078	Great Tey	Land Fronting Hardings Close							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S115	Great Tey	Land at Inworth Land & Middle Green							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S155	Great Tey	Land at Motts Lane, Great Tey							Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S170
S161	Great Tey	Land at Newbarn Rd, Great Tey							Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S161
S170	Great Tey	Land at Great Tey							Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S161
S141	Lexden	Land at Cymbeline Way							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S008	Marks Tey	Land at Livelands Caravan Storage							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S063	Marks Tey	Land between 141 & 161 London Road							Site adjacent to settlement boundary. Rural exception site - only for affordable housing.

S082	Marks Tey	Land at Church Lane, Marks Tey	affordable housing. same as S063/S126/S267	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Pyefleet	Land between Abbeywood and Captains Field	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S083	Marks Tey	Land off Church Lane, Marks Tey	site in countryside	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S163	Pyefleet	Land at Forge Cottage	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S165
S084	Marks Tey	Land off Motts Lane	site in countryside. same as site S155	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S163	Pyefleet	Land off St Ives Road	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S085	Marks Tey	Land at Poplar Nurseries	Adjacent to settlement boundary. flood zone 3, SSSI. Same as site S119	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S163	Pyefleet	Abberton & District Cricket Club	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S117	Marks Tey	Land at Marks Tey Station	part site in countryside and part adjacent to settlement boundary. flood zone 3, SSSI. Same as site S117	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Pyefleet	West of St Ives Road, Peldom	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S118	Marks Tey	Land at Bridge Farm	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Pyefleet	Peldom Gibe Site, Church Rd, Peldom	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S119	Marks Tey	Land at Marks Tey Station	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Pyefleet	Land at Park View, Abberton Road	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S163	Marks Tey	Poplar Nurseries, Coggeshall Road	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S085	Pyefleet	Land to the South of Peldom Common	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S223	Marks Tey	Land at Mandeville Lodge	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Pyefleet	Land off Mersea Road, Peldom	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S278	Marks Tey	Flyover Nurseries, Coggeshall Rd, Marks Tey	site in countryside	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Pyefleet	Land to the rear of Mulberry Cottage	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S064	Mile End	St Botolph's Farm, Briswick	Part of site Flood zone 3. Site in countryside.	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Pyefleet	Claybarn Farm, Abberton Rd, Fingringhoe	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S162	Mile End	Land off Braiswick - part of existing course	Adjacent to settlement boundary	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Pyefleet	Land at Brickhouse Farm, Peldom	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S178	Mile End	Westerley Projection of Myland - North of A12	site in countryside	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S167	Pyefleet	Land at Chapel Rd, Fingringhoe	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S075
S180	Mile End	Cuckoo Farm - North of A12	site in countryside	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S167	Pyefleet	Land at Uppershots, Mersea Rd	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same site as
S007	Pyefleet	Uppershot, Mersea Road	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S167	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as site S167	Pyefleet		

S225	Pyefleet	Land in Langenhoe	S007	site in countryside			affordable housing.
S248	Pyefleet	Land to the South of the Rectory, Church Lane		Adjacent to settlement boundary	Land to the rear of Ship Inn, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S280	Pyefleet	Land off Malting Green Road, Layer-de-la-Haye		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land at Kelvedon Road, Tiptree		site in countryside
S293	Pyefleet	Land off Ferry Road, Fingringhoe		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Vaughan English Associates Limited		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S299	Pyefleet	Land adjacent Spring Cottage, Lower Road, Peldon		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land off Pennsylvania Lane, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S048	Shrub End	Land south of Melville, Layer Road		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land off Birchwood Road		Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same site
S081	Shrub End	Land adjacent Hawkwood, Layer Road		site in countryside	Land off Birchwood Way, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same site
S166	Shrub End	Land off Berechurch Hall Road		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land North East of Grove Road, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S076	Stanway	Land at Chittis Hill		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land at Vine Road, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S012	Tiptree	Land off Bull Lane, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as S158	Land at Harrington Close, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S042	Tiptree	Future developments in Tiptree		Infrastructure - Provision of adequate local transport and road infrastructure and cumulative impact of development on community facilities	Little Rickets, Grange Road, Tiptree		site in countryside
S045	Tiptree	Land to rear of 30-72 Newbridge Road, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land south of Albany Road, West Bergholt		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S148	Tiptree	Land at Sparrow Cottage		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.	Land at Milestone Farm		Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S158	Tiptree	Land off Bull Lane, Tiptree		Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as S012	Land at Halstead Road		Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Part same as S231
S160	Tiptree	Land at Peakes Farm		Site adjacent to settlement boundary. Rural exception site - only for	Land off Huxtables Lane, Fordham Heath		Site adjacent to settlement boundary. Rural exception site - only for
S168	Tiptree						
S230	Tiptree						
S269	Tiptree						
S271	Tiptree						
S283	Tiptree						
S283	Tiptree						
S285	Tiptree						
S287	Tiptree						
S288	Tiptree						
S291	Tiptree						
S017	West Bergholt & Eight Ash Green						
S030	West Bergholt & Eight Ash Green						
S031	West Bergholt & Eight Ash Green						
S049	West Bergholt &						

	Eight Ash Green		affordable housing.
S147	West Bergholt & Eight Ash Green	Land at Choat's Corner, Eight Ash Green	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S151	West Bergholt & Eight Ash Green	Land at Colchester Rd, West Bergholt	site in countryside
S228	West Bergholt & Eight Ash Green	Bridge Farm, Eight Ash Green	site in countryside
S231	West Bergholt & Eight Ash Green	Land adjacent 3-5 Nimrod Cottage	Site adjacent to settlement boundary. Rural exception site - only for affordable housing. Same as S031
S245	West Bergholt & Eight Ash Green	Land at Abbotts Hall Plot Two	site in countryside
S246	West Bergholt & Eight Ash Green	Land at Abbotts Hall Plot Three	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S247	West Bergholt & Eight Ash Green	Halstead Road, Plot One	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S134	West Mersea	Land to the rear of Brierley Hall	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S277	West Mersea	Land to the north of Whittaker Way, West Mersea	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.
S290	West Mersea	Land to the rear of 145 East Road, West Mersea	Site adjacent to settlement boundary. Rural exception site - only for affordable housing.

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Site Number	Ward	Address	Comments
18	Berechurch	AREA S1, COLCHESTER GARRISON, BERECHURCH HALL ROAD	development started
19	Berechurch	AREA Q, COLCHESTER GARRISON, BERECHURCH ROAD	development started
367	Berechurch	SHED AND WORKSHOPS OFF KING GEORGE ROAD ADJACENT TO CHAPEL OF REST	land already allocated residential
369	Berechurch	LAND REAR OF 60 TO 68 BLACKHEATH	land already allocated residential
370	Berechurch	GARAGES OPEN SPACE OFF MELBOURNE CHASE AND DARWIN CLOSE	Open space allocation
371	Berechurch	RESIDENTIAL GARAGES ADJACENT TO 125 MONKWICK AVENUE	land already allocated residential
378	Berechurch	THE WILLOWS SHOPPING PARADE, MERSEA ROAD	land already allocated residential, permission not yet implemented
380	Berechurch	LAND TO THE REAR AND FRONT OF 197 TO 201 MERSEA ROAD	built
387	Berechurch	90 BERECHURCH HALL ROAD	regeneration area
1172	Berechurch	28 BERECHURCH ROAD	land already allocated residential, permission not yet implemented
313	Birch and Winstree	LAND BETWEEN 11 AND 19 NEWBRIDGE ROAD	land already allocated residential
321	Birch and Winstree	46 MALTING GREEN ROAD	site within settlement boundary, permission not yet implemented
321	Birch and Winstree	46 MALTING GREEN ROAD	site within settlement boundary, permission not yet implemented
1317	Birch and Winstree	TIPTREE UNITED REFORMED CHURCH, CHAPEL ROAD	built
20	Castle	BRITANNIA WORKS SITE, (CAR PARK), FRONTING ST JULIAN GROVE	Regeneration area
25	Castle	MILL HOTEL AND LAND TO THE REAR PLUS 60 TO 69 EAST	built

		STREET	
27	Castle	BT SITE NORTH OF COWDRAY AVENUE	land already allocated residential
28	Castle	RETAIL / WAREHOUSING CLARENDON WAY	development started
29	Castle	LONG STAY CAR PARK BETWEEN SHEEPEN ROAD AND WESTWAY	Edge of centre site
30	Castle	ALLOTMENTS ADJACENT RIVER COLNE OFF EAST BAY	allotments to be retained
31	Castle	GARAGES AND LAND AT EAST BAY MILL	development started
32	Castle	BT REPEATER STATION AND LAND ADJACENT TO GUILDFORD ROAD FACING EXETER DRIVE	land already allocated residential
33	Castle	PLAYING FIELD AT ST JAMES C OF E PRIMARY SCHOOL GUILDFORD ROAD	part of land residential allocation and part is Private Open Space
34	Castle	ALLOTMENT GARDENS ON SOUTH SIDE COWDRAY AVENUE	allotments to be retained
35	Castle	DEPOT / WORKSHOPS NORTH SIDE OF SPORTSWAY	land already allocated residential
36	Castle	PRIVATE CARPARK BETWEEN SHEEPEN PLACE AND RIVER COLNE	Retain as car park
37	Castle	BUS STATION SITE AND ADJOINING PROPERTIES IN QUEEN STREET	development started
38	Castle	CAR PARKING AND OFFICES ON LAND NORTH OF ST RUNWALD STREET	Retain current
40	Castle	LAND TO THE REAR OF COLCHESTER QUALITY HOTEL, EAST STREET	development started
410	Castle	LAND NORTH OF 5 MIDDLE MILL PRIVATE GARAGES AND DERELICT HOUSE OFF CORNER OF POPES LANE AND RAWSTORN ROAD	land already allocated residential
424	Castle		development started
425	Castle	ALLOTMENTS SOUTH OF 65 TO	allotments to be retained

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		79 SHEEPEN ROAD		land already allocated residential
431	Castle	GARDEN LAND AT 62 BROOK STREET		Mixed use area B
433	Castle	FRONTAGE OF PROPERTIES 1 TO 15 EAST BAY		land already allocated residential
434	Castle	OPEN SPACE WEST OF BROOKLANDS ADJACENT TO CHILDEWELL ALLEY		regeneration area
445	Castle	19 TO 29 QUEEN STREET		Mixed use area A
453	Castle	GEORGE HOTEL CAR PARK GEORGE STREET		development started
460	Castle	CAR PARK OFF NORTHGATE STREET REAR OF MARQUIS P.H. ON NORTH HILL		development started
460	Castle	CAR PARK OFF NORTHGATE STREET REAR OF MARQUIS P.H. ON NORTH HILL		development started
460	Castle	CAR PARK OFF NORTHGATE STREET REAR OF MARQUIS P.H. ON NORTH HILL		development started
462	Castle	LAND AT MIDDLEBOROUGH REAR OF 32 TO 34 NORTH HILL		part of 6th form college
464	Castle	BUILDINGS PART OF SIXTH FORM COLLEGE, GREENS YARD, OFF NORTH HILL		part of 6th form college
467	Castle	CAR PARK SOUTH SIDE OF NUNNS ROAD		Retain current use
493	Castle	PRIORY WORKS AND NURSERY COTTAGE, PRIORY STREET		development started
511	Castle	36 TO 40 CROUCH STREET		development started
1330	Castle	THE STOCK EXCHANGE AND LAND REAR OF SCHEREGATE HOTEL, OSBORNE STREET		retain as mixed use area A
42/169	Castle	LAND SOUTH OF COWDRAY AVENUE ADJACENT TO RIVER COLNE		development started
43	Christ Church	ALLOTMENT GARDENS BETWEEN MALDON ROAD AND DRURY ROAD		allotments to be retained
44	Christ Church	ESSEX COUNTY HOSPITAL SITE, LEXDEN ROAD		land already allocated residential
528	Christ Church	SALISBURY HOTEL, 112 BUTT		built

	Church	ROAD	site within settlement boundary, permission not yet implemented. NE Corner of site in Floodzone 3
46	Copford and West Stanway	COPFORD PLACE, LONDON ROAD	land already allocated residential
48	Copford and West Stanway	LAND NORTH OF CHURCH LANE	site within settlement boundary, permission not yet implemented. NE Corner of site in Floodzone 3
1290	Copford and West Stanway	COPFORD PLACE, LONDON ROAD	site within settlement boundary, permission not yet implemented
1402	Copford and West Stanway	COPFORD PLACE, LONDON ROAD	site within settlement boundary, permission not yet implemented
53	East Donyland	OPEN SPACE BETWEEN MERSEA ROAD HOLT DRIVE	land already allocated residential
267	East Donyland	FORMER PORT SITE	employment zone, SINIC, CCA. lots of different allocations/constraints on this site
574	East Donyland	LAND SOUTH OF 168 ROWHEDGE ROAD, ROWHEDGE	land already allocated residential and whole site in floodzone 3
577	East Donyland	LAND AT END OF AND ADJACENT TO 23 HILLVIEW CLOSE, ROWHEDGE	land already allocated residential, NE corner in floodzone 3
587	East Donyland	THE WALNUT TREE, FINGRINGHOE ROAD	built
589	East Donyland	LAND SOUTH OF 91 RECTORY ROAD, ROWHEDGE	land already allocated residential
165	Fordham and Stour	LAND EAST OF NAYLAND ROAD AND SOUTH OF A12	site within CS broad area of growth
618	Fordham and Stour	PLOT OPPOSITE THE OLD SCHOOL HOUSE, SCHOOL ROAD	site within settlement boundary
65	Harbour	LAND AND WAREHOUSING/OFFICES AND WORKSHOPS BOUNDED BY HAVEN ROAD AND RIVER COLNE	regeneration area

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66	Harbour	PROPERTY AND GARDEN KNOWN AS WOODLANDS, DISTILLARY LANE	land already allocated residential
67	Harbour	RESIDENTIAL CARAVAN PARK, WHITEHALL ROAD	land already allocated residential
68	Harbour	WAREHOUSING ADJACENT RIVER COLNE, HAVEN QUAY	employment zone allocation
68	Harbour	WAREHOUSING ADJACENT RIVER COLNE, HAVEN QUAY	employment zone allocation
634	Harbour	364 OLD HEATH ROAD	land already allocated residential
635	Harbour	THE LAURELS, DISTILLARY LANE	land already allocated residential.permission not yet implemented
636	Harbour	RESIDENTIAL GARAGES REAR OF 1 STALIN ROAD	land already allocated residential
648	Harbour	LAND ADJACENT TO 326 OLD HEATH ROAD	land already allocated residential
1217	Harbour	HULL HOUSE, DISTILLERY LANE	built
70	Highwoods	OPEN SPACE PLAYGROUND AREA BETWEEN GAVINWAY AND MABBIT WAY, HIGHWOODS	land already allocated residential
649	Highwoods	OPEN SPACE OFF CHINNOOK, HIGHWOODS	land already allocated residential
650	Highwoods	OPEN SPACE AND DERELICT BUILDING ON CORNER OF HIGHWOODS APPROACH AND IPSWICH ROAD	land already allocated residential
651	Highwoods	OPEN SPACE ADJACENT TO CHANTERELLE, HIGHWOODS	land already allocated residential
652	Highwoods	OPEN SPACE ON CORNER OF THE JAYS AND EASTWOOD DRIVE, HIGHWOODS	land already allocated residential
653	Highwoods	LAND REAR OF 316 IPSWICH ROAD	land already allocated residential
654	Highwoods	LAND AT END OF BILSDALE CLOSE, FRONTING IPSWICH ROAD	land already allocated residential
656	Highwoods	578 IPSWICH ROAD	built
1196	Highwoods	330 IPSWICH ROAD	built
73	Lexden	ALLOTMENT GARDENS NORTH OF CHAUCER WAY	allotments to be retained

74	Lexden	ESSEX COUNTY COUNCIL DEPOT, PARK ROAD	land already allocated residential
679	Lexden	30 ST CLAIRE ROAD	built
897	Lexden	BUNGALOW AT LAMBS CROSS, 81 HALSTEAD ROAD	land already allocated residential
1204	Lexden	FORMER SNOOKER CLUB PREMISES SITE, KING COEL ROAD	development started
730	Marks Tey	LAND ADJACENT TO SEVEN ACRES, MILL ROAD	site within settlement boundary.permission not yet implemented
731	Marks Tey	LAND BETWEEN 194 AND 202 LONDON ROAD	site within settlement boundary
1181	Marks Tey	LAND ADJACENT BARN TO LITTLE TEY HOUSE, GREAT TEY ROAD	development started
76	Mile End	FLAKT WOODS FACTORY AND LAND AT TUFNELL WAY OFF BERGHOLT ROAD	development started
78	Mile End	LAND AT TURNER VILLAGE, (PHASE TWO - POST PLAN PERIOD)	land already allocated residential.permission not yet implemented
79	Mile End	SEVERALLS HOSPITAL AND LAND SURROUNDING	land already allocated residential.permission not yet implemented
82	Mile End	SCRUBLAND OFF MILL ROAD WITH ACCESS BETWEEN 45 AND 57 MILLROAD ABUTTING BOWMONT CLOSE	part of land hospital and NAR
83	Mile End	OPEN SPACE FRONTAGE TO COLCHESTER GENERAL HOSPITAL, SOUTH OF ACCESS TURNER ROAD	land allocated as hospital
84	Mile End	TURNER VILLAGE HOSPITAL, TURNER ROAD	land allocated as hospital
95	Mile End	LAND SOUTH OF MYLAND RECTORY, MILE END ROAD	built
96	Mile End	LAND WEST OF TURNER VILLAGE, TURNER ROAD	built
255	Mile End	LAND TO REAR OF NORTH STATION CRA PARK	open space to be retained
257	Mile End	LAND DUE NORTH OF ACNANCONE DRIVE	site within CS broad area of growth

Sites put forward which require no change to the existing Local Plan Allocations

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258	Mile End	LAND ON NORTH SIDE OF MILL ROAD ABUTTING EASTERN BOUNDARY OF SEVERALLS HOSPITAL SITE	land already allocated residential, permission not yet implemented
259	Mile End	LAND OFF MILL ROAD TO WEST OF SCRIVENER CLOSE	playing fields to be retained
266	Mile End	LAND TO SOUTH WEST OF JONQUIL WAY & FERNLEA	development started
685	Mile End	LAND REAR OF 162A TO 176 MILE END ROAD	built
690	Mile End	SITE OF BRAISWICK LODGE, 13 BRAISWICK	built
692	Mile End	LAND ADJACENT TO 132 BRAISWICK	land already allocated residential
697	Mile End	45 MILL ROAD	land already allocated residential
700	Mile End	OPEN SPACE FRONTING HEALTH CENTRE NORTH OF SINCLAIR CLOSE, TURNER ROAD	land already allocated residential
701	Mile End	CAR PARKING AT TALL TREES NURSING HOME, OAKS PLACE OFF MILE END ROAD	land already allocated residential
703	Mile End	OPEN SPACE AT ST JOSEPH'S R.C. CHURCH, MILL ROAD	land already allocated residential
704	Mile End	OPEN SPACE AT END OF RUDKIN ROAD	land already allocated residential
713	Mile End	GARAGE AT 111 NAYLAND ROAD	built
715	Mile End	40 TO 42 NAYLAND ROAD	land already allocated residential, permission not yet implemented
1274	Mile End	RAMPARTS, BAKERS LANE, BRAISWICK	built
1275	Mile End	ROYAL LONDON SPORTS BUILDINGS AND FIELD, MILL ROAD	development started
1397	Mile End	RAMPARTS, BAKERS LANE, BRAISWICK	development started
99	New Town	PART SCRAPYARD SITE, LAND OFF HAVEN ROAD AND DISTILLARY LANE	allotments to be retained
100	New Town	PAXIMANS FORMER CLUB HOUSE SITE, HYTHE HILL	development started

102	New Town	LAND REAR OF MAGDALEN STREET NORTH AND SOUTH OF SIMONS LANE	land already allocated residential
104	New Town	PART OF ALLOTMENT LAND BETWEEN BURLINGTON AND BOURNE ROAD	residential
105	New Town	HOUSE, GARDEN AND LAND ADJACENT TO 144 BROOK STREET	land already allocated residential, permission not yet implemented
107	New Town	COMMERCIAL/RESIDENTIAL PROPERTIES AND LAND ON NORTH SIDE OF MAGDALEN STREET	special policy area
108	New Town	ST BOTOLPHS RAILWAY STATION CAR PARK, OFF MAGDALEN STREET	regeneration area
109	New Town	PART ALLOTMENT GARDENS BETWEEN BOURNE AND BARRINGTON ROAD, (ACCESS OFF THE LATTER)	development started
110	New Town	COLCHESTER AND NORTH EAST ESSEX CO OPERATIVE SOCIETY LTD, WIMPOLE ROAD	land already allocated residential
152	New Town	COMMERCIAL PROPERTIES AND LAND ON SOUTH SIDE OF MAGDALEN STREET	special policy area, permission not yet implemented
740	New Town	SCRUBLAND BETWEEN RIVER COLNE AND HYTHE QUAY	regeneration area
757	New Town	LAND REAR OF 67 TO 69 MERSEA ROAD FRONTING CLAUDIUS ROAD	land already allocated residential
764	New Town	GARAGE 74 TO 78 MILITARY ROAD AND LAND TO REAR	land already allocated residential
767	New Town	DERELICT LAND AND WAREHOUSE ON CORNER OF BROOK STREET AND BARRACK STREET	land already allocated residential, permission not yet implemented
768	New Town	PARKING AREA LAND OFF BROOK STREET REAR OF NUMBERS 120 TO 132	land already allocated residential, permission not yet implemented
769	New Town	DERELICT HOUSES 120 TO 132 BROOK STREET	land already allocated residential, permission not yet implemented

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771	New Town	OPEN SPACE BETWEEN 42 AND 52 BARRACK STREET	local shopping centre	development started
775	New Town	COMMERCIAL PROPERTIES INCLUDING BUS DEPOT AND LAND ON SOUTH SIDE OF MAGDALEN STREET	special policy area	development started
785	New Town	CO OPERATIVE STORE, 61 MERSEA ROAD	land already allocated residential, permission not yet implemented	open space to be retained
1205	New Town	5 MILITARY ROAD	development started	land already allocated residential
1265	New Town	26 HYPHE QUAY	regeneration area	land already allocated residential
111	Prettygate	ALLOTMENT GARDENS OFF NORMAN WAY REAR OF IRVINE ROAD	allotments to be retained	land already allocated residential
111	Prettygate	ALLOTMENT GARDENS OFF NORMAN WAY REAR OF IRVINE ROAD	allotments to be retained	land already allocated residential
112	Prettygate	274 STRAIGHT ROAD AND LAND TO THE REAR	land already allocated residential	land already allocated residential, permission not yet implemented
807	Prettygate	HEATH LODGE, HEATH ROAD	land already allocated residential	development started
815	Prettygate	9 AND 10 CHERRY ROW OFF HEATH ROAD	development started	open space to be retained
818	Prettygate	LAND ADJACENT TO 7 HEATH ROAD	land already allocated residential	open space to be retained
118	Shrub End	OPEN SPACE FRONTING LAYER ROAD ADJACENT TO AISNE ROAD	land already allocated residential	open space to be retained
119	Shrub End	LAYER ROAD FOOTBALL GROUND	land already allocated residential	regeneration area
120	Shrub End	LAND FRONTING CIRCULAR ROAD SOUTH AND YPRES ROAD, COLCHESTER GARRISON, AREA "O"	development started	development started
121	Shrub End	OPEN SPACE FRONTING LAYER ROAD AT MESSINES ROAD	land already allocated residential	development started
122	Shrub End	OPEN SPACE LAND BETWEEN LAYER ROAD AND ELMWOOD AVENUE	open space to be retained	land already allocated local shopping centre
123	Shrub End	OPEN SPACE AND RESIDENTIAL LAND BETWEEN ILEX CLOSE AND COTTONWOOD CLOSE	land already allocated residential	land already allocated residential
124	Shrub End	LAND FRONTING LAYER ROAD INCLUDING BEACHFIELD ROAD AND HITHERWOOD ROAD		development started
855	Shrub End	110 TO 112 GOSBECKS ROAD		open space to be retained
856	Shrub End	OPEN SPACE LAND AT CAMULODUNUM WAY		land already allocated residential
857	Shrub End	OPEN SPACE AND RESIDENTIAL PARKING AT OAKAPPLE CLOSE		land already allocated residential
858	Shrub End	OPEN SPACE ON CORNER OF SELBY CLOSE AND BERECHURCH ROAD		land already allocated residential
859	Shrub End	LAND ON CORNER OF MALTING ROAD ADJACENT TO 14 MEADOW ROAD		land already allocated residential
861	Shrub End	OPEN SPACE LAND SOUTH OF 41 BERECHURCH ROAD		land already allocated residential
866	Shrub End	LAND AT 300 AND TO THE REAR OF 284 TO 288 SHRUB END ROAD		land already allocated residential, permission not yet implemented
871	Shrub End	LAND SOUTH OF 37 TO 47 ELMWOOD AVENUE		development started
1	St Andrew's	OPEN SPACE PLAYGROUND AREA ON CORNER OF HICKORY AVENUE AND HAWTHORNE AVENUE		open space to be retained
2	St Andrew's	OPEN SPACE REAR OF MAGNOLIA DRIVE AND HAWTHORNE AVENUE		open space to be retained
3	St Andrew's	LAND, WAREHOUSES, BUILDINGS BETWEEN RIVER COLNE AND HAWKINS ROAD		regeneration area
5	St Andrew's	PHASE THREE, HYTHE QUAYS, OFF LIGHTHOUSE WAY, THE HYTHE		development started
6	St Andrew's	BALLANTYNE CENTRE AND LAND OFF HAWKINS ROAD		development started
268	St Andrew's	DERELICT LAND AND CAR PARK ON CORNER OF CLEMATIS WAY AND HAWTHORNE AVENUE		land already allocated local shopping centre
269	St Andrew's	RESIDENTIAL OPEN SPACE, LAING ROAD OFF AVON WAY		land already allocated residential
270	St Andrew's	RESIDENTIAL OPEN SPACE/CAR PARK AT ROCHDALE WAY OFF		land already allocated residential

Sites put forward which require no change to the existing Local Plan Allocations

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	TANGERINE CLOSE AND FOREST DRIVE	allotments to be retained
7	St Anne's ALLOTMENT GARDENS REAR OF 197 AND 249 HARWICH ROAD DERELICT DEPOT, HYTHE STATION ROAD BETWEEN RAILWAY LINE AND RIVER COLNE	regeneration area
8	St Anne's ALLOTMENT GARDENS REAR OF 26 TO 78 HARWICH ROAD CAR PARK SOUTH OF THE 'UNGRY' ORSE RESTAURANT, IPSWICH ROAD	allotments to be retained
280	St Anne's OPEN SPACE PLAYGROUND, RIPPLE WAY	built
284	St Anne's 55 HARWICH ROAD	land already allocated residential
287	St Anne's HARWICH ROAD UNITED REFORMED CHURCH AND HALL	land already allocated residential; permission not yet implemented
291	St Anne's LAND AT THE ROYAL OAK P.H. 354/356 HARWICH ROAD	development started
292	St Anne's LAND SOUTH OF 64 ST CYRUS ROAD	land already allocated residential
660	St John's THE SCRAPYARD, 66 PARSONS HEATH	open space to be retained
668	St John's 453 IPSWICH ROAD	development started
1241	St John's 449 IPSWICH ROAD	development started
1270	St John's 449 IPSWICH ROAD	land already allocated residential
1270	St John's FORMER SCHOOL PLAYING FIELD SOUTH OF BARLEY WAY, WINSTREE ROAD	land already allocated residential
126	Stanway RAILWAY SIDINGS SITE, NORTH OF HALSTEAD ROAD	development started
129	Stanway OFFICE UNIT AT 1 TOLLGATE EAST	land already allocated residential
880	Stanway STANWAY VILLAGE HALL, OPEN SPACE AND PARKING AREA, BETWEEN 34 AND 44 VILLA ROAD	bulky goods allocation
881	Stanway SCOUT HALL AND PARKING,	village hall use to be retained
882	Stanway	open space to be retained

	OPEN SPACE AREA BETWEEN 37 AND 37 VILLA ROAD		
883	Stanway STANWAY C.P. SCHOOL PLAYING FIELD, VILLA ROAD, OPPOSITE VILLAGE HALL		playing fields to be retained
885	Stanway TOLLGATE HALL AND LAND SURROUNDING, REAR OF 30 TO 32 VILLA ROAD		open space to be retained
886	Stanway BEACON END FARMHOUSE, ADJACENT BARNFIELDS, LONDON ROAD		land already allocated residential
887	Stanway WAREHOUSE AND PARKING, UNITS 99 TO 105 LONDON ROAD		built
888	Stanway FURNITURE STORE; DOCTORS SURGERY, PARKING/OPEN SPACE, CHAPEL ROAD / VILLA ROAD JUNCTION		local shopping centre
890	Stanway HOUSE AND GARDEN, 5 MILLERS CLOSE		land already allocated residential
891	Stanway OPEN SPACE BETWEEN CHAPEL ROAD AND MILLERS LANE AT THE END OF MILLERS CLOSE		land already allocated residential
892	Stanway PARKING AREA, DROUGHT GARDEN AND LAND REAR OF SHOPS 6 TO 12 PLUS 4 VILLA ROAD		land already allocated local shopping centre
893	Stanway CHILDS PLAYGROUND, OPEN SPACE AND PARKING. LAND AT NORTHERN END OF LUCY LANE SOUTH		land already allocated residential
894	Stanway CAR PARK AND SMALL GRASSLAND AREAS, DARNEL WAY		land already allocated residential
898	Stanway SCRUBLAND ADJACENT TO 95 HALSTEAD ROAD, NORTH OF A12		land already allocated residential
900	Stanway CAR PARKING LAND SURROUNDING THE LIVE AND LET LIVE P.H. MILLERS LANE		land already allocated residential
901	Stanway OPEN SPACE ON JUNCTION OF ROGATION CLOSE AND WHEATFIELD ROAD		land already allocated residential

Sites put forward which require no change to the existing Local Plan Allocations

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902	Stanway	RESIDENTIAL PARKING AREA AT THE END OF FOGATION CLOSE	land already allocated residential	942	Tiptree	BT BUILDINGS, CAR PARK AND SMALL GARDENS AREA, STATION ROAD	land already allocated residential
903	Stanway	OPEN SPACE CAR PARKING, THE HEATH SCHOOL, WINSTREE ROAD	playing fields to be retained	943	Tiptree	BUNGALOW AND PART LARGE GARDEN AT 22 STATION ROAD	land already allocated residential
904	Stanway	OPEN SPACE FRONTING 25 TO 27 EGREIMONT WAY	land already allocated residential	947	Tiptree	LAND REAR OF 10 TO 22 GROSVENOR CLOSE	development started
905	Stanway	RESIDENTIAL PARKING/GARAGES AND OPEN SPACE WITH ACCESS ADJACENT TO 99 HOLLY ROAD	land already allocated residential	948	Tiptree	OPEN SPACE ON CORNER OF CEDAR AVENUE AND OAK ROAD	open space to be retained
906	Stanway	RESIDENTIAL PARKING/GARAGES AND OPEN SPACE REAR OF 76 TO 78 HOLLY ROAD	land already allocated residential	950	Tiptree	PETROL FILLING STATION, MAYPOLE ROAD AND WASTE LAND TO THE REAR FRONTING BARBROOK LANE	land already allocated residential; permission not yet implemented
1302	Stanway	23 LONDON ROAD	land already allocated residential	953	Tiptree	53 GROVE ROAD	land already allocated residential
1302	Stanway	23 LONDON ROAD	land already allocated residential	954	Tiptree	67 MALDON ROAD	land already allocated residential
132	Tiptree	TIPTREE UNITED F.C. LAND AND PLAYING FIELD, BIRD LANE OFF CHAPEL ROAD	land already allocated residential	955	Tiptree	11 SPRING ROAD	land already allocated residential
133	Tiptree	82 AND 84 PLUS LAND FRONTING 86 TO 86B MALDON ROAD	land already allocated residential	957	Tiptree	NEW TIMES P.H. CAR PARK, MALDON ROAD BACKING ON TO FRANCIS CLOSE	land already allocated residential
264	Tiptree	LAND TO WEST OF JUNCTION OF KELVEDON ROAD & GRANGE ROAD	employment zone allocation	959	Tiptree	PROPERTY AND GARDEN ST HYBALDS, PENNSYLVANIA LANE	land already allocated residential
919	Tiptree	LAND AT JUNCTION OR RECTORY ROAD AND ROSEMARY CRESCENT	built	962	Tiptree	PROPERTY KNOWN AS BOKHARA OFF MALDON ROAD, ADJACENT NUMBER 22	land already allocated residential
921	Tiptree	46 NEWBRIDGE ROAD	land already allocated residential; permission not yet implemented	963	Tiptree	35 MALDON ROAD ADJACENT TO THE CUT	land already allocated residential
935	Tiptree	RESIDENTIAL PARKING AREA OFF GROVE ROAD WITH ACCESS ADJACENT TO 22 GROVE ROAD	land allocated Rural District Centre	971	Tiptree	LAND AT REAR OF 5 TO 23 CHAPEL ROAD	development started
937	Tiptree	CAR PARK AT REAR OF SHOPS IN THE CENTRE, CHURCH ROAD WITH ACCESS OFF NEW ROAD	land already allocated residential and part rural district centre	975	Tiptree	YOUNGS GARAGE, 59 MALDON ROAD	development started
939	Tiptree	7 NEW ROAD	land already allocated residential	978	Tiptree	LAND REAR OF 97 TO 101 CHURCH ROAD	development started
				981	Tiptree	LAND IN PENNSYLVANIA LANE, ADJACENT AND REAR OF THE JAYS AND TOWER VIEW	built
				987	Tiptree	14 CHAPEL ROAD	development started
				988	Tiptree	LAND BETWEEN 174 AND 178 MALDON ROAD	built
				1212	Tiptree	LAND REAR OF 52, 54 AND 58 CHAPEL ROAD	development started

Sites put forward which require no change to the existing Local Plan Allocations

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1240	Tipitree	LAND OFF GLADSTONE ROAD REAR OF 22 STATION ROAD	development started		West Mersea	1000	land already allocated residential
1327	Tipitree	TIPITREE UNITED REFORMED CHURCH, CHAPEL ROAD	built		West Mersea	1003	built
358	West Bergholt and Eight Ash Gr	FORMER MACNALLY'S BUILDERS YARD, COLCHESTER ROAD	development started		West Mersea	1004	built
361	West Bergholt and Eight Ash Gr	LAND REAR OF 69, 67 AND 65 CHAPEL ROAD	built		West Mersea	1007	land already allocated residential
1182	West Bergholt and Eight Ash Gr	68 AND 70 CHAPEL ROAD AND LAND TO REAR WITH LAND REAR OF NUMBERS 64 AND 66	development started		West Mersea	1008	land already allocated residential
1308	West Bergholt and Eight Ash Gr	FIRMS, 50 LEXDEN ROAD	site within settlement boundary		West Mersea	1017	built
134	West Mersea	LAND BETWEEN FIRS CHASE AND THE LANE AT 19 FIRS CHASE	land already allocated residential		West Mersea	1019	land already allocated residential
139	West Mersea	WASTE LAND REAR OF 39 TO 57 HIGH STREET NORTH	land already allocated residential		West Mersea	1020	land already allocated residential
140	West Mersea	GRASS CAR PARK/OPEN SPACE SOUTH END OF OAKWOOD AVENUE, ACCESS OFF VICTORIA ESPLANADE	Car park use to be retained		West Mersea	1025	rural district centre
143	West Mersea	LAND REAR OF 13 TO 27 VICTORY ROAD INCLUDING 19 VICTORY ROAD	development started		West Mersea	1029	land already allocated residential
144	West Mersea	7 WALDERGRAVES LANE	built		West Mersea	1030	land already allocated residential
145	West Mersea	10 COLCHESTER ROAD	built		West Mersea	1031	land already allocated residential
994	West Mersea	LAND ADJACENT TO 45 THE LANE	land already allocated residential		West Mersea	1032	rural district centre
995	West Mersea	REAR OF 39 AND 41 THE LANE	land already allocated residential		West Mersea	1040	community use to be retained
996	West Mersea	REAR OF 51 THE LANE	land already allocated residential		West Mersea	1043	open space to be retained
997	West Mersea	PLOT WEST OF 14 VICTORY ROAD	land already allocated residential		West Mersea	1050	employment zone allocation
					West Mersea	1053	land already allocated residential
					West Mersea	1055	land already allocated residential
					West Mersea	1056	land already allocated residential
					West Mersea	1040	community use to be retained
					West Mersea	1043	open space to be retained
					West Mersea	1050	employment zone allocation
					West Mersea	1053	land already allocated residential
					West Mersea	1055	land already allocated residential
					West Mersea	1056	land already allocated residential
					West Mersea	1040	community use to be retained
					West Mersea	1043	open space to be retained
					West Mersea	1050	employment zone allocation
					West Mersea	1053	land already allocated residential
					West Mersea	1055	land already allocated residential
					West Mersea	1056	land already allocated residential

Sites put forward which require no change to the existing Local Plan Allocations

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1057	West Mersea	CARRINGTON COURT, ADJACENT OAKWOOD AVENUE	land already allocated residential	1400	West Mersea	25 THE LANE	built
1061	West Mersea	OPEN SPACE AT NORTHERN END OF OAKWOOD AVENUE, OPPOSITE CONSTABLE CLOSE	land already allocated residential	246	Wivenhoe Cross	LAND AT BROOMGROVE PRIMARY SCHOOL	playing fields to be retained
1062	West Mersea	PUBLIC CAR PARK AND AREA OF OPEN SPACE AT END OF SEAVIEW AVENUE AND VICTORIA ESPLANADE	Car park use to be retained	1105	Wivenhoe Cross	LAND AT PROPERTIES 15 TO 19 HENRIETTA CLOSE	land already allocated residential
1066	West Mersea	72 FAIRHAVEN AVENUE	development started	147	Wivenhoe Quay	AREA OF WOODLAND TO THE REAR OF PROPERTIES AT NORTHERN END OF ELMGROVE	outside of settlement boundary and open space to be retained
1066	West Mersea	BOWLING CLUB AND PAVILLION AT 50 YORICK ROAD	community use to be retained	150	Wivenhoe Quay	FORMER COOKS SHIPYARD AND GASWORKS SITE SURROUNDING WALTER RADCLIFFE WAY	development started
1068	West Mersea	BOWLING CLUB AND PAVILLION AT 50 YORICK ROAD	community use to be retained	243	Wivenhoe Quay	EASTERN PART OF KING GEORGE'S FIELD/RECREATION GROUND	outside of settlement boundary and open space to be retained
1070	West Mersea	5A VICTORY ROAD	land already allocated residential	244	Wivenhoe Quay	LAND DUE SOUTH OF ELM GROVE	outside of settlement boundary and open space to be retained
1072	West Mersea	13 VICTORY ROAD	land already allocated residential	245	Wivenhoe Quay	LAND ABUTTING WIVENHOE WOOD & TO REAR OF WESTERN BOUNDARY OF WOODLAND WAY AND NORTHERN BOUNDARY OF BEECH AVENUE	outside of settlement boundary and open space to be retained
1085	West Mersea	PARKING AREA AND LAND AROUND THE VICTORY HOTEL, 92 COAST ROAD	land already allocated residential	249	Wivenhoe Quay	ALLOTMENTS GARDENS TO EAST OF RECTORY ROAD	allotments to be retained
1092	West Mersea	70 FIRS ROAD	land already allocated residential	250	Wivenhoe Quay	LAND DUE EAST CROQUET GARDENS	outside of settlement boundary and open space to be retained
1094	West Mersea	7 HIGH STREET NORTH AND GARDEN AREA ADJACENT PLOT OFF THE COVERTS, REAR OF 23 BROOMHILLS ROAD	development started	1111	Wivenhoe Quay	LAND AT TEN ACRES, THE AVENUE	land already allocated residential
1098	West Mersea	8 BRIERLEY AVENUE	land already allocated residential	1112	Wivenhoe Quay	BUILDERS YARD, RECTORY ROAD	land already allocated residential
1099	West Mersea	86 COAST ROAD	built	1129	Wivenhoe Quay	GARDENS AREA BETWEEN COLNE TERRACE AND DENTON TERRACE	land already allocated residential
1101	West Mersea	11 WILLOUGHBY AVENUE	built	1131	Wivenhoe Quay	7 AND 9 BELLE VUE ROAD	land already allocated residential
1189	West Mersea	37 FAIRHAVEN AVENUE	built	1133	Wivenhoe Quay	PARKING AND WASTELAND OFF DE VERE LANE, REAR OF 21 TO 23 WOODLAND WAY	land already allocated residential
1319	West Mersea	LAND AT REAR OF 19 TO 21 EMPRESS AVENUE	land already allocated residential, permission not yet implemented	1135	Wivenhoe Quay	AREA OF OPEN SPACE AT BOWERS ROAD REAR OF 2 TO 14 AMBERLY CLOSE	land already allocated residential
1375	West Mersea	LAND REAR OF 16 SUFFOLK AVENUE	built				
1375	West Mersea	PRINCE ALBERT ROAD, LAND BETWEEN QUEEN ANNE ROAD AND OAKWOOD AVENUE	built				

Sites put forward which require no change to the existing Local Plan Allocations

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1136	Wivenhoe Quay	OPEN SPACE IN FRONT OF 1 TO 15 THE NOOK OFF BOBBITS WAY	land already allocated residential
1137	Wivenhoe Quay	SLOPING AREA OF OPEN SPACE LAND FRONTING BOBBITS WAY ADJACENT TO NUMBER 13	land already allocated residential
1222	Wivenhoe Quay	1/2 MARINE ROW	built
S263	Berechurch	LAND ABUTTING JUNCTION OF BERECHURCH ROAD & BERECHURCH HALL ROAD ON EASTERN BOUNDARY	development started on site
S113	Castle	Grey Friars, High Street, Colchester	Retain current allocation
S129	Castle	Clarks Meadow, St Marys	Open Space Allocation to be retained
S050	Harbour	Land at Cannock Mill, Old Heath Road	Open Space Allocation
S254	Lexden	Irvine Road field, adjacent to Philip Morant School	Open Space Allocation to be retained
S188	Mile End	Bergholt Road Allotments	CS Broad area of growth
S006	New Town	Rail sidings, Magdalen Street	part of site allocated residential
S253	Prettygate	The Green and Nature Reserve, adjacent to Philip Morant School	Open Space Allocation
S260	Shrub End	Land at Gosbecks Farm	Adjacent to settlement boundary. For employment uses and open space
S122	St Annes	Bromley Road Sports Ground	Open Space Allocation
S053	St Johns	Buildings Far., Land to North of St John's Rd	Open Space Allocation
S005	Stanway	Rail sidings, Halstead Rd, Stanway	Retain current allocation
S033	Stanway	Land at Furze Hill, Warren Lane, Stanway	CS Broad area of growth
S072	Stanway	Land between Warren Lane and Dyers Road	CS Broad area of growth
S244	Stanway	Land at Abbots Hall Plot One	CS Broad area of growth
S111	Tiptree	Wilkin & Sons Factory, Tiptree	employment allocation adjacent to settlement boundary.same as site
S150	Tiptree	Land at Vine Farm, Tiptree	

S272	Tiptree West	Land at Springfield, Kelvedon Road	S289	employment allocation
S281	Mersea Wivenhoe	Three sites in West Mersea		Open Space Allocation
S034	Cross Wivenhoe Quay	Land off Elmstead Road, Wivenhoe		Open Space Allocation
S089	Wivenhoe Quay	Land north of Croquet Gardens, Wivenhoe		Open Space Allocation
S152	Wivenhoe Quay	Land off Spring Lane, Wivenhoe		Open Space Allocation

Table showing support or objection to site representations including those details to be included in future Master Plans
Appendix 3c

Please note S114 has been withdrawn by Essex County Council since the Issues and Options Consultation

Site Number	Ward	Address	Comments				master plan
S222	Castle	Various	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S262	Castle	Various	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S270	Castle	Riverside Residents Association	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S252	Christ Church	The Orchard, west of Irvine Road	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S261	Copford & West Stanway	Recreation Ground, Queensbury Avenue	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S058	Dedham & Langham	Langham Site 29	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S059	Dedham & Langham	Langham Site 33	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S172	Dedham & Langham	Langham Site 11a	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S220	Harbour	Various	Objections noted		Mile End	Land West of Mile End Road	details to be included in master plan
S114	Lexden	Irvine Road field, adjacent to Philip Morant School	Site withdrawn by Essex County Council		Mile End	Land West of Mile End Road	details to be included in master plan
S179	Mile End	Land between Boxted Rd and Nayland Rd	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S181	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S182	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S183	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S184	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S185	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S186	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S187	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S189	Mile End	A12 Crossing	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S190	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S191	Mile End	Land West of Mile End Road	details to be included in master plan		Mile End	Land West of Mile End Road	details to be included in master plan
S192					Mile End	Land West of Mile End Road	details to be included in master plan
S193					Mile End	Land West of Mile End Road	details to be included in master plan
S194					Mile End	Land West of Mile End Road	details to be included in master plan
S195					Mile End	Land West of Mile End Road	details to be included in master plan
S196					Mile End	Land West of Mile End Road	details to be included in master plan
S197					Mile End	Land West of Mile End Road	details to be included in master plan
S198					Mile End	Land West of Mile End Road	details to be included in master plan
S199					Mile End	Land West of Mile End Road	details to be included in master plan
S200					Mile End	Land West of Mile End Road	details to be included in master plan
S201					Mile End	Land West of Mile End Road	details to be included in master plan
S202					Mile End	Land West of Mile End Road	details to be included in master plan
S203					Mile End	Land West of Mile End Road	details to be included in master plan
S204					Mile End	Land West of Mile End Road	details to be included in master plan
S205					Mile End	Land West of Mile End Road	details to be included in master plan
S206					Mile End	Land West of Mile End Road	details to be included in master plan
S207					Mile End	Land West of Mile End Road	details to be included in master plan
S208					Mile End	Land West of Mile End Road	details to be included in master plan
S209					Mile End	Land West of Mile End Road	details to be included in master plan
S210					Mile End	Land West of Mile End Road	details to be included in master plan
S211					Mile End	Land West of Mile End Road	details to be included in master plan

Table showing support or objection to site representations including those details to be included in future Master Plans
Appendix 3c

Please note S114 has been withdrawn by Essex County Council since the Issues and Options Consultation

S212	Mile End	Land West of Mile End Road	details to be included in master plan	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S213	Mile End	Land West of Mile End Road	details to be included in master plan	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S219	Mile End	Various	Objections noted	Wivenhoe Quay	Triangle of Nook Green Space	Objections noted
S282	Mile End	Land to the South of Bergholt Road	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S251	Prettygate	Allotments off Norman Way	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S266	Prettygate	Allotments and part of HLAA site 111 'The Green' near Irvine Road	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S275	Prettygate	Irvine Road Allotments	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S273	St Anne's & St Johns	HLAA sites in St Johns & St Anne's	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S090	St Johns	Land near Bullock Wood	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S221	St Johns	Land near Bullock Wood	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S255	St Johns	Land at Bullock Wood	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S171	Stanway	Proposed route of SE Distributor Rd	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S174	Stanway	Various	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S218	Various (Castle, Harbour, Mile End, St Johns)	Various	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S043	Wivenhoe	Various sites in Wivenhoe,	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S019	Wivenhoe Cross	Wivenhoe	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S013	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S018	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted
S020	Wivenhoe Quay	Two sites in Wivenhoe	Objections noted	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted
S021	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Garden of Colne Terrace	Objections noted
S022	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted
S023	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted
S024	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted

Table showing support or objection to site representations including those details to be included in future Master Plans
Appendix 3c

Please note S114 has been withdrawn by Essex County Council since the Issues and Options Consultation

	Quay			
S104	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted	
S105	Wivenhoe Quay	Open Spaces in Wivenhoe	Support noted	
S105	Wivenhoe Quay	Open Spaces in Wivenhoe	Support noted	
S110	Wivenhoe Quay	Open Spaces in Wivenhoe	Objections noted	
S175	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S232	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S233	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S234	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S235	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S236	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S237	Wivenhoe Quay	Garden of Colne Terrace	Objections noted	
S274	Wivenhoe Quay	King Georges Field, Wivenhoe	Objections noted	

References

National Planning Guidance

Planning Policy Guidance and Statements:

- 1 – *Sustainable Development* (February 2005)
- 3 – *Housing* (November 2006)
- 4 – *Industrial, commercial development and small firms* (November 1992)
- 6 – *Town centres* (March 2005)
- 7 – *Sustainable development in rural areas* (August 2004)
- 9 – *Biodiversity* August 2005
- 12 – *Local Development Frameworks* (September 2004)
- 13 – *Transport* (March 2001)
- 15 – *Planning and the historic environment* (September 1994)
- 16 – *Archaeology and planning* (November 1990)
- 17 – *Planning for open space, sport and recreation* (July 2002)
- 20 – *Coastal planning* (September 1992)
- 23 – *Planning and pollution control* (November 2004)
- 24 – *Planning and noise* (September 1994)
- 25 – *Development and flood risk* (July 2001)

Other policy documents from Government departments and national agencies:

- Commission for Architecture and the Built Environment (CABE), *Spatial planning by design*, July 2005
- CABE, *Transforming our Streets*, 2006
- Countryside Agency, *Are Villages Sustainable? A review of the literature*, December 2002
- Countryside Agency, *Planning Tomorrow's Countryside*, 2000
- Department for Transport, *Manual for Streets* (March 2007)
- Sport England, *Active Design*, April 2007

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- East of England Regional Assembly, *Draft East of England Plan*, December 2004
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- GO-East, *Secretary of State's Proposed Changes to the Draft Revision to the Regional Spatial Strategy*, December 2006
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- NHS East of England, *Looking to the Future: Development of hospital services in the East of England*, December 2006
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PMP Consultants, *Colchester Open Space, Sport and Recreation Study*, November 2007

Roger Tym and Partners, *Housing Land Availability Study*, March 2007

Royal Haskoning, *Colchester Appropriate Assessment*, November 2007

Scott Wilson, *Strategic Flood Risk Assessment*, November 2007

Legend to accompany Draft Proposals Map

Appendix 5

Sport & Recreation Facilities	Holiday Caravans	Area of Special Character	Special Policy Area
■ Point	Region	Region	Region
Sewer Works	Historic Parks & Gardens	Potential Nature Reserve	Informal Recreation Area
★ Point	Region	Region	Region
Hospital	Gosbeck Archaeological Site	Outer Core	Building Conservation Area
⊕ Point	Region	Region	Region
Community Uses	Food Superstore	Local Shopping Area	Regeneration Areas
◆ Point	Region	Region	Region
Water Recreation	Nature Reserves	Inner Core Area	Ancient Monuments
— Line	Region	Region	Line
Sites of Important Nature Conservation	Culture, Leisure & Tourism	Proposed Open Space	Ancient Monuments (polygons)
- - - Line	Region	Region	Region
Road Schemes	Community Uses	Proposed Employment Zones	Allotment Boundaries
- - - Line	Region	Region	Region
Riverside Walks	Sewerage	Private Open Space	Sites of Special Scientific Interest
- - - Line	Region	Region	Region
Protected Lanes	Rural District Centres	Predominately Residential	Sport & Recreation
— Line	Region	Region	Region
Green Links	Rigs	Mixed Use (group A)	Special Protection Area
- - - Line	Region	Region	Region
Village Envelopes	Retail Warehouse	Mixed Use (group B)	Country Conservation Area
Region	Region	Region	Region
University Purposes	Residential Properties	Mixed Use (group C)	Ramsar
Region	Region	Region	Region
Town Centre	Community Stadium	Mixed Use (group D)	Coast Protection
Region	Region	Region	Region
Tour Caravans	Church Lane Designation	Mixed Use Area	Areas of Outstanding Natural Beauty
Region	Region	Region	Region
Tiptree Central Area Enhancement	Cemetery	Employment Zones	Open Space Sites
Region	Region	Region	Region
Industrial Development Limit	Car Park	Wildlife Sites	Special Areas of Conservation
Region	Region	Region	Region



Local Development Framework Committee

Item
9

2 December 2008

Report of	Head of Strategic Policy and Regeneration	Author	Laura Chase 01206 282473
Title	Development Policies Consultation		
Wards affected	All		

The Local Development Framework Committee is asked to agree the content and public consultation on the Development Policies DPD.

1. Decision(s) Required

- 1.1 To agree the publication in January 2009 of the Development Policies Development Plan Document (DPD), attached to this report, and associated Sustainability Appraisal for consultation.

2. Reasons for Decision(s)

- 2.1 To enable Colchester to move forward with the process of production of the Local Development Framework directing future development in Colchester.

3. Alternative Options

- 3.1 The Council could decide to revise the document or to delay consultation, although this would be contrary to the milestones set out in the Local Development Scheme. It could also delay the process of adopting new policies.

4. Supporting Information

- 4.1 In 2004, Colchester Borough Council started work on the production of their Local Development Framework (LDF). The overarching Core Strategy Development Plan Document was the first document to be produced, in line with Government guidance on the priorities for the LDF. The Core Strategy sets out the spatial vision and strategic objectives and policies for the Borough up to 2021. The Core Strategy has now been declared 'sound' by a Government-appointed Planning Inspector and is scheduled for adoption by the Council on 11 December 2008. The policy direction set in the Core Strategy has been used as the cornerstone for the production of the Development Policy consultation report.

- 4.2 The Development Policies Development Plan Document (DPD) sets out the planning policy direction proposed to guide development in the Borough until 2021 and adds detail to the policies in the Core Strategy. The draft document is attached as Appendix A. It is important to note that the Development Policies DPD does not include all policies relevant to the consideration of a planning application. Applicants will also need to refer to national and regional policy as well as the strategic policies in the Core Strategy. This means that the draft Development Policies DPD contains a relatively small number of policies, given that many issues are already sufficiently well covered elsewhere and policies will need to be well-justified to stand up at examination. For areas that aren't covered by Development Policies, this is because the principle is set by the Core Strategy and detailed more lengthy guidance is then provided by Supplementary Planning Documents (SPDs). Examples of this include existing and proposed SPDs on Affordable Housing; Planning Contributions for Sport, Recreation and Open Space; Planning Contributions for Community Facilities; Sustainable Construction; Backland Development; and Parking Standards. While each of these documents will need to be considered individually, they will eventually be able to be provided to the public as a full consolidated folder of planning documents – the Local Development Framework.
- 4.3 The document reflects considerable joint working between the Spatial Policy Team, the Development Control section and other relevant Council teams. This process initially resulted in an Issues and Options report in November 2007 which posed questions on the development issues that could be covered and in what way they should be addressed. No detailed wording was presented at that stage, rather the idea was to gather views on the direction of policy and the level of detail needed to ensure that policies address local needs while avoiding the repetition of national/regional policy. Issues and Options for Site Allocations were considered at the same time, and it is proposed that Site Allocations and Development Policies should again be jointly considered due to the close relationship between sites for future development and the appropriate criteria to determine their location, design and use. The consultation, scheduled to run from 16 January – 27 February 2009, will provide the public with the opportunity to comment on the Council's preferred options for policies to manage future development. Submission of a final document to the Government is scheduled for late 2009, followed by an examination in the autumn of 2010.
- 4.4 The regulations covering the preparation of the LDF require a sustainability appraisal (SA) to be undertaken for each development plan document that is produced. The Sustainability Appraisal (SA) will incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 which gives effect to EU Directive 2001/42/EC (the SEA Directive).

- 4.5 SA helps Local Planning Authorities (LPAs) identify the relevant economic, social and environmental performance of possible options and policies and evaluate which are the most sustainable. Carrying out a SA ensures that LPAs are complying with their duty under the Planning and Compulsory Purchase Act 2004 to contribute to sustainable development. A revised Scoping Report will be available for public consultation alongside the Development Policies DPD.

5. Proposals

- 5.1 It is proposed that the Development Policies DPD and the related Sustainability Report be agreed and issued for public consultation.

6. Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of Colchester's regeneration programme and the Sustainable Community Strategy.

7.0 Consultation

- 7.1 New regulations issued in June 2008 on LDF consultations have removed the formal requirement to consult on a 'Preferred Options' stage, and instead now encourage ongoing consultation over an extended period leading to formal submission to Government. While the Council is no longer formally required to consult on preferred options, in this instance it is considered appropriate to do so given that an Issues and Options stage has already been undertaken and a further stage prior to submission is needed to ensure full public consultation on this important and detailed document. This approach accords with the new regulations which require us to carry out a consultation under Regulation 25 on the content of the document.

8. Publicity Considerations

- 8.1 None

9. Financial implications

- 9.1 None

10. Human Rights Implications

- 10.1 The document was produced using a range of methods in order to enable as many people as possible to respond regardless of gender, gender reassignment, disability, sexual orientation, religion or belief, age and race/ethnicity.

- 10.2 This document will work to increase individual human rights by increasing involvement in the planning process.

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None.

13. Risk Management Implications

13.1 The Development Policies are intended to reduce the risk of inappropriate development. They will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

Background Papers

No additional documents.

Appendix A

Development Policies DPD

Regulation 25 Consultation

List of Policies

- (1) Policy DP1: Sustainable Development
- (2) Policy DP2: Assessing the Impact of New Development
- (3) Policy DP3: Community Facilities
- (4) Policy DP4: Protection of Employment Land and Existing Businesses
- (5) Policy DP5: Town Centre Uses
- (6) Policy DP6: Agricultural Diversification and Rural Enterprise
- (7) Policy DP7: Employment Uses in the Countryside
- (8) Policy DP8: Tourism Development
- (9) Policy DP9: Housing Tenure and Mix
- (10) Policy DP10: Dwelling Standards
- (11) Policy DP11: Dwelling Alterations or Extensions and Replacement Dwellings
- (12) Policy DP12: Historic Environment Assets
- (13) Policy DP13: Retention of Open Space
- (14) Policy DP14: Open Space for New Residential Development
- (15) Policy DP15: Transport Infrastructure and Accessibility
- (16) Policy DP16: Parking Standards
- (17) Policy DP17: Flood Risk
- (18) Policy DP18: Criteria for Assessing Nature Conservation, Coastal Protection, Landscape Character and Value
- (19) Policy DP19: Maintaining Settlement Separation
- (20) Policy DP20: Dedham Vale Area of Outstanding Natural Beauty
- (21) Policy DP21: Coastal Areas
- (22) Policy DP22: Equestrian Activities
- (23) Policy DP23: Water Conservation
- (24) Policy DP24: Conserving Energy and Promoting Renewable Energy Sources

Development Policies – Regulation 25

(Formerly Reg. 27 - Preferred Options)

Introduction and Context

This report forms part of the latest stage in the Council's work to replace the outdated Local Plan system with a new Local Development Framework (LDF) that will provide a strategy for the development of Colchester to 2021 and beyond. The requirement to produce an LDF was established by the Planning and Compulsory Purchase Act 2004, which came into force in September 2004. In June 2008 the requirements were modified following the publication of the revised Planning Policy Statement 12 and statutory regulations.

The LDF is essentially a portfolio that consists of a collection of individual documents. Together with the East of England Plan (also known as the Regional Spatial Strategy), the LDF will provide the new "Development Plan". Over time this will replace the existing Local Plan and Essex Structure Plan. The series of documents that form the LDF will be prepared over time rather than at once. The Local Development Scheme sets out the details of the documents the Council will prepare in the next few years and when each will be prepared.

The first document to be produced was the Core Strategy which was adopted by the Council in December 2008. This sets out the long-term spatial vision for the borough, and the spatial objectives and strategic policies to deliver that vision.

The Development Policies (DPD) is intended to provide further details to assist the delivery of the Core Strategy and the consideration of planning applications. Consequently, reference to the Core Strategy will be made throughout this report. The Core Strategy should also be consulted for further details about the nature of the LDF system and about the planning context under which it is being prepared; particularly relating to the close relationship of the LDF with the Regional Spatial Strategy and the Sustainable Community Strategy produced by Colchester 2020.

This report is intended to promote discussion about the "preferred options" concerning the detailed policies that should form one of the documents within the LDF. It is intended that these should form a "Development Plan Document" (DPD) entitled "Development Policies".

In addition to consultation on this Development Policies report, the Council is also seeking views on options for site specific allocations (in particular identifying housing and employment sites) to be contained in the Site Allocations DPD. Relevant to both the Development Policies and Allocations DPDs, a new Proposals Map is also being prepared which will show the site or area specific implications of these two DPDs. The Development Policies DPD will affect allocations and designations which will be shown on the LDF Proposals Map. Appendix 2 lists the proposed LDF policies (both Core Strategy and Development Policies) and those contained in the Local Plan that the LDF will replace.

Development Policies

The purpose of the Development Policies DPD is to:

- Set out the criteria against which planning applications for the development and use of land and buildings will be considered; and
- Set standards for the development of sites.

The overall aim is to keep the number of development policies to a minimum. The policies will avoid repeating national Planning Policy Statements (PPS) or Regional Spatial Strategy policies, but will explain how these policies will be applied to define the circumstances in which planning permission will or will not be permitted. As well as national and regional policies, it is important to note that all of the documents that contribute to the LDF must be read in conjunction with one another, rather than in isolation. In determining planning applications, the Council will require any relevant policies throughout the documents to have been satisfied in order for the proposed development to be considered to be acceptable.

One of the key ingredients of the new LDF planning system is the recognition of the need for the earliest and fullest public involvement in the preparation of new planning documents. This report is the latest in several stages in the consultation process that the Council is following. The first consultation on possible development policies, known as 'Issues and Options', took place at the end of 2007.

The purpose of the Issues and Options stage was to explore how general principles can be embellished and modified to produce detailed Development Policies sufficient to guide specific development and projects. At that stage no detailed policy wording had been written. The Council wanted to gather people's views about the general direction of proposed policy and the level of detail needed to ensure that new policies addressed local needs while avoiding the repetition of national/regional policy. In some cases, such as affordable housing or planning gain, the option of providing a further level of detail in the form of a Supplementary Planning Document (SPD) was raised. Although SPDs do not have the status of being part of the Development Plan, they can still be regarded as a material consideration in determining planning applications.

Full details of the previous consultation on this document are contained in the Report of Consultation on the Development Policies DPD – Issues and Options (available on the Council's website). A summary of the main issues raised is also provided in Appendix 1. The comments received at that stage helped to shape the policy direction of this document.

Context

The determination of planning applications must be made in accordance with the Development Plan which comprises of the Regional Spatial Strategy (The East of England Plan) and the Local Development Framework, unless material considerations indicate otherwise (Section 36(6) Planning and Compulsory Purchase Act 2004). For this reason, and as stated above, it is important that the

separate documents that contribute to the Development Plan are not read in isolation.

Although the policies will include criteria against which planning proposals will primarily be considered, other material considerations can affect the decision making process. Therefore, the criteria will not necessarily be used in a checklist approach; rather a balanced assessment will be made on a case-by-case basis. This may mean that in exceptional circumstances a proposal might not satisfy all of the relevant criteria, but is deemed to be acceptable in overall terms, taking into account other material considerations.

As stated above, the Development Policies DPD is only one part of the Development Plan and does not repeat national or regional planning policy. Consequently, users must refer to a range of other policies and documents when using the policies. In particular:

- National planning policy contained in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG);
- Regional policies contained in the Regional Spatial Strategy for the East of England (May 2008);
- The Essex and Southend-on-Sea Replacement Structure Plan (2001);
- The Review Colchester Borough Local Plan (March 2004);
- The Core Strategy (2008);
- Relevant Supplementary Planning Guidance (SPG) or Supplementary Planning Documents (SPD).

This list is not exhaustive, and a holistic policy approach will be required against all relevant policies available at the time that applications for planning permission are made. These are likely to change over time, so no cross-referencing has been included in the policies. Some issues, such as affordable housing and planning contributions, are not covered by Development Policies since they are addressed in principle at the Core Strategy level and guided by very detailed policy at the Supplementary Planning Document level. Applicants are advised to seek preliminary advice from the Council where there is any doubt as to the policy considerations prior to formally submitting their planning applications to ensure all relevant policies are addressed.

Regulation 25

This paper sets out the Council's preferred approach to the management of future development in the Borough and is part of the ongoing consultation process that will lead to the submission of a Development Policies DPD to the Government. It allows people the opportunity to comment on how the Council is approaching the preparation of the document and whether there are other options the Council should consider.

In 2007 and early 2008 the Council undertook a major consultation exercise looking at the Submission Core Strategy and 'Issues and Options' for both the Development Policies and Site Allocations DPDs.

The intention was that this should lead to the publication of a 'Preferred Options' document in early 2009. However, in June 2008 new regulations governing the plan making process came into effect, removing this stage. Instead, the new regulations require authorities to consult 'specific' and 'general' bodies (as defined in regulations) on what the 'content' of the strategy should be. The regulations also require authorities to consider whether residents and businesses should be included at that stage.

The next stage prescribed by the new regulations is the publication of a draft plan for full consultation and submission to the Government Office for the East of England, along with any representations made, for consideration at an independent examination. A considerable amount of work, including public consultation on issues and options has already been undertaken. However, the Council intends to use the present stage to seek guidance not only from the 'specific' and 'general' bodies on whether our current approach is one they support but also to re-consult the public. Because a large scale public consultation exercise has already been undertaken, the Council has advanced the Development Policies DPD to identify its preferred approach. However, the document does still identify alternative options and the reasons at this stage why they have not been included.

The work undertaken at the Issues and Options stage has been important in the development of this document. In particular, the results of the earlier consultation exercise have been collated and analysed, a sustainability appraisal of the Issues and Options has been improved by further work on the policy options under consideration, and further evidence gathering has been completed.

The Council hopes that the level of detail in the document will help the 'specific' and 'general' bodies and members of the public to give a more helpful and focused response, leading to the publication of a draft DPD on which full public consultation will take place before submission for consideration at a Public Examination. This report is publicly available for inspection, as are the reports of the consultation exercise at the Issues and Options stage, the draft Sustainability Appraisal Report, and the evidence studies completed to date.

Sustainability Report

The Sustainability Report is published for consultation alongside this DPD. This sets out the outcomes of the sustainability assessment of the policy options and demonstrates how the options meet the local sustainability objectives. The sustainability appraisal is a systematic and iterative process and has been undertaken alongside progress on the Development Policies Document to help inform the drafting of the options.

Your Comments

We would like you to consider the approach we have included in the Development Policies Document and the Sustainability Report. We want to know whether you agree with our preferred options or you feel there are other approaches we should consider.

Enclosed is a Comments Form on which you can record your views. Please complete as much of the form as you wish. The completed form should be returned to Planning Policy using the Freepost address below. All responses need to reach us by 27 February 2009.

Colchester Borough Council, FREEPOST NAT4433, PO Box 885, Colchester, CO1 1ZE

The Comments Form is also available on the Council's planning website at www.colchester.gov.uk and can be completed and returned electronically.

If you have a query about this document, the Comments Form or any other matter related to the LDF, please contact the Planning Policy team:

PO Box 885, Town Hall, Colchester, CO1 1ZE
 Tel. 01206 282473/6 or Email planning.policy@colchester.gov.uk

The Next Stage

After the consultation period has finished, all the responses will be considered when revising the document. A summary of the responses will be published and made available for viewing. The amended document (along with the final Sustainability Report) will then be published as a submission document. Publication of the submission document will be followed by a statutory period of consultation. It is at this point that final representations to the plan should be made. A Public Examination will then be held on the plan to consider any objections.

The timetable for the preparation of the Development Policies DPD is set out below. Further details on the timetable are available in the Local Development Scheme.

Timetable for the preparation of the Development Policies DPD

Stage	January 2008	September 2009	December 2009	September 2010	March 2011
Regulation 25	6 weeks consultation				
Regulation 27		6 weeks consultation			
Submission -Regulation 30			*		
Start of Examination				*	
Adoption					*

Development Policies

Sustainable Development Policies

Core Strategy Policy	Proposed Development Policy	Purpose
SD1 – Sustainable Development Locations	DP1: Sustainable Design	To ensure high quality successful developments
SD2 –Delivering Facilities and Infrastructure	DP2: Assessing the Impact of New Development	To ensure developers assess and address the impacts of development
SD3 – Community Facilities	DP3: Community Facilities	To protect and enhance existing community facilities, while balancing community needs against financial viability

DPSD1: Sustainable Development

Preferred Policy DP1

All development must be designed to a high standard and demonstrate social, economic and environmental sustainability. Development proposals will not be permitted unless it can be demonstrated that they:

- (i) Respect and enhance the character of the site, context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, proportions, materials, townscape and/or landscape setting and detailed design features;
- (ii) Provide a design and layout that takes into account the potential users of the site;
- (iii) Protect existing public and residential amenity, particularly with regard to privacy, security, noise and disturbance, pollution, daylight and sunlight;
- (iv) Create a safe and secure environment;
- (v) Respect or enhance the landscape and other assets that contribute positively to the site and the surrounding area;
- (vi) Incorporate sustainable design and construction techniques to meet Government and Local Planning Authority standards of energy efficiency, water efficiency, water management, landscape, and waste management and to minimise vulnerability to climate change;
- (vii) Positively contribute to the public realm by identifying and preserving or enhancing the existing sense of place, townscapes or streetscenes, key views, roofscapes, landmarks, green links and spaces, and other focal points (e.g. principal trees).
- (viii) Give priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, linked to existing networks and includes satisfactory facilities for cyclists and public transport users;

- (ix) Make satisfactory access provision for disabled people and those with restricted mobility;**
- (x) Fully incorporate, where appropriate, biodiversity and geological interests, landscape value, arboricultural features and public and private open spaces which meet the Council's open space standards;**
- (xi) Incorporate infrastructure and services to serve the development including recycling and waste facilities and, where appropriate, Sustainable Drainage Systems;**
- (xii) Provide adequate provision for amenity space; and**
- (xiii) Provide vehicular access and both vehicular and cycle parking suitable for its use and location.**

Explanation

At the Issues and Options stage, you told us that this is an important area, and the DPD should set out guiding principles on amenity. Your opinions differed as to whether standards should be prescribed, general principles stated, or whether the issues should be addressed through SPD.

Although national planning statements provide general guidance on the delivery of sustainable development, it is necessary to set out at a local level the criteria that will be used to determine planning applications. A statement of interpretation and priorities is therefore useful at the local level, for example concerning reasonable levels of private amenity space, and safeguards for the amenity of neighbouring properties.

Alternative Options

The alternative options include prescriptive standards, which would not accord with the Government's approach in the LDF system, which supports flexible criteria-based guidelines that allow for site-specific considerations to be taken into account in securing high quality sustainable design. Further detail can also be added through SPD.

The other alternative is to have no standards, and relying solely on national, regional and Core Strategy policies. However, this would not provide the detailed criteria needed to ensure high design standards.

Policy DP2: Assessing the Impact of New Development

Preferred Policy DP2

Proposals for new development will need to assess a variety of potential impacts to ensure that any potential negative effects are satisfactorily mitigated and that opportunities for enhancements are secured. In addition to the requirements of national and local lists, the following assessments and plans will be required for such developments as the Local Planning Authority considers satisfactory:

- (i) Transport Assessments (TA) will be required for all development likely to cause significant traffic generation to assess the potential impact upon transport systems. For major developments that generate 50 or more Passenger Car Units (PCUs) during the peak hour, this will take the form of a comprehensive Transport Assessment. Where significant impacts are identified, development will not be permitted unless satisfactory measures to reduce these impacts to acceptable levels are provided;**
- (ii) A Travel Plan will be required for any proposal where the Council considers it necessary, based on the potential individual or cumulative impact of the proposal in the area. Developers will be required to provide Travel Information and Marketing Packs when a development consists of 10 dwellings or more, and Travel Plans will be required where the Councils considers the development capable of providing for 50 employees or more, either at the time of proposal or at any future date;**
- (iii) Health Impact Assessments (HIA) will be required for all residential development in excess of 50 units and non-residential development in excess of 1,000 square metres. The purpose of the HIA will be to identify the potential health consequences of a proposal on a given population and to maximise the positive health benefits and minimise potential adverse effects on health and inequalities. A HIA must consider a proposal's environmental impact upon health, support for healthy activities such as walking and cycling, and impact upon existing health services and facilities. Where significant impacts are identified, planning obligations will be required to meet the health service impacts of the development. Any HIA must be prepared in accordance with the advice and best practice for such assessments; and**
- (iv) Any other relevant assessment, evaluation, survey or other document as identified in Appendix 3 or subsequently required at the time of application.**

Explanation

The new planning development management system relies on a proactive approach to assessing the wide-ranging potential consequences of new development. Developers will accordingly be expected to identify issues across a number of areas and then address as appropriate the impacts of their proposals.

This process includes the extent of a development's unique passenger and freight transport requirements and impacts. In addition to the impact of generated traffic on the highway network, appraisals must include an examination of accessibility to the site by all modes and the likely modal split of journeys to and from the site. This includes ensuring accessibility by more sustainable modes, i.e. public transport, walking, and cycling and smaller powered two wheelers; reducing the need for parking associated with the development; and proposing measures to mitigate transport impacts. Transport Assessments must be in accordance with the requirements of Government good practice advice and criteria prepared by Essex County Council and the Highways Agency for their respective areas of responsibility.

Travel planning is a positive means for developers and public authorities to work together to both provide and to increase awareness of travel alternatives.

In recent years there has been a growing acknowledgement that the quality of the built environment and its sustainability are key factors in both the direct health of and the life style choices affecting the health of residents, workers and visitors of new developments. Most development has a potential impact upon the health services and facilities. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health provisions and other services continue to be provided for the community. For developments which have relatively little impact upon health services, an initial assessment may be sufficient to satisfy the requirements of this policy. For developments where an initial assessment indicates more significant health impacts, a comprehensive Health Impact Assessment will be required. The Borough Council will liaise with the East of England NHS and Local Primary Care Trust when assessing the scope and scale of likely impacts.

Appendix 4 provides a non-exhaustive list of other assessments that could be of relevance to different proposals, including arboricultural assessments, sustainability statements, drainage assessments, consultation statements, protected species surveys, retail impact assessments, heritage statements, and archaeological evaluations.

Alternative Options

The alternative option is to have no policy or guidance in this area, however this would not reflect the prominence in national planning policy of the principle of identifying and addressing problems before they arise.

Transport Assessments are now accepted as standard practice by highway authorities as an essential means of quantifying the specific effect of new proposals on transport networks, and travel plans provide a positive mechanism for managing demand and promoting modal shift.

The value of Health Impact Assessments has been identified at both the national and local levels. Essex Local Authorities have agreed to prioritise the use of Health Impact Assessments through the Local Area Agreement process and are seeking to ensure that all Essex authorities provide for Health Impact Assessments through their Local Development Frameworks.

Appendix 3 identifies a number of other assessments that could also prove necessary for particular projects, including arboricultural assessments, sustainability statements, drainage assessments, consultation statements, protect species surveys, retail impact assessments, heritage statements and archaeological evaluations.

Policy DP3: Community Facilities

Preferred Policy DP3: Community Facilities

Support will be given to the provision of new community facilities, and to the retention and enhancement of existing community facilities, where these positively contribute to the quality of local community life and the maintenance of sustainable communities in accordance with other policy requirements.

The involvement of the local community will be sought in identifying the importance of local facilities and any proposal that would result in the loss of a site or building currently or last used for the provision of facilities, services, leisure or cultural activities for the community will only be supported if the Council is satisfied that:

- (i) An alternative community facility to meet local needs is, or will be, provided in an equally or more accessible location within walking distance of the locality; or**
- (ii) It has been proven that it would not be economically viable to retain the site/building for a community use; and**
- (iii) The community facility could not be provided or operated by either the current occupier or by any alternative occupier, and it has been marketed to the satisfaction of the Local Planning Authority in order to confirm that there is no interest and the site or building is genuinely redundant; and**
- (iv) A satisfactory assessment has taken place that proves that there is an excess of such provision and the site or building is not needed for any other community facility or use.**

Explanation

You told us at the Issues and Options stage that community facilities such as village shops, community halls, sports, leisure and cultural facilities; allotments and open spaces should be safeguarded and that there is a need for a specific policy to require development to provide new community facilities in Colchester. We were told that planning policy should be used to protect community facilities and to require development to provide new community facilities in Colchester. In particular, you felt that redevelopment of community facilities for housing should be resisted and believe there is a need for a policy to address the impact of new development on existing community facilities. Overall, you told us that a positive approach should be taken to provide new and enhance existing facilities. Opinion was divided on the need for a specific policy or other guidance (SPD) on this subject.

The Council wishes to protect viable community facilities and services that play an important role in the social infrastructure of the area and support sustainable communities. In communities when access to alternatives may be very limited, the presence of key facilities may be very important in maintaining the quality of life. Examples of community sites and buildings include amenity open space, children's

play areas, sports fields, village halls, local shops, leisure and cultural centres, public houses, community centres, churches, allotments, post offices, petrol stations, doctor’s surgeries, libraries and schools, etc.

The release of any community facilities must be fully justified. A financial viability test may be required to support the application and applicants should contact the Council at the earliest stage to discuss the details of the test. Applicants will be required to satisfactorily demonstrate not only that the existing use is no longer viable, but also that the building or site cannot be used for another community use with an identified need in the area.

The importance of particular facilities will vary between communities, and it is essential that the community is involved in considering the importance of any facility and the suitability of any proposals for alternative forms (and locations) of provision, and in developing means of retaining facilities, should their continued viability of operation be in doubt. Applicants proposing to redevelop or convert facilities valued by the community will be expected to consult local communities about the relative importance of the facilities which could be lost. Not all facilities satisfactorily meet the needs of local communities, and it may be that combining or rationalising facilities might be appropriate. The Council is undertaking a Community Facilities Audit which will be used to assess proposals for the provision or loss of facilities.

Support will be given to the provision of additional facilities where this will enhance the sustainability of community life and will meet the anticipated needs of a growing and changing population. The use of developer contributions and/or the Community Infrastructure Levy may well be appropriate in this respect.

Alternative Options

The first alternative option is to use prescriptive standards. This would not accord with the Government’s approach in the new LDF planning system which supports criteria-based guidelines that allow for flexibility and site-specific considerations to taken into account in securing community infrastructure to support development.

The opposite option is to have no standards. However, the general presumption in favour of retaining community facilities in Core Strategy SD3 is not considered to provide sufficient guidance for the appropriate consideration of proposals involving the loss of community facilities.

Centres and Employment Policies

Core Strategy Policy	Proposed Development Policy	Purpose
CE1 – Centres and Employment Hierarchy	Policy DP4: Protection of Employment Land and Existing Businesses	To promote economic vitality by accommodating businesses, creating networks of supporting uses, and retaining existing

CE2 – Mixed Use Centres	Policy DP5: Town Centre Uses	employment To promote an appropriate mix of town centre uses to encourage activity and high quality design while protecting amenity
CE2a – Town Centre		
CE2b – District Centres	Policy DP6: Agricultural Diversification and Rural Enterprise	To provide support for the agricultural sector and farm diversification
CE2c – Local Centres	Policy DP7: Employment Uses in the Countryside	To ensure an appropriate balance between increasing rural employment opportunities and protecting rural amenities and countryside
CE3 – Employment Zones	Policy DP8: Tourism Development	To promote sustainable growth and management of tourism developments

Policy DP4: Protection of Employment Land and Existing Businesses

Preferred Policy DP4

Sites and premises currently used or allocated for employment purposes will be safeguarded for appropriate employment uses. Appropriate employment uses will include:

- (a) Business (B1), general industrial (B2), storage and distribution (B8);**
- (b) Display, repair and sale of vehicles and vehicle parts, including cars, boats and caravans;**
- (c) Indoor sports uses, exhibition centres and conference centres;**
- (d) A limited element of retailing where this is ancillary to another main use under (a);**
- (e) Services specifically provided for the benefit of businesses based on, or workers employed within, the Employment Zone.**

Any use that may have an adverse effect on an employment generation will not be permitted, unless the Local Planning Authority is satisfied that:

- (i) The supply and variety of alternative employment land is sufficient to meet borough and local requirements;**
- (ii) Evidence can be provided to demonstrate that no suitable and viable employment use can be found, or is likely to be found in the foreseeable future;**
- (iii) There would be substantial planning benefit in permitting an alternative use, for example in removing a use which creates residential amenity problems such as noise or odours; and**

(iv) There are demonstrable economic benefits to the area that would result from allowing redevelopment, for example by facilitating the retention of a business in the area through funding a new site or premises.

Where redevelopment of employment land is accepted for a new employment use or an alternative use, particular consideration will be given towards ensuring the future viability of individual businesses (e.g. tenants of an estate or premises) that might be displaced. Planning contributions towards alternative employment and training schemes will be sought where sites are redeveloped.

Explanation

In the first phase of consultation, you told us that planning policy should be used to retain employment uses.

The loss of employment land, whether in existing employment use or proposed to be allocated for employment development within the Allocations DPD, could affect the LDF's ability to achieve its employment objectives. The Core Strategy establishes the scale and general location of land for employment purposes and states that as a general principle such land should be safeguarded. Further detail is however required as it may be that local circumstances, reflecting a lack of viability of the existing operation, may give rise to proposals to find an alternative use. Where the local need for employment land can be met elsewhere, it may be that alternative uses could be considered favourably (within the context of the other policies in the LDF).

Exceptionally, an alternative use may be preferable, for example where continuation of the employment use would be detrimental to other planning objectives such as regeneration, protecting or enhancing residential amenity or the appearance of the countryside, or where other economic benefits to the area might result. Consideration of overall economic benefits must also extend to include addressing the future of any firms displaced through the redevelopment, including redevelopment for a new employment use.

Alternative Options

One alternative option is not to retain a safeguarding policy. This option is not preferred because it could lead to the loss of employment land which could result in significant harm to the local economy. It might put considerable pressure for the release of employment land for other uses that may at the time offer greater returns for landowners or developers.

The other option would be to designate only specific employment areas for safeguarding on the Proposals Map. This would offer more certainty, but at the cost of considerable inflexibility. If all employment land is not designated under this approach, it may imply selection of the most important areas, which in turn would require prescription and choices that may prove to be difficult to justify, or at least inflexible in changing circumstances.

Policy DP5: Town Centre Uses

Preferred Policy DP5

A balance will be maintained between retail and non-retail uses in the town centre to retain its vitality and viability. The Proposals Map defines the Inner and Outer Core of the Town Centre and other frontages where the following policies will apply;

(a) In the Inner Core (bordered by the south side of High Street, East side of Head Street, and all of St Nicholas Street, Long and Short Wyre Streets, Priory Walk, Eld Lane and Sir Isaacs Walk), non-retail uses will only be supported where they will not constitute more than 10% of the street frontage in terms of linear metres measured at ground floor level, and the retail content is not less than 90% of the frontage or would be further reduced below this defined minimum retail content. Additionally, proposals that will result in more than two consecutive non-retail uses in the frontage will not be permitted.

(b) In the Outer Core (North side of High Street, West side of Head Street, Crouch Street, Culver Street East, Queen Street, St. Botolph's Street, St Johns Street) non-retail uses will only be supported where they will not constitute more than 30% of the street frontage in terms of linear metres measured at ground floor level, and the retail content is not less than 70% of the frontage or is further reduced below this defined minimum retail content. Additionally, proposals that will result in more than 3 consecutive non-retail uses in the frontage will not be permitted.

(c) In the mixed use areas not specifically mentioned above, within and surrounding the town centre, proposals will be judged on their merits using the following criteria:

- (i) Contribution to the design quality, activity levels and character of the area;**
- (ii) Compatibility with other uses on the frontage; and**
- (iii) Affect on neighbourhood amenity.**

Support for development within Colchester town centre will be given where it reflects priorities for land uses within that centre that are established through local regeneration programmes, and where it will promote a more vibrant and economically successful centre. This will include securing appropriate retail, commercial and leisure areas, and seeking an appropriate balance between residential and commercial uses.

Support will also be given to bringing upper floors back into use, particularly for C3 residential purposes and B1 business uses. Conversely, proposals that result in the loss of residential accommodation in town centres will not be permitted, unless there are proven over-riding planning benefits.

Note: For the purpose of this policy ‘street frontage’ is the entire length of the relevant side of the road measured in linear metres at ground floor level.

Explanation

The importance of protecting the retail focus in the town centre and balancing priorities between land uses has been well established through policies in the Local Plan. In certain parts of the centre, the commercial vitality and viability of the centre may be threatened if retail uses are replaced by other uses, such as food and drink establishments, offices and housing. Conversely, in some areas the priority may be to secure more housing, provide a livelier living environment, create a mix of uses in the night time economy and improve safety by ensuring a constant public presence. The potential for encouraging additional uses may also be seen more positively, and bringing into use (or back into use) upper floors is an example where supporting mixed residential uses alongside a mix of formal and informal cultural and leisure use is felt to increase the vitality and sustainability of the town centre.

Alternative Options

The first alternative option is to adopt different boundaries for the town centre uses (primary and secondary frontages). However, the ones selected have been based on the Local Plan and have been supported in a number of appeal decisions, thus they are considered to be the most appropriate.

Another option is to propose different proportions of non-retail uses within the primary and secondary retail frontages. This option would be more likely to undermine the town centres role as a regional shopping centre, through the deterioration of the range of shopping. Similarly, adopting a policy which requires planning permission to be refused for all non-retail use in the town centre could also be damaging to the vitality and viability of the town centre.

The final option would be to exclude guidance on town centre land uses. This would rely instead entirely on the other policies, on market forces, and on considering proposals on their merits with only general guidance. As a generally acknowledged important area, this would miss the opportunity for the LDF to play a role in coordinating, and in facilitating the development of town centre strategies;

Rural Regeneration Policies

Seeking to support the strength of the rural economy is naturally a particularly important dimension within the LDF for Colchester and in particular to support rural diversification to address the decline in agriculture. Again, rather than perpetuate a proliferation of detailed policies, the main issues considered here to relate to three key aspects: rural employment generally, agriculture and tourism.

Policy DP6: Agricultural Diversification and Rural Enterprise

Preferred Policy DP6

Existing agricultural uses will be supported in general by measures that include:

- (i) Encouraging appropriate farm diversification schemes that are compatible with the rural environment, and which help to sustain the existing agricultural enterprise without the need for subdivision or the holding of separate enterprises unrelated to the existing agricultural use;**
- (ii) Promotion of sustainable forms of agriculture which include environmentally sensitive, organic, and locally distinctive food production, together with its processing, marketing and retailing;**
- (iii) Support for the integration of agricultural activities; and**
- (iv) Guiding the development (including the design and setting) of new agricultural buildings (including agricultural workers dwellings) to locations and forms which are sensitive to their environment.**

All proposals must be accompanied by a satisfactory diversification plan according to the scale of proposals, which describes how it will assist in retaining the viability of the farm and how it links with any other short or long term business plans for the farm. Proposals for farm shops as part of a farm diversification scheme must identify the products produced on site or locally and demonstrate that that the location of farm-based retailing is necessary to assure farm income where their needs cannot be met within nearby town or district centres.

Proposals for new rural enterprises will only be supported if they are considered to form part of a comprehensive farm diversification scheme and:

- (i) Existing buildings are re-used wherever possible if the retention of such buildings is considered to be desirable by the Local Planning Authority;**
- (ii) The use is secondary to the main agricultural use of the farm and the character, scale and design remains in scale with, and preserves the character of, the surrounding countryside;**
- (iii) The use is well-related to existing groups of buildings if no suitable buildings are available for re-use;**
- (iv) Any new buildings required by the scheme incorporate appropriate sustainable design and renewable resources to provide optimum energy efficiency, water efficiency, water management and waste management and limit their impact on the rural environment;**
- (v) Proposals will not be vulnerable to further expansion that would be likely to require new dwellings within the rural area to support the enterprise either at the time of proposal or at any future date; and**
- (vi) It is satisfactorily accessed from the road network.**

Explanation

PPS7 provides guidance on the ways of supporting the changing nature of agriculture, in order to make it more competitive, sustainable and environmentally friendly. This may well involve adaptation to new markets and ways of operation, and diversification of activities.

The agricultural economy in the borough is changing, as increasingly farmers are seeking to diversify in order to remain in farming. Accordingly the Council is seeking to encourage farm diversification schemes that are planned on a comprehensive basis to retain a viable agricultural unit by seeking additional incomes from other sources which still relate to the countryside. Whilst the Council will support appropriate farm diversification schemes, the Council will resist proposals that would harm the rural area or segregate the existing agricultural use or farm holding.

In order to protect the quality and distinctiveness of the local landscape, the Council wishes to prevent uncoordinated development in rural areas and gradual stripping of assets from farms without regard for the viability of the holding. Applicants must also have regard to the policies regarding conversion and replacement rural buildings. Suitable sustainable business proposals could include tourism, conversion of buildings for employment and other uses related to an activity that would normally be found in rural areas. However, schemes that include or could lead to future pressure for new residential dwellings will not be permitted unless there are exceptional circumstances in line with national policy.

Alternative Options

The alternative option is to exclude specific guidance on agricultural issues. Having no policy would mean reliance on the guidance provided by PPS7. This would not allow the LDF to address the specific issues likely to be faced by one of its major economic sectors. The rapidly changing and developing forms of agriculture raise a number of issues, particularly in terms of balancing the environmental and economic components of sustainability, which the LDF can and should seek to address

Policy DP7: Employment Uses in the Countryside

Preferred Policy DP7

Employment development comprising the conversion and re-use of rural buildings will only be supported where the following criteria are met:

- (i) The nature, scale and character of the proposed use will contribute to the local rural economy and help sustain rural communities;**
- (ii) The proposed use would not harm the rural character of the area by the nature and level of activity (or by other effects such as noise or pollution);**
- (iii) In the case of former agricultural or forestry buildings, the buildings are proved to have been in those uses for a period of 10 years or more, the**

building is structurally sound and capable of re-use without fundamental rebuilding, and the buildings are deemed to be desirable for retention;

(iv) The proposal seeks to enhance sustainable means of transport, e.g. provision of cycle parking; showers, travel plans; and

(v) Access to the site is suitable and the type and amount of traffic generated would not cause harm to the surroundings and amenity of neighbouring properties and the rights of way network.

Proposals for the extension of buildings within established industrial or employment sites within the countryside will only be supported where the following criteria are met:

(i) The proposal is limited to expansion plans which are essential to the operation of the established business;

(ii) The proposal can be accommodated satisfactorily in terms of its design, scale and appearance within the existing employment site boundary and would not have an adverse impact on the wider rural surroundings;

(iii) Standard car and cycle parking requirements are satisfactorily met within the site;

(iv) The proposed increase in use would not harm the rural character of the area by the nature and level of activity, or any other effects; and

(v) In the case of relocation, the Local Planning Authority is satisfied that the proposal constitutes a more appropriate relocation of the use(s).

Proposals for the replacement of buildings for business and employment purposes in the countryside will only be supported if either:

(i) There are no appropriate existing buildings and the need for replacement of a building can be satisfactorily demonstrated; or

(ii) The existing building, hard landscaping and parking areas are considered by the Local Planning Authority to be visually intrusive or inappropriate in their context and a substantial improvement in the landscape and surroundings will be secured through replacement.

Where the Local Planning Authority is satisfied that a replacement building can be supported, the following additional criteria should also be met:

(iii) The proposal would not result in a substantial increase in the amount of floorspace or in the scale, height or visual impact of the building;

(iv) There are suitable sustainable design and construction techniques, and satisfactory renewable energy provisions to mitigate the impact of the development; and

(v) There is no significant increase in the level of activity as a result of the proposal.

Explanation

Support for rural communities needs to involve a flexible approach to the use and replacement of rural buildings, maintaining a balance between environmental considerations and appropriate business growth. The countryside is viewed as a good location for some businesses, partly due to the pleasant environment and the availability of relatively cheaper premises in comparison with built-up areas. The

borough is also coming under particular pressure for employment based development in the countryside as a consequence of containing a significant proportion of large agricultural buildings and other rural buildings that are potentially suitable for conversion to employment use, coupled with the high rental values to be found within the built up area. This demand needs to be considered in the context of environmental impacts, accessibility and relation to local economic needs. Isolated buildings may be considered inappropriate, even if the building is considered suitable for conversion.

Preference will always be towards re-use and conversion of existing buildings where this is possible. Consequently, where a building is to be replaced applicants will need to demonstrate to the satisfaction of the Local Planning Authority that any available buildings are not capable of renovation and may be requested to submit a structural survey. Where suitable developments can be identified, support may be given to the provision of workspace or incubator units.

There are a number of well-established employment sites in the rural parts of the borough, where some important local companies are located. Companies are often seeking to expand their operations within the site and this can be more appropriate than the company seeking alternative premises outside of the borough, in order to retain the economic and social benefits which can arise from companies located in rural areas. It will be beneficial for expansions of operations applications to be supported by a business plan, depending on the scale of the development proposed.

In some cases for the purposes of business or employment use replacement buildings can be more appropriate than the continued use of existing buildings. There are a number of sites in the rural areas of the borough which are visually intrusive and where redevelopment could significantly enhance the local environment. Landscaping and planting should be used to aid in the reduction of impact on the countryside of development.

Alternative Options

The first alternative option is to be more permissive towards rural economic development proposals. However, whilst support for the rural economy in all its forms is clearly evident from the Rural White Paper and other Government guidance, the primary objective is still clearly to achieve sustainable communities. The approach proposed seeks to balance support for the network of settlements proposed with sensitive support for proposals elsewhere.

Alternatively, being more restrictive towards rural economic development proposals is also unfavoured. Whilst this could be justified in terms of the imperative to achieve sustainable communities, and by reason of amenity considerations, it would miss the opportunities to support a diverse and rich rural economy.

Policy DP8: Tourism Development:

Preferred Policy DP8

Tourism development for new and extended visitor attractions and holiday accommodation including hotels, bed & breakfast accommodation, holiday lodges, static and touring caravans and tenting fields will only be supported in suitable locations where there is a proven need or an existing shortfall. The Council will also support proposals for a youth hostel, the preferred location being within the town centre. In rural areas, suitable locations include those where the development can help to support existing local community services and facilities.

Proposals must be compatible with their surroundings in terms of achieving a siting, design, scale, materials, landscaping, layout and appearance appropriate to the rural character of the surrounding area. Preference will be given to proposals for the conversion of suitable existing rural buildings, limited extension to existing tourist accommodation or eco-tourism. In locations where residential uses would be inappropriate, developments of tourist accommodation will be limited to periods that will prevent permanent or long-term occupation. Additionally, proposals that significantly harm the amenity of people living and working nearby or that can not be reached by a choice of means of transport will not be permitted.

Explanation

In the Issues and Options consultation, you told us that there is a need for specific guidance on visitor facilities. You told us that the policy approach should not be prescriptive, since this might hinder innovation and that efforts should be made to maximise sustainable tourism, making links between tourism facilities and Colchester's environmental and cultural assets. Additionally, you believe that the Council should seek to spread the benefits to the wider rural community, whilst containing provision within environmental and community capacities.

The future development of tourism is a key issue for the Local Authority. In both urban and rural areas, tourism provides jobs, brings in visitors to the area and provides facilities, attractions and environments that enhance the quality of life for local residents. The issues facing tourism in rural areas, however, are different to those in urban areas, to avoid undue harm to the open nature of the countryside. In order to maximise the benefits of tourism to rural economies it is important to locate new tourism development in locations where visitors to such attractions and accommodation can help to support local shops, pubs and other rural services. In addition, rural tourism development must be sensitive to and integrate well with its countryside landscape surroundings. In this context, wooden holiday lodges may be more acceptable than static caravans in sensitive landscapes where they cannot be readily screened from wider views. It will also be important to avoid adverse impacts on local areas by minimising potential noise disturbance and

additional traffic through sensitive design, positioning and layout and through developments that are in scale with their surroundings or existing development.

Alternative Options

An alternative option is to exclude specific policy requirements for tourism development. However, this would not address the specific consideration that need to be given to development of this nature through reliance on the guidance provided by PPS7.

Alternatively, being too permissive would be harmful to the countryside, which would not accord with national guidance. Similarly, being excessively restrictive towards tourism development also less preferable. Whilst this could be justified in terms of sustainability, wider consideration must be given to appropriate opportunities to support the rural economy.

Housing Policies

Core Strategy Policy	Proposed Development Policy	Purpose
H1 – Housing Delivery	Policy DP9: Housing Tenure and Mix	To ensure that new development matches identified housing needs and that housing for particular groups is appropriately integrated into the surrounding community.
H2 – Housing Density		
H3 – Housing Diversity	Policy DP10: Dwelling Standards	To ensure that developments meet high standards for design, construction and layout
H4 – Affordable Housing	Policy DP11: Dwelling Alterations or Extensions and Replacement Dwellings	To ensure that modifications to the housing stock have a positive impact on neighbourhood character and housing needs.
H5 – Gypsy and Travellers		

Policy DP9: Housing Tenure and Mix

Preferred Policy DP9

Proposals for new dwellings must provide for a mix of dwellings, in terms of size, type and tenure, which meet the needs of all sections of the local community, promotes sustainable communities and social cohesion, and supports the local economy. Developers will be required to work collaboratively with the Local Planning Authority, taking account also of the views of other relevant housing partners, in determining the appropriate mix and type of dwellings. The main consideration in determining the appropriate mix will be whether the development creates or contributes to the creation of a sustainable and inclusive community. Developers will be required to assess and demonstrate the sustainability of the proposed mix, taking into account:

- (i) The Local Planning Authority’s Strategic Housing Market Assessment, which will be kept under review;**
- (ii) The location and particular physical and environmental characteristics of the site;**
- (iii) The characteristics of the existing stock in the locality, including housing age, condition, occupancy and demand;**
- (iv) Any site specific guidance contained in the Allocations DPD, Area Action Plan, or adopted masterplan;**
- (v) Current housing market conditions; and**
- (vi) The needs of specific sectors, including Sheltered Housing/Seniors/Nursing Homes, Hostels/Homeless, First Time Buyers, Family Housing/Flats, Second Homes, Tourism Accommodation, and Gypsy and Traveller Accommodation.**

Explanation

You told us that guidance on the right mix in the Colchester housing market is essential and market forces could do a better job of providing a range of housing. You would like guidance based on a firm evidential base and that is not to be prescriptive, with a clear indication that there should not be a policy dictating size, type and mix of housing. It also seems that there is a consensus that too many flats are being built.

Providing for a mix of housing to create sustainable communities is a key government priority, which is fully shared by the Colchester LDF. As government guidance indicates (“Planning for Mixed Communities”, ODPM January 2005), part of what makes a community sustainable is a well-integrated mix of decent housing of different types and tenures to support a wide range of households of different sizes, ages and incomes. Local Authorities are urged to take all material considerations into account in making plans and judging planning applications, which in this context includes current market conditions and the most appropriate mix of housing on each site, in order to secure a wide range of housing that promotes social inclusion.

The appropriate type of housing built must be more closely aligned to the needs of the local community than in the past, for example, concerning the identified local housing needs of elderly people, families and single people, and younger people. This should be reflected in the size and design, including flexibility of future use, tenure of the accommodation, its relationship to facilities and mix with other dwellings, and servicing arrangements (for example the provision of sheltered accommodation of differing forms for elderly residents). Guidance suggests that all development proposals should contribute to the creation of mixed communities and should seek to achieve an appropriate broad balance. Agreement on the appropriate balance must be achieved jointly between housing partners, particularly the Council and the house builders.

Alternative Options

The alternative option is to exclude specific guidance on housing tenure and mix. National guidance in PPS3, however, is not considered to provide sufficient detail to address the specific housing needs of Colchester. The Borough wishes to emphasise its intent to work proactively with developers and other stakeholders to provide for a sustainable mix of housing to meet the needs of a wide range of needs and tenures.

Policy DP10: Dwelling Standards

Preferred Policy DP10

Residential development will be guided by the high standards for design, construction and layout contained in Local Development Framework policies such as Core Strategy UR2 (Built Design and Character) and Development Policy DP1 (Sustainable Development). All single-storey or bungalow

development in particular will be expected to meet the Lifetime Homes criteria in order to demonstrate that the development is accessible and adaptable for all needs. New residential development, particularly flats and apartments, will be expected to meet the following standards:

- (i) Adequate amenity areas through private amenity space, balconies or roof terraces that avoid significant overlooking, and/or access to high quality communal space of a siting, orientation, size and layout that can demonstrate it provides a useful amenity for residents that is appropriate to the surrounding context;
- (ii) Suitable storage within each dwelling unit sufficient for at least one cycle and two stacking storage crates;
- (iii) The avoidance of adverse overshadowing between buildings and by blocks over neighbouring land uses, and of other adverse microclimatic effects resulting from medium and high rise buildings at a high density;
- (iv) Daylight to all habitable rooms and no single aspect north-facing homes;
- (v) A management and maintenance plan to be prepared for multi-occupancy buildings and implemented to ensure the future maintenance of the building and external spaces;
- (vi) Flexibility in the internal layout of dwellings to allow adaptability to different lifestyles. All new housing developments should seek to meet the Lifetime Homes Standard with a minimum of 3% of new dwellings on developments of 30 dwellings or more built to full wheelchair standards;
- (vii) Satisfactory vehicle parking provisions; and
- (viii) An accessible bin and recycling storage area.

Explanation

It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that a range of sites are available for different areas of the housing market. However, the different types of dwelling should be suitably designed to consider the potential needs of their perspective occupiers. It is desirable to seek to secure homes that make life for their occupiers as easy as possible, for as long as possible through thoughtful design. Such homes would provide an accessible form of accommodation adaptable for the needs of everyone, from young families to older people and individuals with a temporary or permanent physical impairment.

Whilst making the most efficient use of land is a core objective of the planning system, this should not forsake all other considerations. Often density pressures lead to poor design, but good design principles and standards can make the difference between a high quality and successful development and a mediocre or unsuccessful development that provides less quality of life for future residents and which declines with more speed than high quality buildings to the detriment of the surrounding built environment. Thus, development at any scale and location should make a positive contribution to making places better for people.

Improving the quality of the built environment will improve the quality of life of the borough's residents and enhance economic performance by making the area more attractive to investors and visitors.

The Council does not wish to stifle innovative design especially in areas where the existing design quality is poor and vernacular design cues are weak or absent. However, innovative design will still be required to follow good design principles and achieve satisfactory standards as set out within the policy.

Alternative Options

A variety of other approaches have been considered; however, these broadly fit into three categories. The first of these is to set a target for flats and houses, but the Council is not in a position to control what actually gets built. It is important that it guides development where possible, i.e. through the determination of planning applications. The strategic approach to Housing Allocations in the Core Strategy is based upon findings of the Strategic Housing Land Availability Assessment. This will assist with the allocation of sites in different areas of the borough to ensure that sufficient sites are allocated to deliver a mix of house types including both flats and houses. It is also recognised that although it is felt that too many flats are being built, Colchester historically has a comparatively low level of flats; that national policy suggests that the Council should be encouraging higher density development such as flats in appropriate locations; and that demographic trends are towards smaller household units.

The second option is to offer no flexibility for proposals that might be outside their 'normal' density band. Whilst it is appropriate to have a standard and to use it to assist with development control decisions, some flexibility is important to take account of individual circumstances related to the site, the proposal or the time. The approach suggested will provide this flexibility in cases where flexibility can be warranted.

The third option is to include guidance in a Supplementary Planning Document. This could cover design, layout, standards, conversion of existing buildings to flats and flats above shops.

Policy DP11: Dwelling Alterations or Extensions and Replacement Dwellings

Preferred Policy DP11

Within urban areas conversions, alterations and extensions will only be supported where they meet other policy requirements. Additionally, outside defined urban areas, development will only be supported:

- (a) For conversions and extensions, including ancillary outbuildings and garden extensions, where the development:**
 - (i) Respects and enhances both the character of the original dwelling and the context of the surrounding rural area through regard to site**

- characteristics, design, scale, height, form, massing, materials and layout within the wider landscape setting;
- (ii) Does not significantly alter the size of the dwelling; and
 - (iii) Avoids cramped appearances or any adverse impacts on residential amenity or the surrounding countryside in general.
- (b) For replacement dwellings, when development:
- (i) Is on a one-for-one basis and the property to be demolished is still habitable;
 - (ii) Is of a satisfactory design, scale, height, form, massing, materials and layout, with adequate consideration of site characteristics;
 - (iii) Provides satisfactory landscape value to integrate the new dwelling into the wider rural context with no greater adverse impacts than the existing dwelling; and
 - (iv) Represents the optimum solution to either preserving or enhancing access, siting and dwelling orientation.
- (c) For annexes, when the need for additional space cannot be met within an existing dwelling or buildings suitable of conversion on the site in the first instance, if the development:
- (i) Is physically attached or closely related to the main dwelling so that it can not be subdivided from the main dwelling;
 - (ii) Retain some form of demonstrable dependence on the main dwelling, such as shared access (including both vehicular access and doorways) and communal amenity spaces; and
 - (iii) Does not incorporate facilities that make the annexe capable of use as a separate dwelling (i.e. independent kitchen, toilet and bathrooms).

The use of ancillary accommodation as a separate dwelling will not be permitted and the desire for annexe occupants to remain independent from existing residents will not be considered as adequate justification to allow isolated annexes.

Explanation

Whilst development in the countryside is not encouraged the Council accepts that there might be exceptional circumstances where some forms of development are acceptable. Preference will be given to the re-use of previously developed land and the conversion of existing buildings where appropriate. Development must protect and reflect the rural and landscape character of the area.

Alternative Options

An alternative approach would be to produce more specific criteria, identifying exact tolerances or percentages for the increase in the sizes of replacement dwellings or extension would be too restrictive and would not comply with best practice guidance. This could also compromise design.

Another option would be not to include a policy. The consequence would be reliance on national and regional policies that would not provide enough details to ensure that suitable developments in the rural area were achieved.

Urban Renaissance Policies

Core Strategy Policy	Proposed Development Policy	Purpose
UR1 – Regeneration Areas UR2 – Built Design and Character	DPH12: Historic Environment Assets	To ensure Colchester’s rich and varied historic environment is preserved and enhanced.

Policy DP12: Historic Environment Assets

Preferred Policy DP12

Development will not be permitted that will adversely affect a listed building, a conservation area, historic park or garden or archaeological remains of regional, county or local significance. Development affecting the historic environment should seek to preserve or enhance the heritage asset and any features of specific historic, archaeological, architectural or artistic interest that it possesses where there is opportunity to do so. In all cases there will be an expectation that any new development will enhance the historic environment in the first instance, unless there are no identifiable opportunities available. In instances where existing features have a negative impact on the historic environment, as identified through character appraisals, the Local Planning Authority will request the removal of the features that undermine the historic environment as part of any proposed development. Support will be given to the provision of creative and accessible interpretations of heritage assets.

Conservation of the historic environment will also be ensured by:

- (i) Identifying, characterising, protecting and enhancing Conservation Areas;**
- (ii) Preserving or enhancing Listed Buildings, Scheduled Ancient Monuments, Historic Parks and Gardens, including their respective settings, and other features which contribute to the heritage of the Borough; and**
- (iii) Known sites of archaeological importance will be clearly identified and protected, and sites that become known, whether through formal evaluation as part of a Planning Application or otherwise, will similarly be protected according to their importance.**

Explanation

You told us that guidance on conservation is vital to the look and feel of the borough. You felt that it is important that the LDF should add value to existing national policy, and identify local features to be conserved.

The need for locally specific policies and variations in guidance is very limited, given the wealth of national guidance contained either within PPG15 and 16, or the legislation surrounding the particular designation. In the local area there are a number of buildings which detract from the appearance of historic assets and the opportunities for redevelopment should be encouraged.

There will be a presumption in favour of the physical preservation in situ of nationally important archaeological remains (whether scheduled or not). In accordance with national legislation, preservation of remains may require either the refusal of development that could be detrimental, the preservation of the remains in situ, or the recording of the remains prior to removal.

Where appropriate, provision should be made for interpretation and access in situ, and for realising tourism and cultural benefits where public access is possible without detriment to the site.

Alternative Options

The first alternative option is to have detailed policies for each aspect that makes up the historic environment, which is not necessary given the repetition of national guidance. Alternatively, having no policies would lack the necessary detail from reliance solely on national legislation and guidance and the Core Strategy.

Public Realm Policies

Core Strategy Policy	Proposed Development Policy	Purpose
PR1 – People-friendly streets	DP13: Retention of Open Space	To ensure retention of existing open space
PR2 – Open Space	Policy DP14: Open Space for New Residential Development	To ensure adequate public open space and private amenity space provision in both quantitative and qualitative terms, and to ensure provision for interconnected open and green spaces.

Policy DP13: Retention of Open Space

Preferred Policy DP13

Development, including changes of use, of any existing or proposed open space; private outdoor sports grounds; school playing fields forming part of an educational establishment; and allotments (as identified on the Proposals Map) should satisfactorily demonstrate that it would achieve an aim of one of the Council's strategies (i.e. Core Strategy, Local Cultural Strategy, Parks and Green Spaces Strategy and/or Sport and Recreation Strategy), and that:

- (i) Alternative and improved provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users; and**
- (ii) The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general.**

Furthermore, development proposals resulting in a loss of indoor recreation or sporting facilities will not be permitted unless it is demonstrated to be compatible with the Council's strategies as listed above and that:

- (i) There is an identified excess provision within the catchment of the facility and no likely shortfall is expected within the plan period; or**
- (ii) Alternative and improved recreational provision will be supplied in a location well-related to the functional requirements of the relocated use and its existing and future users.**

In all cases, development will not be permitted that would result in any deficiencies in public open space requirements or increase existing deficiencies in the area either at the time of proposal or likely to result in a shortfall within the plan period. Additionally, development that would result in the loss of any registered common, heathland or village green will not be permitted.

Explanation

The existing sport, leisure, public and private open spaces including allotments within the Borough, represent important assets serving the communities in which they are located (or in some instances wider areas). This importance can relate not only to their function, but also to the amenity value and contribution to the character of an area in general in providing a 'green lung', opportunities for a well-designed and inclusive public realm, and visual breaks in the built environment. If such provisions are lost to other uses it can be extremely difficult to find alternative locations particularly as open land is scarce and, therefore, at a premium.

Against this background, it is intended to secure the retention of existing facilities unless a case can be made that alternative provision will be provided in a wholly acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space as defined by Planning Policy Guidance Note 17 (PPG17), providing there is not a deficiency in that type of open space in the

locality. A full PPG17 Audit and Assessment of the Borough's open space was undertaken by consultants PMP and published in 2007.

Alternative Options

The alternative option would be to not provide detailed guidance in this area, however, this would not achieve the aims of national guidance in PPG17 to improve and enhance open space provision.

Policy DP14: Open Space provision for New Residential Development

Preferred Policy DP14

All new residential development shall provide private amenity space in accordance with the following standards:

For houses:

- **One or two bedroom houses – a minimum of 50m²**
- **3 or 4 bedroom houses – a minimum of 60m²**
- **4 bedroom houses – a minimum of 100m²**

For flats either;

- **a minimum of 25m² per flat provided communally**
- **a minimum of 50m² for a ground floor flat and a minimum balcony area of 5m²**

In addition all new residential development will be expected to provide new areas of accessible strategic and/or local open space, unless a commuted sum is accepted. Precise levels of provision will depend on the location of the proposal and the nature of open space needs in the area but as a guideline, at least 10% of the gross site area should be provided as open space. Where the Council accepts commuted sums, the commuted sums will be used to provide additional open space or to improve existing open space in the locality of the development.

A commuted sum is most likely to be accepted for the provision of:

- (i) Strategic open space in smaller developments of fewer than 30 dwellings, or where for some other reason strategic open space requirements cannot be met within the site;**
- (ii) Local and/or strategic open space in developments of single person households or of dwellings for the elderly (where some compensating increase in private amenity space may be required);**
- (iii) In a town centre location or where it is justified by an outstanding urban design approach based on site constraints and opportunities; and**
- (iv) Developments of less than 10 dwellings.**

Development will not be permitted if it unacceptably reduces the level of existing private amenity space provision for buildings, particularly dwellings, or where it has an adverse impact on the amenity of neighbouring

residents or occupants. Schemes that promote walking and cycling by such means as provision of green links or shared use paths will be encouraged.

Explanation

Developments will be expected to deliver areas of strategic and/or local open space. As a guideline, local open space comprises accessible parcels of 0.2 ha and under, while strategic open space comprises larger parcels of over 0.2 ha which serve a wider area.

Developments should help contribute to the accessibility, quantity and quality standards set for the different open space typologies defined through the PPG17 Open Space, Sport and Recreation study. The Open Space Standards are set out at Appendix D. All open space provided should be fully equipped in a satisfactory manner as agreed by the Local Planning Authority and laid out at the expense of the developer and where appropriate, dedicated to the Council with suitable provision for ongoing maintenance.

Further guidance on the level of contributions for commuted sums and the methodology for their calculation is set out in the Supplementary Planning Document on Planning Contributions.

Alternative Options

An alternative option is to rely solely on PPG17 and have no specific policy on this issue. However, this would be too general and not detailed enough to secure satisfactory provision levels of open space.

Another option would be provide very prescriptive standards through SPD; however, this would be too restrictive and would not comply with best practice guidance.

Transport and Accessibility Policies

Core Strategy Policy	Proposed Development Policy	Purpose
TA1 – Accessibility and Changing Travel Behaviour	DP15: Transport Infrastructure and Accessibility	To provide the infrastructure needed and in the correct place to support sustainable modes of travel.
TA2 – Walking and Cycling	DP16: Parking Standards	To provide consistent and appropriate levels of parking to support development.
TA3 – Public Transport		
TA4 – Roads and Traffic		
TA5 – Parking		

Policy DP15: Transport Infrastructure and Accessibility

Preferred Policy DP15

All development must have minimal impact on the existing transport network for all users. Access to development should be created in a manner which minimise the impact on the right and safe passage of all highway users and only be allowed where there is physical and environmental capacity to accommodate the traffic generated safely. Development should:

- (i) Make adequate provision for servicing and for all users giving priority to people with impaired mobility, pedestrians, and cyclists;
- (ii) Include satisfactory provision for public transport; and
- (iii) Provide measures that reduce private vehicle dependency.

Where development involves the relocation of an existing activity e.g. business, leisure, education, retail it will need to be demonstrated that it's accessibility by all modes of transport is no worse than in the current situation. Measures to maintain and improve levels of accessibility by all modes should be identified and implemented through a Travel Plan.

Developments that provide transport infrastructure, such as park and ride, freight servicing, new highway network improvements and new public transport facilities, will be expected to:

- (i) Be sited in sustainable locations, minimise impact on the environment, enhance connectivity and provide for intermodal transfers; and
- (ii) Meet a business case justification for demand/need and cost effectiveness.

Explanation

You told us that there is a need for a specific policy to ensure developments have good public transport, pedestrian and cycle links. However, there were mixed views on car parking issues.

There are parts of the borough where traffic congestion is a problem. Development provides opportunities to make significant improvements to the road network as well as providing suitable alternatives to car based travel. Whilst the Council accept that developments may not be able to overcome existing deficiencies in the transport infrastructure, it needs to ensure that problems are not exacerbated and that improvements are made where possible.

Development will relocate for various reasons and will have established over a period of time travel patterns and opportunities for various modal choice. Relocation can significantly change the opportunities for modal choice and the new development needs to demonstrate and implement measures which continue to allow for modal choice.

New transport facilities and enhancements will be required to meet specific needs as identified in the Core Strategy. These include measures such as Park and Ride and public transport improvements to ease congestion and enhance connectivity to the Town Centre; facilities for freight; and targeted highway network improvements to support new development. These will need to be co-ordinated carefully to ensure they make a positive contribution to the overall transport network.

Alternative Options

There is no support for the non-inclusion of policies in relation to transport and travel as it is felt that applicants need the more detailed guidance that these provide. A policy on transport in general is included which aims to ensure that development proposals consider their relationship with the transport infrastructure and give priority to non car based travel. Most of the guidance required, however, is sufficiently detailed to require lengthier documents to be adopted as guidance or as a SPD. For parking standards, for example, it is expected that the Council will adopt guidance, being prepared for countywide application.

It is considered that the preferred policy particularly supports the sustainability objectives of reducing car journeys, promoting alternative methods of transport and seeking to reduce the emission of greenhouse gases, particularly through encouraging the provision and use of renewable energy.

Policy DP16: Parking Standards

Preferred Policy DP16

The Council will refer developers to the Essex Planning Officers Association (EPOA) Vehicle Parking Standards. A minimum of 1 car parking space

should be provided for each 1-bedroom dwelling or 2 car parking spaces for each dwelling of 2 or more bedrooms, in addition to 0.25 spaces per dwelling for visitors. A lower standard may be acceptable where it can be clearly demonstrated that development can be enhanced or there is a high level of access to services, such as a town centre location.

Explanation

The EPOA Parking Standards set out a mix of standards for all development. Experience has shown that although maximum parking standards in residential areas has restricted the amount of parking available, the purchase of cars has not accordingly been reduced. The design, appearance and the servicing of many recently completed residential areas has been compromised by lack of off street parking. Highly accessible town centre locations, however, are considered to be examples of appropriate candidates where car free and low car developments could succeed given the ready access to alternatives transport methods to private vehicles. The parking standards will be supported by the requirement for developments to introduce travel plans encouraging and promoting the use of alternatives to the private car.

Alternative Options

The alternative options would be to have no specific policy and refer only to general guidance on parking, or to produce specific parking standards for the borough. However, the EPOA standards are well-established throughout Essex and are commonly used by the Local Planning Authorities across the county. There is also a movement away from maximum parking standards as these have led to their own problems in certain circumstances.

Environment and Rural Communities Policies

Core Strategy Policy	Proposed Development Policy	Purpose
ENV1 – Environment	DP17: Flood Risk	To identify and put into place mitigation measures to deal with flood risk.
	Policy DP18: Criteria for Assessing Nature Conservation, Coastal Protection, Landscape Character and Value	To protect sensitive parts of the borough and ensure that new development is compatible with its surrounding landscape
ENV2 – Rural Communities	Policy DP19: Maintaining Settlement Separation	To prevent separation and preserve landscape character
	Policy DP20: Dedham Vale Area of Outstanding Natural Beauty	To guide future development in the Dedham Vale AONB
	Policy DP21: Coastal Areas	To manage development near the coast.
	Policy DP22: Equestrian Activities	To provide guidance on regulating equestrian activities.

Policy DP17: Flood Risk

Preferred Policy DP17

Development will only be supported where it can be demonstrated that the proposal:

- (i) Meets the recommendations in Colchester’s Strategic Flood Risk Assessment;**
- (ii) Is accompanied by Local Drainage Plans where flood risk is known to be a problem; and**
- (iii) Includes satisfactory flood defence measures or flood mitigation measures such as Sustainable Urban Drainage Systems to minimise the risk of increased flooding both within the development boundary and off site in Flood Zone 2 and 3.**

Explanation

The Strategic Flood Risk Assessment (SFRA) has demonstrated that certain areas within the borough are at risk of coastal, river or potentially surface water flooding. It is likely that climate change and rising sea levels will increase this risk. In

response, the Council feels that it is important to take a precautionary approach to new development with regards to flood risk.

National policy (PPS25) categorises zones of flood risk as Zone 1 (low probability), Zone 2 (medium probability), Zone 3a (high probability), and Zone 3b (functional floodplain). These Flood Zones are defined in Table D.1 of PPS25 and are illustrated by the flood maps produced by the Environment Agency (EA) and available from their website.

The SFRA defines zones 2, 3a and 3b in parts of Colchester and this will be used to inform the application of the sequential test. Where this information is not available, the EA Flood Risk Zones and a site specific Flood Risk Assessment will be used to apply the sequential test.

Colchester Borough Council has sought agreement from the Environment Agency that the Sequential Test will be applied at the Regeneration Area scale for sites falling within the Regeneration Areas identified in the Core Strategy. For sites outside the Regeneration Areas then the Sequential Test will be applied Borough wide.

PPS25 states that the overall aim should be to steer new development to Flood Zone 1 (low risk), however it does set out a flood risk vulnerability classification for different land uses and provides a 'compatibility' table for allowing particular land uses in the different flood zones (including 3a and 3b) in certain circumstances. The SFRA for Colchester has demonstrated that there is a substantial amount of land available in within Flood Zone 1 and development should generally be steered to these locations.

Development in higher risk flood zones will be restricted to certain categories where an identified need for that type of development in that location exists. The Exception Test allows for development in high risk areas but is only to be applied where there is no other option i.e. where there are large areas of land in Flood Zones 2 and 3 and the sequential test cannot deliver acceptable alternative sites, but where some continuing development is necessary.

A SFRA further takes into account all sources of flooding as well as future climate change impacts i.e. rising sea levels. The SFRA distinguishes between Flood Zones 3a and 3b. Where the SFRA does not identify these areas the EA flood zone maps will be used to apply the sequential test.

PPS25 sets out the situations where site specific Flood Risk Assessments should be submitted with planning applications and the requirements for the use for Sustainable Drainage Systems (SuDS) to minimise the risk of flooding from new development.

The EA advises that land in Flood Zone 1 that is surrounded by Flood Zone 2 or 3 ('dry islands') should be treated in the same way as the surrounding land. Each area will have its unique characteristics and a site specific Flood Risk Assessment will be required to prove that safe access / egress exists for the development or that the land will be sustainable for the duration of the flood period. This could be a

number of days in some locations so it will depend on the facilities available in that area.

The use of SuDS to manage water flows can be an important tool in minimising flood risk by increasing permeable surfaces in an area which allows water to seep into the ground rather than running off into the drains system and reduces the impact of diffuse pollution from run-off and flooding. The effective use of permeable surfaces, soakaways and water storage areas should be incorporated in all new development where technically possible. Early consideration of SuDS is required in order that the most appropriate SuDS techniques can be considered and developers are encouraged to enter into early discussions with the Council. As part of discussions, long term adoption and maintenance responsibilities should be explored

Alternative Option

The option of not providing guidance in this area would not accord with national policy.

Policy DP18: Criteria for Assessing Nature Conservation, Coastal Protection, Landscape Character and Value

Preferred Policy DP18

Any development proposals that would be significantly detrimental to the nature conservation interests of nationally designated sites will not be permitted in any circumstance. Development proposals where the principal objective is to conserve or enhance biodiversity or geodiversity interests will be supported in principle. Where there is reason to suspect the presence of protected species applications should be accompanied by a survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for, their needs.

Furthermore, development will only be supported where it:

- (i) Is supported with acceptable ecological surveys where appropriate;**
- (ii) Will conserve or enhance the biodiversity value of greenfield and brownfield sites and minimise fragmentation of habitats;**
- (iii) Maximises opportunities for the restoration, enhancement and connection of natural habitats in accordance with the Essex Biodiversity Action Plan; and**
- (iv) Incorporates beneficial biodiversity conservation features and habitat creation where appropriate.**

Additionally, development proposals that would cause direct or indirect adverse harm to nationally designated sites or other designated areas or protected species will not be permitted unless:

- (i) They cannot be located on alternative sites that would cause less harm;**
- (ii) The benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats; and**

(iii) Satisfactory prevention, mitigation and compensation measures are provided.

Explanation

Colchester contains a wealth of biodiversity and natural environmental assets and the protection and enhancement of designated areas such as SSSIs and Ramsar Sites is paramount. Such sites are identified on the Proposals Map. Sites identified through international conventions and European Directives are shown, however since these sites have statutory protection they do not require LDF policy protection.

Additionally, non designated sites can be rich in biodiversity. Brownfield sites in particular often support rare assemblages of species and can provide important havens for biodiversity. Brownfield land is now a national priority habitat in the UK. Development proposals need to assess the biodiversity interest of brownfield sites and identify opportunities for habitat creation as part of the redevelopment of such sites.

The Core Strategy was subject to an Appropriate Assessment (AA) to assess the potential effects of proposed Strategic Policies in the Core Strategy on European Sites both within and adjacent to Colchester. The AA found that the policies would have no adverse affect but did recommend a number of avoidance measures needed to ensure no adverse affect in the future.

The Natural Environment and Rural Communities Act 2006 imposed a legal duty on local authorities to protect and enhance biodiversity. The policy seeks to assist this obligation. All proposals should consider protection and enhancement of biodiversity from the outset and seek to protect features such as trees, hedgerows, ponds, and woodland, design buildings to include roosting or nesting spots and include landscaping within sites and along boundaries which can provide feeding and nesting opportunities as well as acting as habitat corridors aiding the passage of wildlife between sites.

Proposals should particularly seek to contribute towards the objectives for priority habitats and species identified in the Essex Biodiversity Action Plan (BAP)). Many BAP habitats in Colchester such as heathland, which used to be widespread, are now fragmented and isolated. This has significant consequences for the long term protection and adaptability of biodiversity and the ability of wildlife and habitats to adapt to climate change. There is a need to expand and re-connect the existing areas and restore habitats where they have been damaged or fragmented.

Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, together with any proposed prevention, mitigation or compensation measures.

Alternative Options

The alternative option would be to have no policies. This would mean relying solely on national legislation guidance and the Core Strategy which is not considered to provide sufficient detail.

Policy DP19: Maintaining Settlement Separation

Preferred Policy DP19

Development will only be supported which it, either individually or cumulatively, does not lead to the actual or perceived coalescence of settlements. Proposals will be refused where they:

- (i) Creates visual intrusions that reduce the openness and extent of green breaks between settlements; and**
- (ii) Leads to a significant increase of activity which has an urbanising impact on the area.**

(b) Proposals within the green breaks between settlements will only be supported where they:

- (i) Make a positive contribution to protecting, conserving, or enhancing the openness, landscape and amenity character of the break;**
- (ii) Provides opportunities for quiet informal recreation; or**
- (iii) Contributes to the green infrastructure network of the Borough.**

Explanation

The towns and villages of the borough exhibit a distinct character and range of intrinsic qualities that are based on the cumulative impact of the settlements historic built character, the wider landscape setting and local features. These all help to define local distinctiveness and sense of place. It is important that proposed developments respect this character and do not impact on this combination of natural and man-made features or urbanise the countryside.

Much of the pressure for development is around the edges of rural settlements or extensions to the urban fringe. Such developments can lead to coalescence between rural villages or between villages and the urban fringe. The Council will seek to resist such development proposals outside of key development areas identified in the Core Strategy and Site Allocations to prevent settlement coalescence.

The landscape between settlements throughout the Borough should have an overall lack of development and urbanising features and provide a visual break and sense of openness between the settlements. This includes preserving the tree and hedge cover and biodiversity habitats that make up the green break and which help define the local character.

Evidence for assessing a site's contribution to the landscape character and maintaining the openness between settlements includes the Landscape Character Assessment and the Green Break study commissioned by the Council as part of the evidence base.

Alternative Options

The alternative option is to rely on more general national policies. However, this would not set out in sufficient detail the considerations that need to be taken into account in determining individual planning applications.

Policy DP20: Dedham Vale Area of Outstanding Natural Beauty

Preferred Policy DP20

Development will only be supported in or near to the Dedham Vale Area of Outstanding Natural Beauty (AONB) that:

- (i) Makes a positive contribution to the special landscape character and qualities of the AONB;**
- (ii) Does not adversely affect the character, quality views and distinctiveness of the AONB or threaten public enjoyment of these areas;**
- (iii) Supports the wider environmental, social and economic objectives as set out in the Dedham Vale AONB & Stour Valley Management Plan; and**
- (iv) Creates opportunities for informal recreation and tourism.**

Where exceptionally development is essential, landscape enhancements, mitigation or compensation measures must be provided to the Local Planning Authority's satisfaction. Any existing development within the AONB will be expected to satisfactorily mitigate its adverse impact as part of any new development proposals.

Explanation

The Dedham Vale AONB, as shown on the Proposals Map, has been designated for its national importance in terms of landscape quality. The primary aim of the designation is to conserve and enhance the natural beauty of the landscape.

It is essential that AONBs are conserved and enhanced. However it is acknowledged that the Dedham Vale is a 'living' landscape which needs to be able to adapt, change and respond positively to changing social, economic and environmental issues (climate change, declining agricultural sector, recreational pressures) to meet the needs of the local community. In exceptional cases development proposals that help maintain the economic and social wellbeing of the AONB will be supported where these do not detract from the special character/quality of the AONB.

Alternative Option

The alternative option not to have guidance in this area and to rely solely on national legislation guidance and the Core Strategy is not considered to address the specific needs of the area.

Policy DP21: Coastal Areas

Preferred Policy DCE5

Within the Coastal Protection Belt and along the undeveloped coast, development will only be supported where it can be demonstrated that it:

- (i) Requires a coastal location and is located within the developed area of the coast**
- (ii) Will not be significantly detrimental to conserving important nature conservation, cultural heritage, maritime uses and the landscape character of the coast;**
- (iii) Will deliver or sustain social and economic benefits considered important to the well being of the coastal communities; and**
- (iv) Provides opportunities for adaptation to climate change, e.g. managed retreat.**

In exceptional circumstances, development may be permitted where it is proven that the proposal provides an over-whelming public or community benefit that outweighs all other material considerations. In such instances applications must demonstrate that the site is the only available option and be acceptable in terms of its other planning merits.

Explanation

The coastal area of Colchester Borough is an extremely rich, diverse and irreplaceable natural asset in terms of its natural and cultural features. It includes substantial parts of the Colne and Blackwater Estuaries. The ecological importance of the Colne and Blackwater Estuaries is reflected by the variety of international and European designations covering them i.e. Special Protection Areas (Birds Directive), Ramsar sites and the mid-Essex Estuaries Marine Special Areas of Conservation (SAC) designated under the Habitats Directive. There are also a number of Sites of Special Scientific Interest and locally important sites designated around the estuaries.

The Borough's coastline is also home to a number of sizeable communities around Mersea Island, Rowhedge, and Wivenhoe. As a consequence there are a number of diverse and competing interests including internationally important habitats, land and water-based recreation, fishing, archaeological and historic features that need to be balanced within the Borough's coastal belt. Obligations to protect the important natural and cultural assets have to be balanced against the wider socio-economic needs of these communities. Climate change including sea level rise is likely to present increasing pressure on the management of coastal habitats and coastal communities

In 1984, Essex County Council produced the Essex Coast Protection Subject Plan. This defined the Coastal Protection Belt. The Coastal Protection Belt aims to protect the rural and undeveloped coastline from inappropriate development that would adversely affect its open character and irreplaceable assets, landward and marine sites of nature conservation importance, and buildings and areas of special architectural, historic or archaeological importance. The Belt's rural and undeveloped coastline is of international, national and regional significance for its open and rural landscape character, heritage features, and nature conservation interest. These multiple assets are strongly focussed and interrelated within the defined area, including between the coastline and adjoining inland areas. The Belt has a unique and irreplaceable character which should be strongly protected and enhanced.

National planning policy is relevant including that set out within PPS7, PPS9, PPS25, and PPG20. This contains policy applicable to rural undeveloped areas. However, because the Coastal Protection Belt has a unique and irreplaceable character, there is a local need for greater priority to be given to the restraint of potentially damaging development, than is normally possible under national planning policies.

The Coastal Protection Belt adopts the precautionary principle and seeks to restrict development to within the built up areas of the coast. Some developments require a coastal location, cannot be located elsewhere or needed to serve a local coastal community needs. Similarly some developments may be required to enable communities to adapt to the impacts of climate change and proposals meeting these criteria should be supported.

Alternative Options

The alternative option would be to rely on national guidance which is more general, or to be more specific within the policy. General guidance would not be clear enough to determine planning applications. Similarly, being too restrictive could hinder essential facilities within the borough.

Policy DP22: Equestrian Activities

Preferred Policy DP22

Planning permission will only be supported for equestrian related development if it can be demonstrated that the proposal:

- (i) Cannot be located within existing buildings through the re-use or conversion of buildings for any related equestrian use before new or replacement buildings are considered;**
- (ii) Is satisfactory in scale and level of activity, and in keeping with its location and surroundings;**
- (iii) Will not result in sporadic development leading to an intensification of buildings in the countryside, particularly in an urban fringe location;**
- (iv) Is related to an existing dwelling within the countryside or will not lead to pressure for the development of a new dwelling.**

Permission will not normally be granted for the conversion of change of use of existing equestrian establishments to a non-equestrian use.

Explanation

Equestrian development includes all forms of horse related activities including the erection of stables through to racing stables, sand schools and all-weather gallops. Its development needs to be monitored carefully to ensure the cumulative effect of the fencing, stabling, ménage and ancillary buildings it needs does not lead to overdevelopment in countryside areas or create conflicts with other rural uses. An equestrian use will not be considered to justify the erection of a dwelling in a location where permission would normally be refused.

Alternative Options

The alternative option is to have no specific policy and rely on more general guidance within national policies. However, equestrian uses tend to have their own issues, which require more detailed consideration.

Energy, Resources, Waste, Water and Recycling

Core Strategy Policy	Proposed Development Policy	Purpose
ER1 – Energy, Resources, Waste, Water and Recycling	DP23: Water Conservation	To ensure that new development incorporate measures for the conservation and sustainable use of water
	DP24: Conserving Energy and Promoting Renewable Energy Sources	To encourage sustainable energy sources within new development.

Policy DP23: Water Conservation

Preferred Policy DP23

Development proposals will not be permitted where appropriate opportunities to incorporate measures for the conservation and sustainable use of water have not been satisfactorily met. Their overall design and layout, and individual building designs, should reflect this requirement. Such measures will normally include SuDS for managing surface water runoff. These may also provide opportunities for creating or improving wildlife habitats.

Explanation

The borough has very low rainfall and is not self-sufficient in providing water for its population. It is important that water resources continue to be protected for present and future generations. They should be used efficiently to make the maximum use of the resource and to reduce the need for major new water storage facilities and related infrastructure.

Development should be in locations where adequate water resources already exist, or where the new provision of water resources can be made without adversely affecting the environment, and where it coincides with the timing of the development. Every opportunity should be taken to build water efficiency into new developments, and innovative approaches should be encouraged. This can range from low flow taps and water butts to advance rainwater harvesting for larger developments.

The EA also promotes the concept of SuDS and expects all development greater than 1 hectare to include a surface water strategy as part of the Flood Risk Assessment accompanying applications. Government policy (in Annex F of PPS 25) strongly promotes and encourages the use of SuDS in new development, including through development plan policies. SuDS encourage implementation of practices within new development to minimise polluting impacts and provide a method of alternative run off that could otherwise lead to flooding. An additional benefit with regard to SuDS is that they can improve the filtration of water into ground and help long term water conservation at some sites. SuDS are also intended to improve water quality, reduce flooding and protect water resources and natural habitats.

The Council will expect applications for planning permission to provide details of appropriate SuDS. In addition, when designing sustainable drainage systems, applicants will need to consider the question of adoption and the future maintenance of such drainage systems.

Alternative Options

The option of not providing guidance in this area would not accord with national policy.

Policy DP24: Conserving Energy and Promoting Renewable Energy Sources

Preferred Policy DP24

Planning permission will generally be supported for development proposals for renewable energy generation where there are no significant adverse impacts on the local environment in relation to noise, vibration, smell, visual intrusion, residential amenity, landscape characteristics, biodiversity, culture heritage, the water environment, the treatment of waste products, and highway and access considerations.

Explanation

Conserving energy will ensure more efficient and sustainable use of limited natural resources. It will also reduce harmful pollution caused by burning fossil fuels. Planning for more energy efficient patterns of land use and development will help to reduce future energy demand.

Although the Building Regulations deal with detailed building construction and insulation, considerable energy efficiencies can be made through siting, orientation, massing, design and layout of buildings, both new-build and conversions.

PPS22 stresses the benefits of renewable energy in addressing global concerns but also the careful way in which they should be planned at a local level to reduce the environmental effects of their location. This guidance stipulates that local planning authorities have an important role to play in the implementation of appropriate renewable energy schemes. In particular PPS22 emphasises the requirement to have a local policy to address renewable energy planning applications. The Preferred Policy seeks to facilitate renewable energy opportunities whilst safeguarding important interests.

Alternative Options

The option of not providing guidance in this area would not accord with national policy.

Monitoring

Reviewing and monitoring how well the LDF is performing is an essential element of the planning system. By assessing how well the policies are being achieved against clear targets, decisions can be made as to whether policies or documents need to be adjusted or replaced. The Council is required to prepare an Annual Monitoring Report (AMR) each year. A monitoring system will be developed and where possible linked with other plan monitoring taking place regionally, sub-regionally and locally.

Appendix 1

This table outlines the consultation results obtained by the Council in relation to the Development Policies Issues and Options of the Local Development Framework.

Questions posed	Comments received
A 1. Which pollution and nuisance impacts should be covered by detailed policies?	All pollutants – 2 Water – 1 Use the list provided on page 14 – 1
A 2. Should there be separate policies for residential and commercial areas?	Yes – 1 No - 3
A 3. Should standard charges be applied to all developments?	Yes – 7 No - 9 - There were concerns with the rigidity of the wordage “applied to <u>ALL</u> developments”.
A 4. Should priorities for distributing planning gain contributions be set at a borough-wide level?	Yes – 5 No - 5 Individual sites – 1 Borough - 1
A 5. What community facilities should be safeguarded?	All – 5 Village Shop – 1 Community Halls – 1 Medical Facilities – 1 Sports – 1 Water – 1 Air – 1 Soil – 1

	<p>Allotments – 2 Open spaces – 1 Natural Areas – 1 Yes – 10</p> <p>Yes – 11 No – 2 - National policy already required such contributions</p> <p>Yes – 9</p> <p>Yes – 3 No – 2 Adopt the HIA Policy – 1</p> <p>Yes – 8 No – 1</p> <p>Yes – 1 No – 1</p> <p>Yes – 3 No - 1</p> <p>Yes - 7</p> <p>Yes – 4</p>
A 6. Should planning policy be used to protect such facilities?	
A 7. Do you believe there is a need for a specific policy to require development to provide new community facilities in Colchester?	
A 8. Is there a need for a policy to address the impact of new development on existing community facilities?	
A 9. Should Health Impact Assessments be required?	
B 1. Should policy be used to retain employment uses?	
B 2. Is a policy required controlling the amount of retail uses in the Town Centre?	
B 3. Should contributions be made towards employment and training schemes where existing employment land/premises are lost?	
B 4. Do you believe there is a need for specific guidance on visitor facilities?	
B 5. If so, should there be separate guidance for urban and rural areas?	

C 1. Should there be a policy to control the size (number of bedrooms) and type of dwellings (flats or houses) built?	Yes – 4 No – 6 - Would hinder the ability of developers to provide housing at the densities required.
C 2. Should the Council set a target for meeting the Lifetime Homes standard?	Yes – 5 No – 3 - Target setting was an unworkable and unrealistic way of achieving the needs of the community.
C 3. Do you believe in the need for further guidance on how we meet our affordable housing target?	Yes – 8
C 4. Is there a need for shared ownership housing?	Yes – 7
C 5. Should there be a specific policy on housing density?	Yes – 11 No – 1 - High density is not appropriate anywhere in the borough.
C 6. Is high density appropriate in certain areas?	Yes – 10 No – 1 - High density is not appropriate anywhere in the borough.
C 7. Is there a need for guidance on building home extensions?	Yes – 2
C 8. Is there a need for guidance on replacement dwellings?	Yes - 2
C 9. Is there a need for guidance on backland and infill development?	Yes – 2
C 10. Is there a need for a policy covering home-based businesses?	Yes – 10
D 1. Do you agree with the need for a specific policy on urban design?	Yes – 11
D 2. Do you believe there is a need for a specific policy on historic conservation issues?	Yes – 7 No – 1

	- National policy already covered historic conservation.
D 3. Do you believe there is a need for a specific policy on archaeological assets?	Yes – 7
E 1. Do you believe there is a need for a specific policy on streets as shared public spaces?	Yes – 5 No – 1 - This issue should be covered in other wider ranging policies.
E 2. Do you believe there is a need for a specific policy on public open space?	Yes – 12 No – 1 - The issue could be incorporated into other wider-ranging policies.
E 3. Do you believe there is a need for a policy setting out minimum garden sizes?	Yes – 5 No – 3 - Due to housing density restrictions and the structure of towns in general makes a minimum garden size a moot point
E 4. Should the policy be applied flexibly if public open space is provided?	Yes – 4 No – 1 -Needs a strict policy to be implemented.
E 5. Do you believe there is a need for a specific policy on green links?	Yes – 8
F 1. Do you believe there is a need for a specific policy on assessing developments to ensure they have good public transport, pedestrian and cycling links?	Yes – 10
F 2. Do you believe there is a need for specific guidance on providing facilities and routes to support cycling and walking networks?	Yes – 8 No – 2

F 3. Do you believe there is a need for specific guidance on providing services and infrastructure to support public transport?	Yes – 5 No – 4
F 4. Would guidance be helpful to encourage new approaches to street design?	Yes – 3 No – 1
F 5. Are policies needed setting out the local highway authority requirements?	Yes – 3 No – 1
F 6. Is there a need for local car parking standards?	Yes – 6 Minimum – 2 - Should be minimum standards and applied flexibly.
F 7. If so, should it set a maximum or minimum number of spaces?	Yes – 2 Minimum – 3 Maximum – 2 Flexible – 1 - Should be totally flexible and determined on a site by site basis.
F 8. Should we develop further local guidance on transport?	Yes – 4
F 9. If so, should it cover the whole borough or focus on development areas?	Yes – 1 Borough – 1
G 1. You believe there is a need for a specific policy on assessing and mitigating the effects of development on the environment?	Yes – 6 No – 1 - There is sufficient national guidance to safeguard the environment.
G 2. Is there a need for further policy guidance on nature conservation and coastal protection?	Yes – 8 No – 1 - There is sufficient national guidance to safeguard the areas in question.

G 3. Should guidance be based on designations or on criteria for assessing development impact?	Yes – 3 Both – 1 Criteria – 4 Designation – 1
G 4. Do you believe there is a need for a specific policy on residential development in the countryside?	Yes – 6
G 5. If so, what should it cover, i.e. extensions, replacements, new houses, farm dwellings?	All – 2 Affordable Housing – 1
G 6. Do you believe there is a need for specific guidance on employment in the countryside and rural diversification?	Yes – 7
H 1. Do you believe there is a need for a specific policy on:	
H 1a. Energy production?	Yes – 8
H 1b. Energy conservation?	Yes – 8
H1c. Telecommunications?	Yes – 7
H 2. Do you believe in the need for a specific policy on the provision of recycling facilities?	Yes -4
H 3. Do you believe in the need for a specific policy on Sustainable Urban Drainage Systems?	Yes – 5 No – 1 - The issue was covered in higher level guidance and therefore does not need to be regurgitated.
H 4. Should there be a strict policy requirement for sustainable construction?	Yes – 6 No – 3 - While there is a possible need for some guidance a 'strict' application of such policies could hurt the housing industry's ability to provide the number of houses wanted by the national government.

<p>H 5. Is more guidance on sustainable construction required in addition to the Supplementary Planning Document (SPD)?</p>	<p>Yes – 4 No – 3 - Any additional layers of guidance would be detrimental to the delivery of housing in the area.</p>
<p>AOQs</p>	<p>An edge of centre development policy needs to be developed</p>

Appendix 2 - Status of 2004 Local Plan Policies

This table details the status of Colchester's 2004 Local Plan policies. Policies that will remain saved and can be still used in decision making after the adoption of the Core Strategy are indicated by a tick. They will remain in effect until they are superseded by policies in subsequent DPDs.

Local Plan Policy	Status
Overall Development Control Policy	
DC1	Overall Development Control Policy ✓
Coast and Estuaries	
CE1	The Open and Undeveloped Coastline Superseded by Core Strategy Policy ENV1 (Environment)
CE2	Risk of Flooding ✓
CE3	Coastal Protection and Flood Defence Policy not saved for use after 27 th Sept 2007. The Environment Agency has Permitted Development Rights for works in Coastal Areas so this policy is a repeat of their guidance and is therefore to be deleted from the Development Plan.
CE4	Residential Holiday Sites ✓
CE5	Occupancy Restrictions for Caravans ✓
CE6	Development Pressures in the Coastal Area Policy not saved for use after 27 th Sept 2007. Policy is considered to be too specific and issues are covered through policies DC1 and CE1. RAMSAR designation has great influence in coastal areas and this takes precedent – therefore policy to be deleted.
CE7	Cook's Shipyard, Wivenhoe Policy not saved for use after 27 th Sept 2007. Development commenced so the Policy is no longer needed and is to be deleted.

CE8	Rowhedge Port Regeneration Area	✓
CE9	Rowhedge High Street and Wivenhoe Quay	✓
CE10	West Mersea Waterside Area of Special Character	✓
Countryside		
CO1	Countryside – General Policy	Superseded by Core Strategy Policies ENV1 and ENV2 (Environment)
CO2	Dedham Value Area of Outstanding Natural Beauty	✓
CO3	Countryside Conservation Areas	✓
CO4	Landscape Features	✓
CO5	Nature Conservation	✓
CO6	Protected Species	Policy not saved for use after 27 th Sept 2007. Policy is a repeat of PPS9 Biodiversity and therefore can be deleted from the plan.
CO7	Protected Lanes	✓
CO8	Agriculture – Land	✓
CO9	Agriculture – Animals	✓
CO10	Agricultural Diversification	✓
CO11	Dedham	Policy not saved for use after 27 th Sept 2007. Some aspects of the Policy have been implemented and other parts are covered by other policies in the countryside chapter, namely CO1 and CO2.
CO12	New Stables or Extensions to Existing Stables	✓
CO13	Residential Accommodation for Existing Stables	✓

Urban Environment and Archaeology	
UEA	Conservation Areas ✓
UEA	Conservation Areas – New building, alteration or extension ✓
UEA	Demolition ✓
UEA	Demolition – Listed Buildings ✓
UEA	Listed Buildings ✓
UEA	Listed Barns or Other Listed Agricultural Buildings ✓
UEA	Scheduled Ancient Monuments ✓
UEA	The Dyke System ✓
UEA	Gosbecks Archaeological Park Policy not saved for use after 27 th Sept 2007. Policy is a repeat of English Heritage policy and therefore is to be deleted from the Development Plan.
UEA	Parks and Gardens of Historic Interest ✓
UEA	Design ✓
UEA	Design -Character ✓
UEA	Development, including Extensions, adjoining existing or proposed Residential Property ✓
UEA	Greenlinks ✓
UEA	Greenlinks -Open land ✓
UEA	Advertisements within Conservation Areas ✓
UEA	Advertisements outside Conservation Areas ✓

UEA18	Advertisements outside Conservation Areas	Policy not saved for use after 27 th Sept 2007. Policy is no longer needed as the policies focusing on adverts are sufficient for the whole Borough and is unnecessary to single out rural areas. Objectives reflected in UEA16 and UEA17.
UEA19	Advertisements outside Conservation Areas	✓
UEA20	Advertisements on Listed Buildings and Scheduled Ancient Monuments	✓
UEA21	Areas of Special Character	✓
Pollution and Land Resources		
P1	Pollution (General)	✓
P2	Light Pollution	✓
P3	Development in Floodplains and Washlands	✓
P4	Contaminated Land	✓
P5	Unstable Land	✓
P6	Renewable Energy Sources	✓
P7	Energy Efficiency	✓
Community Facilities and Infrastructure Provision		
CF1	Infrastructure and Community Facilities Provision	Superseded by Core Strategy Policy SD2 (Delivering Facilities and Infrastructure)
CF2	Library Facilities	Policy not saved for use after 27 th Sept 2007. Policy is too specific to be included in the LDF and it is considered that other policies adequately cover the issue of libraries. Policy to be deleted from the Development Plan.

CF3	Access for People with Disabilities	Policy not saved for use after 27 th Sept 2007. Policy issue is covered under the Disability Discrimination Act 1995 and is therefore a repeat of national legislation and is to be deleted from the Development Plan.
CF4	Retention of Key Community Facilities	✓
CF5	Education -General	✓
CF6	Nursery and Pre-School Education	✓
CF7	Primary and Secondary Education (Schools)	Superseded by Core Strategy Policy SD2 (Delivering Facilities and Infrastructure)
CF8	Health Trust Facilities	Policy not saved for use after 27 th Sept 2007. Policy is too specific for the LDF and responsibility for implementation of Hospital lies with Primary Care Trust. Policy is covered by other policies (DC1 and ME1) and is to be deleted from the Development Plan.
CF9	Medical and Veterinary Facilities	Policy not saved for use after 27 th Sept 2007. Policy is too specific and issue is covered by DC1, to be deleted from the Development Plan.
CF10	Cemetery Provision	Policy not saved for use after 27 th Sept 2007. Policy is too specific and issue is covered by DC1, to be deleted from the Development Plan.
CF11	Places of Worship	Policy not saved for use after 27 th Sept 2007. Policy is too specific and issue is covered by DC1, to be deleted from the Development Plan.
University of Essex and Colchester Institute		
UC1	The University of Essex	✓
UC2	Colchester Institute	✓

Leisure, Tourism and Recreation	
L1	Indoor and Outdoor Leisure and Entertainment Facilities ✓
L2	Private Open Space ✓
L3	Public Open Space ✓
L4	Public Open Space ✓
L5	Open Space Provision within Developments ✓
L6	Open Space in Villages Policy not saved for use after 27 th Sept 2007. Other policies (L2, L3, L7) cover aspects of this policy. Open Space standards will be applied Borough wide and without making the designation between urban and rural areas.
L7	Commonland, Heathland and Village Greens ✓
L8	Allotments ✓
L9	Colne Riverside Way ✓
L10	Golf Facilities ✓
L11	Birch Pit ✓
L12	Woodland, Tree and Hedgerow Cover Superseded by Core Strategy Policy PR1 (Open Space) – requires open space provision in developments to be informed by an appraisal of local context and community need giving particular regard to biodiversity.
L13	Countryside Recreation ✓
L14	Protecting Public Rights of Way ✓
L15	Improvements to Recreational Footpaths, Cycleways and Bridleways ✓

L16	Sports causing Noise or Disturbance	✓	
L17	Colchester United FC		Superseded by Core Strategy Policy UR1 (Regeneration Areas) – sets out the key projects to be delivered in the regeneration areas
L18	Arts	✓	
L19	Tourism and Visitor Facilities	✓	
Transport			
T1	Provision for Walking		Superseded by Core Strategy Policies TA1 (Accessibility and Changing Travel Behaviour) and TA2 (Walking and Cycling)
T2	Provision for Cycling		Superseded by Core Strategy Policies TA1 (Accessibility and Changing Travel Behaviour) and TA2 (Walking and Cycling)
T3	Travel Plans	✓	
T4	Car-Free Residential Areas (Non Car Housing)		Superseded by Core Strategy Policy TA5 (Parking)
T5	Enhancement of Public Transport	✓	
T6	Rail Freight	✓	
T7	Traffic Management	✓	
T8	Haulage Depots		Policy not saved for use after 27 th Sept 2007. Policy is considered to be too specific for the LDF and proposals can be considered under DC1, T7 and EMP4. Highways Agency has a key role in these proposals and the Council is led by their expertise and evidence.
T9	Car Parking Provision	✓	
T10	Off Street Parking		Policy not saved for use after 27 th Sept 2007. Policy is too specific for the LDF and is covered by T9 and the transport chapter. Policy to be deleted from the Development Plan.

Utilities	
UT1	Off-Site Service Infrastructure ✓
UT2	Sewage Treatment Works Policy not saved for use after 27 th Sept 2007. Environment Agency has Permitted Development rights and control sewage treatment works so the policy is a repeat of national legislation and is no longer needed in the Development Plan.
UT3	Power Lines ✓
UT4	Telecommunications ✓
UT5	Satellite Dishes ✓
Housing	
H1	Housing Allocations Superseded by Core Strategy Policy H1 (Housing Delivery) – Policy H1 and Table H1a set out the overall distribution of new housing to deliver at least 19,000 new homes between 2001 and 2023.
H2	Meeting Different Needs Superseded by Core Strategy Policy H3 (Housing Diversity)
H3	Conversion to Flats / Bedsitting Rooms ✓
H4	Affordable Housing Superseded by Core Strategy Policy H4 (Affordable Housing) – Sets new targets and thresholds for affordable housing sites.
H5	Affordable Housing – Rural Exceptions ✓
H6	Gypsy Caravan Sites Policy not saved for use after 27 th Sept 2007. As directed by the Government Office for the East of England.
H7	Development within Village Envelopes ✓
H8	Extension to Dwellings in the Countryside ✓
H9	Replacement Dwellings in the Countryside ✓

H10	Agricultural / Forestry Workers' Dwellings	✓	
H11	Removal of Occupancy Conditions	✓	
H12	Extensions to Gardens in the Countryside	✓	
H13	Housing Density		Superseded by Core Strategy Policy H2 (Housing Density)
Employment			
EMP1	Employment Land Provision		Superseded by Core Strategy Policies CE1, CE2, and CE3 (Centres and Employment)
EMP2	Development outside Employment Zones within the Main Urban Areas		Superseded by Core Strategy Policies CE1, and CE2(b) (Centres and Employment)
EMP3	Fingringhoe Ballast Quay		Policy not saved for use after 27 th Sept 2007. Policy is too detailed and the issue is covered by EMP1, EMP2 and ECH1. Policy to be deleted from the Development Plan.
EMP4	Employment Uses in the Countryside	✓	
EMP5	Rural Business Sites	✓	
EMP6	Boxted Straight Road	✓	
EMP7	Employment Sites in the Countryside	✓	
Town Centre and Shopping			
TCS1	Town Centre Vitality		Superseded by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)
TCS2	New Comparison Shopping		Superseded by Core Strategy Policy CE2a (Centres and Employment)
TCS3	Food shopping in the Urban Area		Superseded by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)

TCS4	Change of Use in Core Streets	✓
TCS5	Mixed Use Areas A	✓
TCS6	Mixed Use Areas B	✓
TCS7	Mixed Use Areas C	✓
TCS8	Mixed Use Areas D	✓
TCS9	Colchester Town Centre – Local Centres	✓
TCS10	Leisure, Entertainment, Food and Drink	✓
TCS11	Bulky Goods	Superseded by Core Strategy Policies CE1, CE2 and CE3 (Centres and Employment)
TCS12	Rural and Local Shopping Centres	Superseded by Core Strategy Policies CE2b (District Centres) and CE2c (Local Centres)
TCS13	Shopping in Villages and the Countryside	✓
TCS14	Petrol Filling Stations	Policy not saved for use after 27 th Sept 2007. Petrol stations can provide a valuable local service but issue is too specific and is to be deleted from the Development Plan. N.b – reference to retailing in the countryside will be carried forward into LDF.
TCS15	Visitor Car Parking	✓
TCS16	Private Non-Residential Parking	✓
TCS17	Servicing	✓
TCS18	Town Centre Residential Parking	✓
TCS19	Residential Development in the Town Centre	✓
TCS20	Town Wall	Policy not saved for use after 27 th Sept 2007. Issue is covered by English Heritage Schedule of Monuments and therefore can be deleted from the Development Plan.

TCS21	Community and Leisure Development	✓
TCS22	Leisure, Culture, and Tourism Development	✓
TCS23	Cinema Development	✓
TCS24	Regeneration Areas	✓
<i>East Colchester and the Hythe</i>		
ECH1	Development in the Regeneration Area – General	✓
ECH2	Area 1 – The Former Mole Works Site	✓
ECH3	Area 2 – Former Gasworks Site, Hythe Quay	✓
ECH4	Area 3 – Albany Laundry Site and Adjacent Land off Haven Road	✓
ECH5	Area 4 – The Hythe Conservation Area	✓
ECH6	Area 5 – King Edward Quay and Adjacent Sites	✓
ECH7	Transport and Access	✓
ECH8	Magdalen Street Special Policy Area	✓
ECH9	Magdalen Street Special Policy Area	✓
ECH10	Magdalen Street Special Policy Area	✓
ECH11	Wilson Marriage Centre and Paxman's Social Club	✓

Colchester Garrison	
G1	Garrison Regeneration Area – General ✓
Mile End	
ME1	Mile End General ✓
ME2	High Woods Country Park ✓
Stanway	
STA1	South Side of London Road ✓
STA2	Land between Essex Yeomanry Way and South of Church Lane ✓
STA3	Recreational Zone South of Church Lane ✓
STA4	Peartree Road Mixed Use Area ✓
Tiptree	
TIP1	Tiptree Central Area Enhancement ✓
TIP2	Tiptree Book Services Site ✓
TIP3	Employment Land ✓

Appendix 3

Annexe to Policy DPSD2: List of Other Assessments and Evaluations.

The following list is not exhaustive, but is indicative of the range of documents that might be required alongside any application:

Arboricultural Assessments

Arboricultural Assessments will be required for any development affecting trees that are worthy of retention. Where a proposal is likely to affect a tree or group of trees, the applicant is advised to consult the Council prior to submitting a planning application to determine whether a Tree Survey will be required. This information should be prepared by a suitably qualified and experienced arboriculturist. Full guidance on the survey information, protection plan and method statement that should be provided with an application is set out in the current BS5837 'Trees in relation to construction – Recommendations'. Where there are larger impacts on the landscape the Council might require a Landscape Impact Assessment;

Sustainability Statements

Sustainability Statements will be required for major applications of residential proposals of 10 dwellings or more, or on sites of 0.5ha or more. For all other developments or uses a Sustainability Statement will be required where proposals create floorspace over 1,000 square metres or more and where the site area is 1 hectare or more, or that the Council considers to be likely to have significant sustainability implications;

Drainage Assessments

Drainage Assessments will be required with any application where non-mains foul drainage is proposed. Drainage Assessments must justify why a mains connection cannot be made, and assess the environmental impact of the proposed drainage. All developments must accord with DETR Circular 3/99 which sets out the broad principles;

Consultation Statements

Consultation Statements will be required for major applications detailing what community involvement has been undertaken and how the responses have been taken into account;

Protected Species Surveys

Protected Species Surveys will be required for any application likely to affect protected species. These must inform mitigation measures sufficient to ensure that no adverse effect on the species will result; and

Retail Impact Assessments

Retail Impact Assessments will be required for retail schemes of over 2500 square metres (gross) outside town or borough centres to assess its impact on the vitality and viability of existing centres;

Heritage Statements

Heritage Statements, the scope and detail necessary varying according to the particular circumstances of each application, will be required for proposals either related to or impacting on the setting of heritage assets a written statement that includes plans showing historic features that may exist on or adjacent to the application site including listed buildings and structures, historic parks and gardens, scheduled ancient monuments and an analysis of the significance of archaeology, history and character, the principles of and justification for the proposed works and their impact on the special character of the listed building or structure, its setting and the setting of adjacent listed buildings may be required. For applications adjacent to a conservation area, an assessment of the impact of the development on the character and appearance of the area may be required.

Archaeological Evaluations

Archaeological Evaluations will be required for all development proposals that might affect a known or possible archaeological site in order to satisfactorily inform the proposals. Archaeological Evaluations must determine whether or not the site merits preservation in situ, preservation by record, or no action is required. Where an archaeological site merits preservation in situ the application must demonstrate how this will be achieved in a satisfactory manner. If an archaeological site merits preservation by record, applications must demonstrate that adequate provision will be made for an appropriate level of archaeological investigation prior to development commencing. In all cases, development that would adversely affect significant archaeological remains or information will not be permitted.



Local Development Framework Committee

Item
10

2 December 2008

Report of	Head of Strategic Policy and Regeneration	Author	Karen Syrett 01206 506477
Title	Proposed Planning Guidance Note – The Wivenhoe Town Plan		
Wards affected	Wivenhoe		

This report seeks the approval of the Local Development Framework Committee to agree the adoption of the Wivenhoe Town Plan as a Planning Guidance Note.

1. Decision(s) Required

- 1.1 To agree the adoption of the Wivenhoe Town Plan (TP) as a Planning Guidance Note.

2. Reasons for Decision(s)

- 2.1 A Parish or Town Plan can address a range of social, environmental and economic issues, and produce two main types of outcome – action which can be undertaken by local groups, and proposals to influence actions, decisions and policies of larger organisations. The Plan is a guidance document produced by the local community themselves. Adoption of the document will add to the LDF evidence base and will provide up to date information for anyone making a planning application in Wivenhoe.

3. Alternative Options

- 3.1 To operate without the additional guidance.

4. Supporting Information

- 4.1 It is important that developers and members of the public are provided with good quality, relevant and up to date information before they submit a planning application. Planning Guidance adds detail to policies already contained within the Local Plan/Local Development Framework and works to span the gap between the plan/framework and a planning application.

- 4.2 The essential characteristics of community-led plans are that they are produced at a very local level with a high degree of community inclusion. They enable local community groups to get actively involved in the decision making processes that affect the future of their town, village or locality. The process of producing a community-led plan includes extensive survey work to establish local needs and aspirations, highlight priorities and develop an action plan and vision for the future of the community. The Town Plan can accordingly feed in to the preparation of the documents in the Local Development Framework.
- 4.3 The Wivenhoe Town Plan can be used not just to help determine planning applications. A lot of the information gathered from workshops, factual surveys and questionnaires as part of the plan process will be useful to us as part of the evidence base. Sometimes the proposals and issues highlighted in Parish or Town Plans relate to specific sites, for example, protection for certain areas of land. As part of the evidence base, this information can be considered when policy is created by the local authority through the production of Development Plan Documents and at the examination of these documents
- 4.4 A copy of the Wivenhoe Town Plan is attached as an Appendix.

5. Proposals

- 5.1 To complement the Local Development Framework it is expected that a comprehensive set of supplementary documents will be produced. This Town Plan is one of those documents and will provide guidance to assist developers, councillors, officers and the general public in decision making.

6.0 Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of Colchester's regeneration programme and the Sustainable Community Strategy.
- 6.2 This Town Plan has enabled the residents of Wivenhoe to become involved in the planning of their town. In doing so they have been instrumental in progressing the Councils Corporate Objectives.
- 6.3 The Town Plan contains key recommendations covering all the issues underlying the three objectives it will be a useful tool in the realisation of these goals.

7.0 Consultation

- 7.1 No additional consultation is proposed before the adoption of the Guidance Note.

7.2 During the production of the document the Town Plan Group undertook a range of consultation exercises which enabled them to gain views from the public which have been incorporated into the final document.

7.3 An explanation of the consultation undertaken is presented on page 57 of the document.

8. Publicity Considerations

8.1 None

9. Financial implications

9.1 None

10. Human Rights Implications

10.1 The document was produced using a range of methods in order to enable as many people as possible to respond regardless of gender, gender reassignment, disability, sexual orientation, religion or belief, age and race/ethnicity.

10.2 This document will work to increase individual human rights by increasing involvement in the planning process.

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None.

13. Risk Management Implications

13.1 The adoption of guidance notes is intended to reduce the risk of inappropriate development. It provides the opportunity to offer consistent advice to landowners, developers, officers, Councillors and members of the public.

Background Papers

No additional documents.

Wivenhoe

Town Plan 2008





Contents

Summary

The Wivenhoe Town Plan is based on the results of a range of consultation activities in the community over the past two and a half years including a household questionnaire that produced a very high response rate of 25%.

The survey work shows that Wivenhoe is considered by the vast majority of residents to be a very friendly, attractive, reasonably self sufficient, open-minded community with a vibrant and valued range of community events, groups and activities.

The 'natural' amenities that are most valued by people of all ages are the riverside setting, the woods, King George V playing field, Lower Lodge Farm (also known, especially to young people, as 'the Venny') and the surrounding green fields and other open spaces such as the disused pits. At the same time residents also value the proximity to Colchester and the University and the rail connection with London. These aspects of the town provide a rich diversity of opportunities for leisure and work that greatly enhance the quality of life here.

However a strong note of caution and concern is expressed around a range of issues that stem in large part from the amount of new housing development that has taken place over the last 10 years and which has seen the population rise from nearer 9,000 in 2001 to around 10,000 today.

This approximately 10% increase in population has not been sufficiently met by a parallel increase in public services or improvements to other types of infrastructure in the town. Indeed, over the past ten years the town has lost its statutory youth service provision and adult education services. The quality of life in the town is further compromised by the huge increase in the volume of traffic, brought about by an increased population and changes in travel habits, and the associated problems this brings with it. The survey evidences all these issues which are felt keenly by residents.

There is much work to be done to address the most pressing issues raised by the survey work: traffic problems, the need to limit development and the need for improved youth and health provision.

Addressing the traffic issues will require support from various agencies including the County Highways Department to improve public transport and cycling infrastructure and, more importantly, from residents themselves who can make a significant contribution by changing their own travel habits wherever possible.

With regard to development, and in particular the protection of the Green Break between Wivenhoe and the University, much depends on the Local Development Framework (LDF) process and the protection offered by the Core Strategy being drawn up during 2008 by Colchester Borough Council. Clearly any further development of the town would be irresponsible unless the infrastructure had at least caught up with current population levels.

While crime is low in Wivenhoe, antisocial behavior, such as parking on pavements and dog fouling as well as spates of vandalism and intimidation by gangs of youths and young adults, is a concern and the action plan lists a number of ways in which these might be addressed.

The Town Plan Group are pleased to present the Town Plan and would like to thank all residents who have responded to the various surveys. It is hoped the findings and Action Plan will help to shape planning and development and public service delivery in Wivenhoe over the coming years and also give useful support to community groups and organisations seeking funding to support their activities.

Recommendations

Living in Wivenhoe

Consider the provision of public toilets in the north of the town.
Improve the enforcement rate of fines for litter and dog fouling.

Housing and Planning

To limit further development and ensure the highest possible proportion of affordable and sheltered housing in any development that does take place.

Maintain Coastal Protection Belt status and therefore protect the Green Break between Wivenhoe, the University and Colchester Town.

Explore how resident's views can be better taken into account in the planning process.

Transport

Reduce the amount and speed of traffic in the town by a range of means, including:

Deliver an ongoing publicity campaign to change travel habits and reduce the level of reliance on private car use especially for local journeys within Wivenhoe and to Colchester.

Make improvements to public transport and to the cycling infrastructure.

Ensure implementation of travel plans by primary schools and the University.

Develop new initiatives such as car clubs.

Shops and Services

Initiatives to boost the local economy and enable more shops and services to thrive

Encourage residents to support local businesses.

Work with existing traders to form a new trader's organisation.

Crime

Improve methods of communication and information sharing between the police, Police Community Support Officers (PCSO) and residents by:

Raising the profile of the Wivenhoe Neighbourhood Action Panel and increasing resident's understanding of its role and their ability to access this forum.

Increasing the promotion of crime and anti-social behaviour reporting methods.

Increasing the frequency of foot patrols of the town by PCSOs

Health

Ensure the timely delivery of the proposed new GP health centre and an appropriate range of additional primary care services.

Leisure, Social and Education

Pursue opportunities that will increase the scope for leisure and educational activities in the town.

Ensure the effective promotion of existing activities in Wivenhoe

Ensure good access to the new adult education centre in Colchester

Influence plans for the aquatic centre at the University.

Youth

Increase the provision of youth facilities and improve the promotion of existing provision.

Support young people to create a Youth Council to give a greater voice to young people in the town.

Explore the use of the Philip Road Centre for evening activities for young people.

Local Government

Deliver initiatives that:

Help to promote the work and role of Wivenhoe Town Council

Increase resident understanding of and engagement with local government especially at the most local level

Introduction

Background

Since 2001 the government has been supporting communities to draw up a plan for how they want their town or village to develop. Wivenhoe Town Council has supported a team of resident volunteers to carry out this project. The aim is for Wivenhoe's plan to be adopted by the local planning authority as supplementary planning guidance, and for various agencies named in the action plan to work to deliver solutions to the issues identified.

1.1 The Survey

In early 2006 a preliminary public meeting was held in conjunction with the Rural Community Council for Essex to explain to residents how to create a town plan. This workshop session asked residents to comment on 'What's good about Wivenhoe?', 'What's not good about Wivenhoe?' and 'How could Wivenhoe be better?' under various subject headings including transport, health, environment and so on.

Following this, a group of volunteers met to draw up questionnaires based on the issues raised at the workshop. These were distributed throughout Wivenhoe in the form of a general questionnaire, a business and working from home questionnaire, and a youth questionnaire (for those aged 8-15). There was a high level of concern about the lack of youth provision in Wivenhoe expressed at the initial workshop; however only two under-18s had actually been present, and it was therefore felt necessary to undertake additional outreach work before devising the youth questionnaire.

Two copies of the general questionnaire and one copy of the youth survey were distributed to all households in spring 2007. For the purposes of the survey Wivenhoe was divided into the

areas shown on the map (see inside cover). A quarter of the household questionnaires were returned (1,624 out of 6,500 distributed), which was higher than expected for a survey of this type. Data from the household questionnaires was coded by Warwick Software, and analysed by the project team. 79 youth surveys were returned (around 10% of the target age group). Responses to the business and working from home survey were so few that they are not reported back in this plan.

We used information from the 2001 census to ensure the data we had from the general questionnaire was representative of the population and from across all areas of the town. There was an excellent spread of responses from all areas of Wivenhoe, and equal proportions of men and women had responded. However, older people were rather more likely, and those in their twenties much less likely to reply than other people. We allowed for this as far as possible using a set of statistical "weights", so that the figures in this report reflect the opinions of the population of Wivenhoe, and do not over-represent the opinions of older residents. We are confident that this report represents the broad views of the population of the town.



In this report, when we refer to ‘respondents’, ‘residents’ and ‘people’ they mean the same thing. Some questions contained an open-ended component (for example, people ticking an ‘other’ category were invited to elaborate on their answer). Some of these answers are picked up in the main report and a much larger number of them have been collated by Pat Marsden in *Village Voices*, which is to be posted on the Wivenhoe Encyclopedia website www.wivenhoe.gov.uk

Where we have been able to obtain a formal response to these findings prior to publication, we have reported these in the appropriate sections.

For anyone interested, much more detailed information is available separately at the Wivenhoe Town Council offices – a full breakdown of the responses to all questions, by sex, age and area of residence.

1.2 An Historical Perspective of Wivenhoe

One historical fact about Wivenhoe has great significance for the present: the extremely rapid growth in population during the second half of the 20th century. The 1921 census recorded a population of 2,329, not a great deal different from what it had been in the late 19th century, although it was in slight decline, and then from 1931 to 1961 a gradual increase but still remained well under 3,000. In 1964 the University of Essex opened and the population soared by almost 95% to 5,316 in 1971, and that did not include the then newly built Dene Park estate, which remained officially part of Elmstead parish until 1997. In the most recent census, 2001, the figure was 9,135, but at that point the first of the 300+ new homes on the site of the port were only just beginning to be occupied. There have

also been a number of smaller housing developments since then and it is estimated that the current population is around 10,000. Apart from the addition of tarmac, Wivenhoe’s network of main roads remains essentially the same as it has been for centuries, and was of course designed for horse-drawn vehicles. Until the mid-1950s, the overwhelming majority of its residents who worked did not leave Wivenhoe to do so; a daily journey to work even as far as Colchester was exceptional, though quite a number used the ferry to work at the Rowhedge ironworks, as Rowhedge people similarly crossed the Colne to work in Wivenhoe. There were assorted maritime industries: shipbuilding, rope-making, marine engineering, fishing, a canning works and a port whose chief land connection, at least from the 1860s, was the railway. Today all of these, bar a couple of trawlers, have gone and, as shown in this report, only 13% of Wivenhoe’s working population now works in the town. Likewise it was neither necessary nor customary in days gone by to leave Wivenhoe for shopping. This massive increase in the need to travel, in combination with a rise in both population and car ownership, has given rise to many of the problems mentioned in this survey.

During this half century of rapid expansion, improvements in the infrastructure have tended to lag several years, decades even, behind the changed needs. For example, the Wivenhoe – Brightlingsea railway was closed in the same year the University of Essex opened and since then both towns have expanded enormously and in addition there has been slow progress to increase the capacity of GP services to meet the population growth.



Section 1

Living in Wivenhoe

1.1 Current Situation

The 2001 Census records the population of Wivenhoe as 9135 living in 3155 households. However, approximately 1500 of these are students living at the University who are not covered by this survey. The 2008 figure is 3398 households. The proximity of the town to the University means a higher than average number of 18 to 24 yr olds compared to the national average and a higher number of ethnic minority groups compared to the borough are represented.

1.2 Survey Findings

The first question asked, “What is special about Wivenhoe?” Almost everyone answered this question and over three quarters of respondents ticked at least four boxes. The three most popular replies were “the riverside setting” (mentioned by almost two-thirds of people), “the surrounding countryside” (half) and “the sense of community” (almost half).

There were big differences in these responses depending on where people lived. Those in north-west and north-east Wivenhoe were more likely to mention the fact that Wivenhoe is near to Colchester, their friends, neighbours and family who live here and the schools in Wivenhoe. By contrast, those in lower, south-east and central Wivenhoe were much more likely to mention the riverside setting than those living in the other two areas; they were also more likely to mention ease of access to London, the sense of community, good social life and cultural activities.

There were also differences between age groups. The youngest and oldest groups were more likely to mention proximity to Colchester, friends and relatives as being important to them. Those in their 30s and 40s were more likely to mention Wivenhoe’s schools and agree that Wivenhoe is a good place to bring up children.

The second question in the survey asked: “How do you usually find out about events in Wivenhoe? Please tick all that apply” and offered the respondents several options to choose from. Most often selected were ‘notices in shops’ (61%), the ‘Brightlingsea and Wivenhoe Chronicle’ (55%), personal contacts (51%) and the ‘Wivenhoe News’ (46%). Younger people systematically ticked fewer boxes in response to this question than older people. Also noticeable was the choice of traditional paper-based media by older people compared with younger people; more than twice as many residents aged over 50 were likely to use traditional media compared with those aged under 30.

Respondents were invited to comment on various aspects of their environment in Wivenhoe.

Respondents were happiest with their recycling facilities and rubbish collections and least happy with the number and condition and number of public toilets. There was little variation between people living in different parts of the town, other than for those living in the north west area who had a particular concern with the provision of public toilets. See Graph opposite

Respondents were also asked to identify ways in which Wivenhoe could be made “greener and cleaner” by selecting five suggestions with which they agreed. The majority of respondents ticked at least four boxes. Graph xxxx shows those initiatives that were wanted by at least 15% of respondents.

This question also offered respondents the opportunity to provide additional comments and concerns which included too much street furniture (such as road signs), inconsiderate parking on pavements and verges and requests for improved street cleaning.

Finally, in the context of several local authorities reducing the frequency of collections of non-recyclable rubbish from weekly to fortnightly, we asked respondents whether they would consider this to be acceptable and just over 80% said no.



Respondents were happiest with their recycling facilities and rubbish collections

Among comments agreeing with the idea, many would do so if there was improved provision for flat dwellers and incentives such as reduced council taxes.

1.3 Key issues

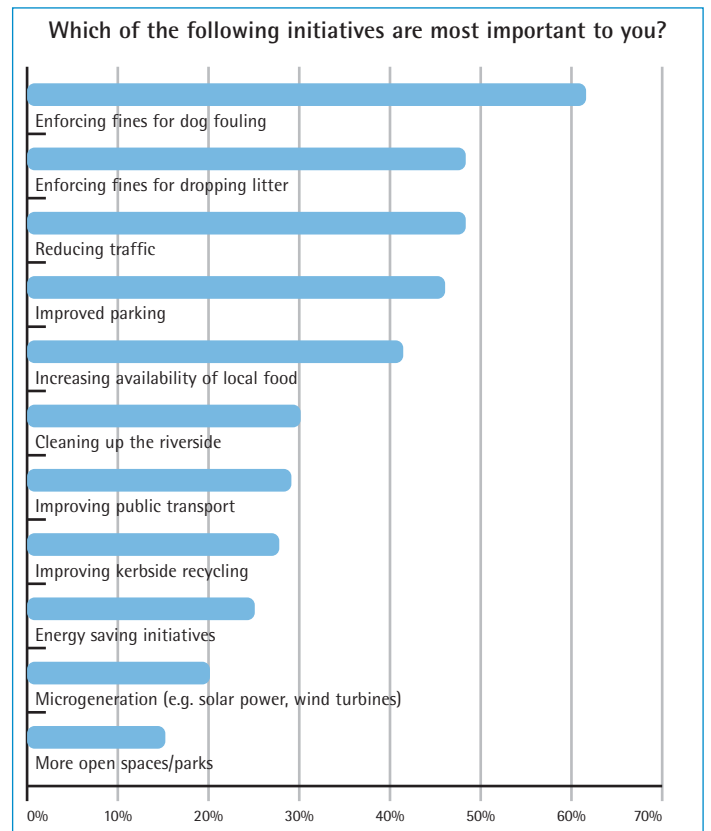
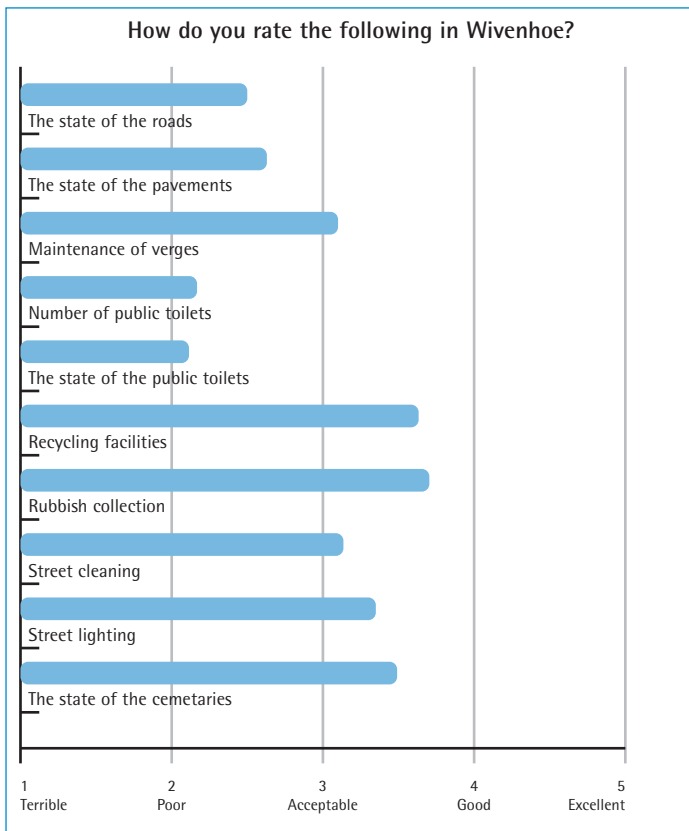
Wivenhoe is clearly a very special place in the eyes of those who live here with many unique features and an excellent sense of community. However, outstanding issues that are not dealt with in other sections of this plan are: the number and condition of public toilet facilities and the amount of dog fouling and litter. Substantive differences in the way these questions were answered by different age groups and by people living in different areas highlight the need for ongoing dialogue with all sections of the community during the implementation of this plan.

1.4 Actions Summary

The group has identified two actions to address the key issues, firstly to explore the provision of public toilets in the north of the town and secondly, to improve the enforcement rate of fines for litter and dog fouling. See page 24 of the action plan.



Wivenhoe is clearly a very special place in the eyes of those who live here



Section 2

Housing & Planning

2.1 Current Situation

Much of Wivenhoe's housing dates from the end of the nineteenth century. Between the 1950s and the 1980s, the housing stock grew dramatically, particularly after the opening of Essex University in 1964. In 2001 there were 3155 homes, with the completion of the port site development, Cook's Shipyard and various infill developments, the number of homes will be around 3500.

In 2005 the Town Council stated it would "do all in its power to inhibit further residential growth in Wivenhoe once the Cook's Shipyard development has been completed." The current Borough Council Local Development Framework draft core strategy for 2001 to 2021 states that '635 homes will be developed in Wivenhoe and across the water in Rowhedge'. This figure includes the 300 already built at the port site development and the 90 underway at the Cook's Shipyard. The Borough Council Planning Department have confirmed that no further development is proposed for Wivenhoe in the current Core Strategy. The core strategy also proposes that the green break between the town and university is maintained; the strategy states, 'The green breaks between Colchester Town and the surrounding towns and villages will be maintained,' and elsewhere the aim is stated 'to protect greenfield land.'

2.2 Survey Findings

Almost 90% of residents do not want more house building in Wivenhoe. Although the questionnaire didn't provide the opportunity for respondents to provide further comment, many such as "Are you mad?" were supplied anyway, reflecting the strength of feeling over this issue.

We asked what sorts of homes would be acceptable in new developments given the need to meet national and regional targets. While just under a third of people said "none", nearly

Traffic is the main problem. Roads are not adequate to support the new housing

50% of respondents agreed that affordable homes for sale to local people would be acceptable, and 32% of respondents agreed that sheltered housing for elderly people would be acceptable.

Typical of respondents' open-ended comments on this question were, "More response to local residents' needs and desires", "Not emphasising housing for commuters who can afford to pay more", "Serving young families, the elderly and long-time residents" and "There are no retirement homes for elderly people who have always lived here and have to leave if they need care."

The survey asked for views about the number, location and design of new houses built in Wivenhoe in recent years. 67% believe too many houses have been built. Almost the same number say there is a lack of infrastructure in place to support



It is seen that there is a lack of affordable homes for local people

this housing. 60% believe new houses have been too densely built and around a fifth of people think the new houses are poorly located.

87% of people want the ‘green break’ between Wivenhoe and the University maintained.

Respondents were also asked how well they thought the planning system operated in Wivenhoe, on a five-point scale ranging from “terrible” through to “excellent”. When asked to

We need retirement homes for local people

rate the way in which the local authority gives information about planning applications, and the way it seeks people’s views on them, the average response was about midway between ‘poor’ and ‘acceptable’.

However, when asked whether the planning process actually takes account of residents’ opinions and objections, people rated this even worse than “poor”.

2.3 Key Issues

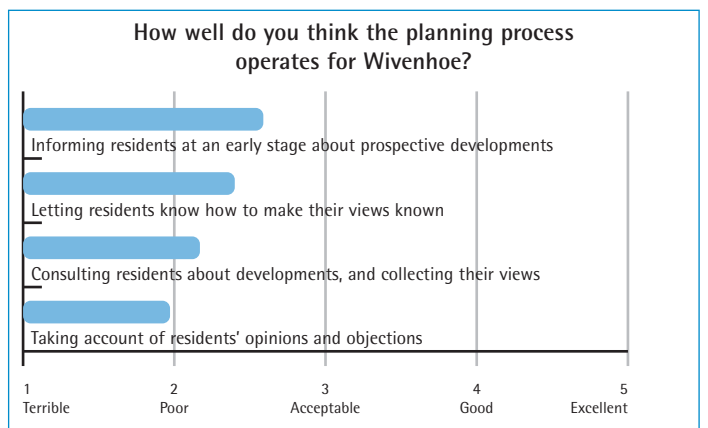
The main concerns highlighted by the survey are about too much development, the treat to the Green Break between Wivenhoe and the University and a sense of powerlessness on the part of residents to have an effective voice in the planning process and thus influence the amount of development. To a lesser, but significant, extent residents are concerned about the lack of affordability of homes for local people, whether as first-time buyers/tenants or the elderly people requiring care.

2.4 Actions Summary

To address the issues identified above the key actions are to limit inappropriate residential development, protect the Green Break and to explore how residents view are better taken into account in the plannign process. See page 24 of the action plan.



Almost 90% of residents said they don't want to see more house building.



When asked whether the planning process actually takes account of residents’ opinions and objections, people rated this even worse than “poor”.

Section 3

Transport

3.1 Current Situation

Transport is a key theme in improving the quality of life in Wivenhoe, as evidenced by the numbers of people mentioning danger spots on our roads, and listing reductions in traffic as a priority.

Wivenhoe is well served by public transport, with regular buses running to the University, Colchester and other destinations, and trains running to Colchester, London and Clacton. 87% of people own a car, with car ownership lowest among those under 30 and those over 70.

3.2 Survey Findings

3.2.1 Getting to work

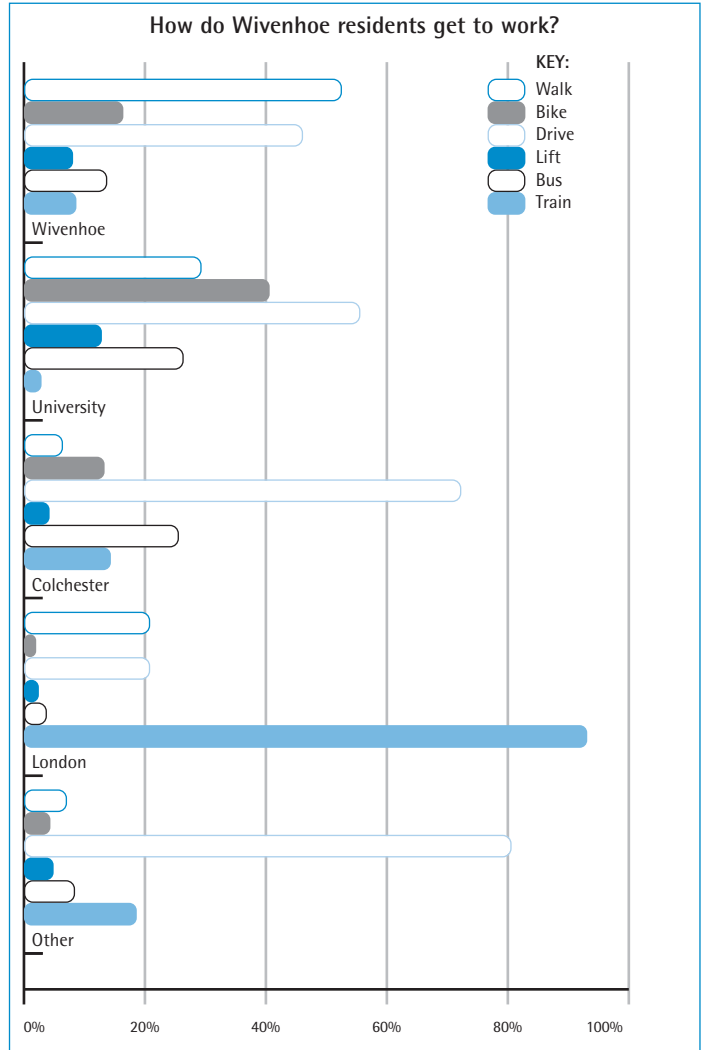
In order to understand people’s transport patterns, and to assess the scope for reducing car journeys, the survey first asked respondents where they work or study. Almost two thirds work or study locally: 13% in Wivenhoe, 15% at the University, and 34% in Colchester. A further 12% work or study in London. People living in Lower Wivenhoe are most likely to travel to London; those in the north-west and north-east areas are most likely to travel to Colchester.

We asked respondents how they travel to their place of work or study, allowing them to give more than one answer. Driving is the most common response among people travelling to the University, Colchester and other destinations, and is also very common among those working in Wivenhoe.

Men are more likely than women to cycle, while the under-30s are more likely than other groups to walk, or to use the bus or train. More people in lower Wivenhoe use public transport or get a lift than people from any other area.

40% mention more than one form of transport for their journey, with 11% using three or more. People using their cars are least likely to mention any other form of transport. By analysing the responses we can infer that buses are important for both those using them every day and as a back up for people who walk or cycle; this has important policy implications for our bus service provision.

For the school run 68% walk, 41% go by car and 10% cycle. Cars are used most by those in lower Wivenhoe and the north-east. Adults who do not work are more likely to use the car to take their children to school.



87% of people in Wivenhoe own a car

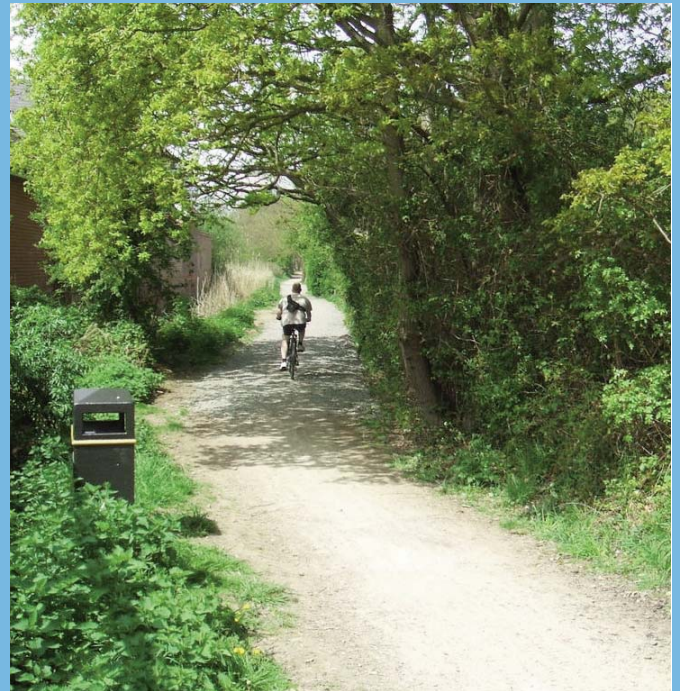
It is impossible to use Wivenhoe railway station if you are disabled or have a pram

3.2.3 Bus and train services

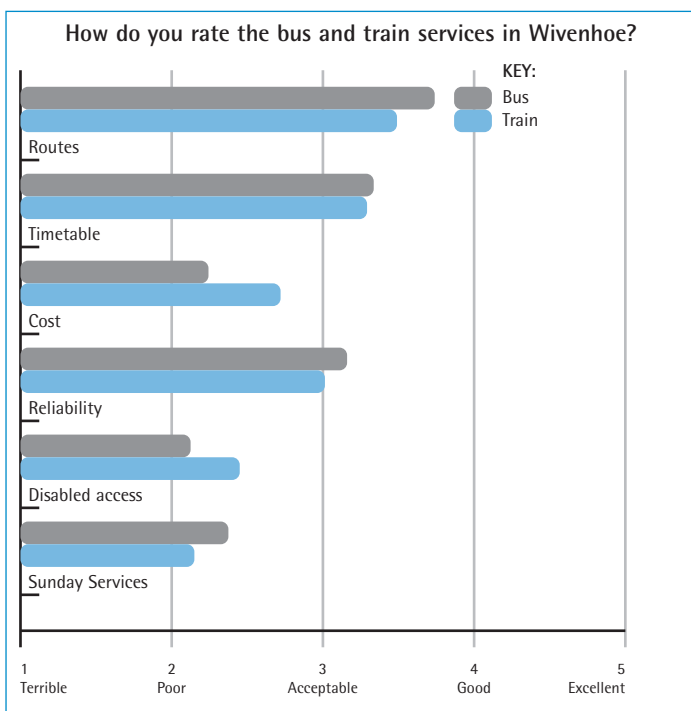
Overall, people rated both bus and train services acceptable or better in terms of routes, timetables and reliability, but expressed less satisfaction with cost and disabled access (especially for trains) and with Sunday services (especially for buses).

However, there is more dissatisfaction with services among people who use them regularly. Regular bus users are less satisfied than other people with timetables and fares and a lot less happy with Sunday services, while regular train users are much less satisfied than other people with timetables, costs and reliability and less satisfied with the Sunday service.

Changes that would encourage greater use of public transport are, for buses, more or different routes, more information about bus services and greater reliability. For trains the changes most mentioned are cheaper fares, improved disabled access and greater frequency.



40% of people would like to see better cycle paths



3.2.4 Traffic improvements

The survey asked people to rank a range of potential improvements in terms of their importance. Of all those suggested, lower speed limits were the most popular, with half of all residents wanting a 20mph speed limit in the lower town and enforcement of the 30mph elsewhere.

40% of people want better cycle paths and more public parking spaces. Encouraging more use of public transport and improvements to buses and trains were each wanted by 30% of people. Almost a quarter of residents want to see improvements to the Wivenhoe Trail.

3.2.5 Difficulty in getting around

The survey asked if people had 'no', 'some' or 'serious' difficulty in getting to a range of places. Between 10 and 15% of people report 'some' or 'serious' problems getting to the doctor, dentist, chemist or optician. Those over 70 have slightly more problems than others in accessing services.

Section 3

Transport *cont.*

Getting to the hospital is a challenge for over 30% of people. This rises to almost half of those in their sixties and just over 60% for those in their seventies, with a fifth of this latter group reporting serious difficulties. There is low car ownership among people in their seventies and likely to be greater reliance on public transport for these journeys.

3.2.6 Danger spots

Almost 70% of people consider that there are specific danger spots on our roads. The most common problems reported were:

- Lack of zebra crossings, especially near the Flag and the Co-op
- Cars not stopping at zebra crossings.
- Cars driving too fast, especially on the spinal route (Colchester Road, the High St, the Avenue), and on Belle Vue Road, Rectory Road and Rectory Hill.
- Irresponsible/illegal parking and resulting congestion.

2.2.7 Parking difficulties

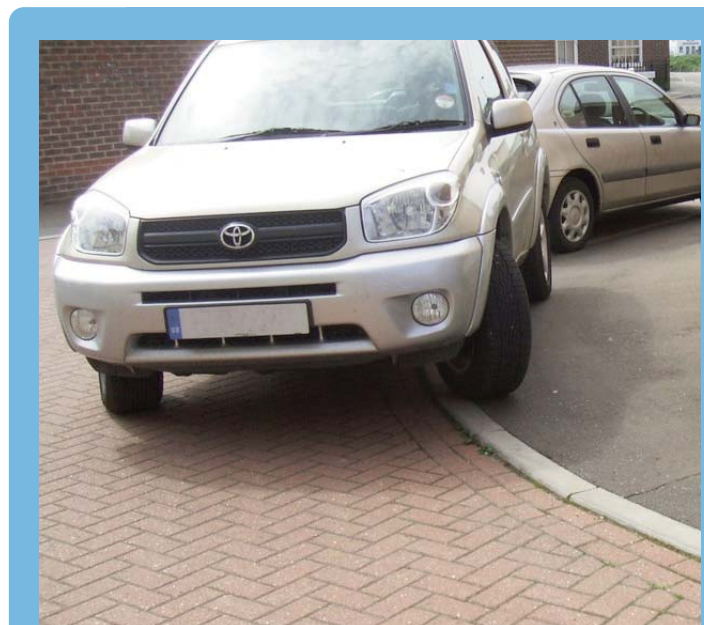
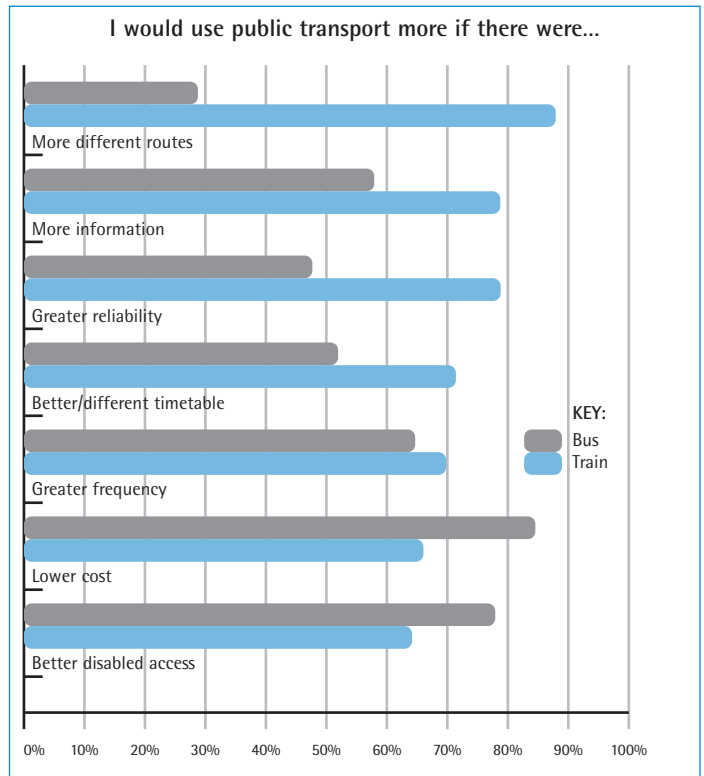
The survey asked if people have difficulty parking near their home. 10% of car owners said they often have trouble parking near their home, with this proportion ranging from only 3% in north-west Wivenhoe to 22% in Lower Wivenhoe. More parking problems are experienced in lower Wivenhoe where fewer homes have driveways.

3.3 Key Issues

People in Wivenhoe clearly see congestion and road safety as problems. There is widespread support for reducing levels of traffic and for measures to make our roads safer. Additionally, the large numbers of people working and studying relatively close to where they live means that there is substantial scope for reducing private car journeys through greater uptake of public transport, cycling, walking and car sharing schemes. The challenge lies in persuading people to use these alternative means of transport. Initiatives to improve service provision and creating the infrastructure for non-car journeys must go hand-in-hand with campaigns to persuade people to use them.

3.4 Action Summary

The overall aim is to reduce the amount and speed of traffic in the town. This will involve an element of public education and persuasion to reduce the level of reliance on private car use especially for local journeys. In addition it should be made easier for residents to choose alternatives to car use by improvements to public transport, such as disability access to the railway station and similar improvements to buses, the implementation of travel plans by schools and the University and developing new initiatives such as car clubs. See pages 25 and 26 of the action plan.



Parking in Lower Wivenhoe is considered an ongoing problem

Shops & Services

Section 4

4.1 Current Situation

Over the past decade Wivenhoe has lost several shops including a butcher, two bakers, a greengrocer and a fish shop; in most cases, these closures were not due to a lack of custom. Today, a medium-sized Co-op supermarket and two convenience stores mean that most people can buy basic food supplies close to where they live.

Other shops and services include a monthly farmers market, a florist, a newsagent, a bookshop, a chemist with pharmacy service, a fabric shop offering curtain making, picture framers with a small gallery, three estate agents, two post offices, a library, three hairdressers and a bicycle shop. There are also regular community events at which local arts, crafts and produce are sold. The town has seven pubs some of which serve food and a range of restaurants and take away outlets.

4.2 Survey Findings

There is a very high degree of support for Wivenhoe retaining its existing shops and 70% of people would like to see more shops here. There is almost 100% support for retaining Wivenhoe's post offices and public library.

Where should new shops be located?

Over half of all respondents expressed an opinion as to where new shops should be located. Of these, 68% suggested the High Street or lower Wivenhoe and a further 13% said "anywhere".

There was a general tendency for people to express a preference for new shops to be located near their homes, but people from right across Wivenhoe expressed a desire for shops in lower Wivenhoe. This seems to be linked to a desire to see a "proper" village centre in Wivenhoe and many people mentioned this sentiment in their answers.

What shops would you like?

The open-ended section of the questionnaire asked people to list up to three shops they would like to see in Wivenhoe, to which there were 2,600 responses covering an enormous range, the most popular being:

- Standard village food shops: a baker (mentioned by 514

people), a butcher (500), a greengrocer (404) and a fishmonger (112). A further 84 people mentioned a general food store, while 82 people mentioned a shop selling local produce – a farm shop, for example. Together, these accounted for about 65% of responses.

- Other shops: a hardware store (mentioned by 176 people); a haberdasher or wool shop; a bank or building society; art, craft and gift shops; cafes, wine bars and restaurants.



Almost 100% support for retaining post offices and library

4.3 Key Issues

It is clear that there is huge support for retaining Wivenhoe's existing shops and services and for attracting new ones. People value local shops not just for what they sell, but also because they are essential to a vibrant local community.

The experience of other towns shows that local shops can thrive in a community of this size. However, it is crucial that people support local shops by actually shopping there. Encouraging this type of support must be a primary consideration in any initiatives to attract more shops to Wivenhoe.

4.4 Action Summary

To increase the number of shops and outlets in the town and encourage residents to support local businesses. The primary aim will be to work with existing traders to form a new traders organisation. See page 26 of the action plan.

Section 5

Crime

5.1 Current Situation

National crime statistics show Wivenhoe to be a very safe place to live, with a very low incidence of serious crime, and a low incidence of other criminal behaviours. Compared with the rest of Colchester borough, the town also has a very low number of reported anti-social behaviours.

5.2 Crime and anti-social behaviour

Asked about the types of crime and anti social behaviour they were most concerned about, over a fifth of people (22%) said they did not have any concerns. Those who did have concerns felt most strongly about vandalism (65% of people) followed by drunkenness (35%), theft (22%) drug abuse (19%), and mugging (6%).

Of the 15% of people who ticked 'other', a large majority specified "yobbish" and noisy behaviour, mainly from young people on the streets and after dark. Several people pointed out that this behaviour was not necessarily threatening, but that they felt threatened anyway. A number of others mentioned litter, fly-tipping and dog fouling, and some mentioned speeding traffic. However, only a few people mentioned concern about serious or violent crimes.

5.3 Feeling unsafe

Almost 80% of people report feeling safe in the town. Just under a fifth of residents report feeling unsafe and this figure varied according to where people live, ranging from 15% in the lower town to 24% in central Wivenhoe. A greater number of younger people report feeling unsafe than older people.

For those people who don't always feel safe and who mentioned a specific situation in which they felt unsafe, a quarter named the area near the Co-op, mostly after dark and when young people were hanging around there. For 61% of those feeling unsafe this is due to being out in the evenings/after dark and

*Groups of youth
may be innocent b
ut they make
people nervous*

for 22% of people the source of their unease was groups of young people. Other specific concerns about drunkenness on the street, speeding traffic and other specific behaviours were mentioned by very small numbers of people. Less than one in five respondents mentioned a specific situation in which they felt unsafe. Wivenhoe is generally thought of as a reasonably safe place to live.

5.4 Measures to address crime and anti-social behaviour

By far the two most popular ideas are for a greater visible police presence (67% of people) and more activities for young people (66%). These ideas were repeated many times at the original public meeting. The level of support for more visible policing is higher among older people than among younger people. However, support for more activities for young people is high across all areas in Wivenhoe, and across all age groups.

Sgt Adrian Coombs from Essex police said in response to the findings:

"I agree that more opportunities need to be made available to the younger generation to get involved in after school activities. I think Wivenhoe should be regarded as a 'very safe place to live' rather than a reasonable safe place to live."



*A greater more visible
police presence*

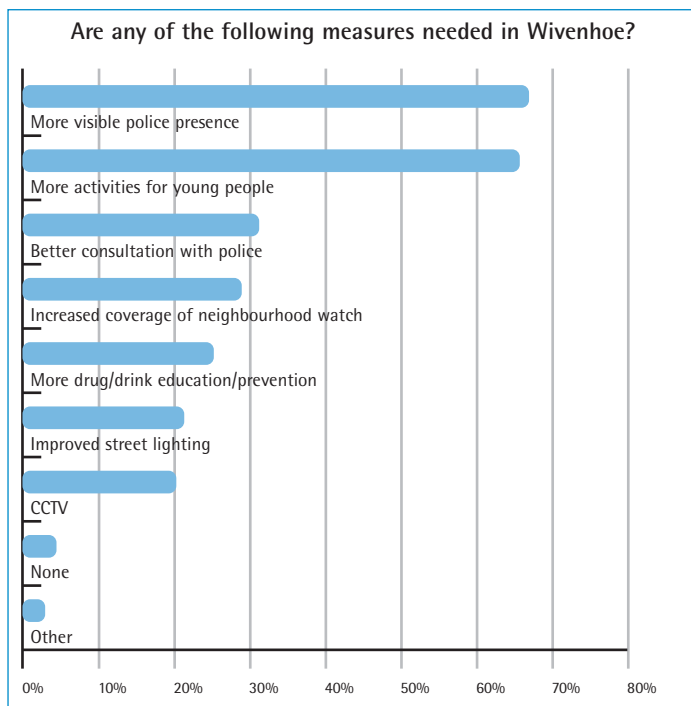
There are problems in the town, these relate almost exclusively to groups of young people hanging around the streets after dark, particularly when they are drinking alcohol.

5.5 Key Issues

Most people feel safe in Wivenhoe. National crime statistics, which show very low levels of crime in Wivenhoe, are borne out by this survey. To the extent that there are problems in the town, these relate almost exclusively to groups of young people hanging around the streets after dark, particularly when they are drinking alcohol. A significant minority of people report feeling unsafe because of this - but at the same time, there is a widespread recognition that the lack of facilities for young people is at least partly to blame for the problem.

5.6 Action Summary

To improve methods of communication and information sharing between the police, Police Community Support Officers and residents. This will be achieved partly through improved promotion of the Wivenhoe Neighbourhood Action Panel and informing residents how they can access this new forum and also through more effective promotion of crime and anti social behaviour reporting methods. See page 27 of the action plan.



Almost 80% of people report feeling safe in the town.

Section 6

Health

6.1 Current Situation

Most local residents are registered at the Wivenhoe Family Health Centre. This is located fairly centrally and offers GP services, some nurse-led services and therapeutic counselling. It is housed in a converted bungalow with limited parking and the building does not offer full access for people with disabilities. The centre had neared capacity a few years ago due to the increasing population and patient lists were closed temporarily. There are plans to build a new health centre for the town.

The town has two dental practices, one is a private practice and the other takes NHS patients, though at the time of writing has a waiting list. There is a pharmacy located at the top end of the town, an osteopathy practice and Wivenhoe Eyecare Opticians which offers eye and aural testing services. A wide range of private complementary therapies is also on offer in the town.

6.2 Summary of Findings

We asked whether people have a health problem which significantly affects their day-to-day living. 3% of the under-fifties said 'yes', 13% of people in their 50s and 60s, and 27% of over-seventies; these figures do not differ between different parts of the town. People reporting health problems were more likely to answer questions about existing health care provision.

When asked to rate services at the Wivenhoe Family Health Centre, people gave generally positive responses. All aspects of provision were rated above 'acceptable' and the standard of care and surgery hours were rated better than 'good'.

6.2.1 New health centre

Asked about provision at the proposed new health centre, just over half want minor surgery to be available and around 40% want physiotherapy and a pharmacy. 56% of the over-65s want chiropody and a quarter of parents want counselling services. 36% of those with limiting health problems want benefits and welfare advice.

6.2.2 Accessing health services

Almost half of those aged in their sixties and 61% of those in their seventies (who also have the lowest car ownership) report difficulty getting to the general hospital. A quarter of respondents use a private dentist because they cannot get an NHS dentist; one third of those under 30 would like to register with an NHS dentist but cannot due to insufficient NHS places.

6.2.3 Primary Care Trust response to the findings

We asked Tonia Parsons, the LIFT (Local Improvement Finance Trust) Project director, for a response to the Town Plan findings with regard to the proposed new health centre for Wivenhoe. She said:

'There are number of stages to complete ... with architects, planners and financial analysts. The final agreed version of the plans, subject to planning and other considerations is then used to construct a full business case in order to secure the required funding. It is expected that all this will take about 10 months all things being well.

If land can be secured and planning obtained, it is feasible we could start building early in 2009. Building will take about 14-



Access to NHS dental care is seen as difficult

Negotiations are under way about the provision of a new health centre... Ensuring that the centre provides the most appropriate range of services should also be a priority.

15 months, so that would take us into the spring of 2010.

NHS LIFT is a vehicle for improving and developing frontline primary and community care facilities. It is allowing PCTs to invest in new premises in new locations, not merely reproduce existing types of service. It is providing patients with modern integrated health services in high quality, fit for purpose primary care premises.

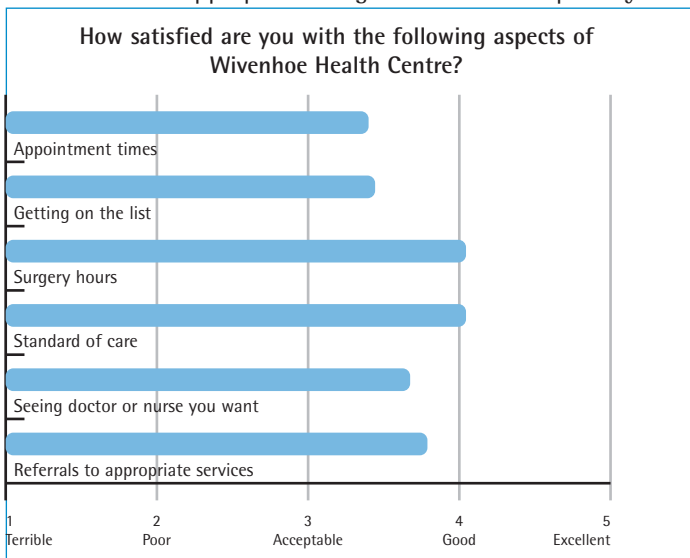
6.3 Key Issues

Local people are reasonably satisfied with the service provided by the local GP practice. However, serious concerns were raised about two aspects of health care, namely finding an NHS dentist (particularly among younger people) and transport to the local hospitals (particularly among older people). These issues are important and we hope they will be addressed quickly.

Negotiations are under way about the provision of a new health centre for Wivenhoe. Ensuring that the new centre provides the most appropriate range of services should also be a priority.

6.4 Action Summary

To ensure the timely delivery of the proposed new GP health centre and an appropriate range of additional primary care



The standard of care and surgery hours were rated better than 'good'.

services. See page 27 of the action plan.

Section 7

Leisure, Social & Education

7.1 Current Situation

Wivenhoe has a high level of engagement in social and cultural activities and in community groups. New groups and clubs emerge frequently. A small sample of activities currently on offer includes:

- Sports (including cricket, football, tennis, badminton, sailing, judo and bowls)
- Music (jazz, folk, blues, singing, bell-ringing)
- Drama (play-reading, musicals, pantomime)
- Community organisations (the Wivenhoe Society, Ferry Trust, The Nottage Institute May Fair, Women's Institute).
- Pubs that host live music, quiz nights.
- Churches that host musical and dramatic events, meetings, clubs.
- The nearby University of Essex has facilities open to the public including a sports centre, drama and music performances, clubs and bars and external lectures as well as its own degree programme.

Activities take place in a range of community halls. These are spread rather unevenly, being mainly located in the lower part of the town, and are generally small, the largest being William Loveless Hall, run by WTC, which has a capacity of 200.

One space which has been lost to the town is the Philip Road Centre. The adult education courses and youth club which were run in this centre stopped when Essex County Council began using the premises for Integrated Support Services for excluded school pupils (a private dance school operates there in the early evenings). The centre has an outdoor caged sports area currently not available for use by other organisations or the public.

7.2 Survey Findings

Residents were asked which activities they would most like to attend or participate in if they were provided in Wivenhoe. The activities were broken down into three categories: sport and fitness, social and cultural and educational. We also asked residents what additional sports, leisure or recreation facilities they would use if they were provided. The questions were open-ended with no boxes to tick so this produced hundreds of different responses. The most popular suggestions that would therefore be most likely to gain wide support are recorded here.

7.2.1 Sport and Fitness

54% of respondents listed one or more sport or fitness activity they would like to do. When combined with the results from the question about extra facilities, the most common suggestions were, from a third of people, swimming or a swimming pool – many mentioning the proposals for a swimming pool at the university – and just under a fifth wanted a fitness or sports centre. Following this, in order of popularity were aerobics or keep-fit, yoga, dance, badminton, tennis, and walking (in particular, a walking club). As most of these are already available it suggests people either want them at different times or are unaware that they exist. Finally, there were lots of requests for fitness and exercise activities for older people.

7.2.2 Social and Cultural

Asked about the availability of activities for different age groups, respondents are satisfied with provision for pre- and primary-school aged children, and for adults and retired people. However, people consider that provision is poor for secondary school age children and young adults. This is a recurring theme throughout this survey.



caption needed

Education

“Parents say they would like a holiday play scheme and more after school clubs”

A third of respondents listed social or cultural activities they would like to see in Wivenhoe. Although no single activity dominated, 15% want music (of various types) and around 6% each want film, theatre or dance. Other suggestions ranged from wine tasting and language classes to gardening clubs and fancy-dress heritage days.

Bring back evening classes

7.2.3 Education

Bringing adult education provision back into Wivenhoe would clearly be well supported. When asked about improvements to educational facilities, half of all respondents listed adult education as a top priority. Just over a third of respondents suggested specific ideas for educational opportunities. Of these, 10% were for general adult education or Workers' Educational Association courses. Among more specific answers given, the most common were “languages”, accounting for just over one fifth of responses, “computers” or “IT” (12%), and art classes (11%).

Parents say they would like a holiday play scheme, more primary places and more after school clubs. However, the improvement for which there is greatest demand is a secondary school located within the town – fully two thirds of parents listed this as their top priority.

7.3 Key Issues

In spite of the wide range of leisure activities currently on offer, there is a wish for more. It is clear that many new clubs and groups would be well supported, Particular priorities for improvement are for adult education and activities for young people. However, a limiting factor in Wivenhoe is the size, number and accessibility of available public spaces. If rising demand for leisure activities is to be met, more community facilities will have to become available.

A local swimming pool would be immensely popular. A public pool is unlikely to be viable for a town of this size, and it may be more productive to support initiatives to build a swimming pool at the University. The strong demand for indoor sports facilities could be addressed by enhanced links with the University, and by incorporating a capacity for

sports activities in any new public buildings. There is also demand for activities for elderly people, which could be quite easily met. Another area in which progress could easily be made is in publicising those activities which are currently available more widely.



caption needed

Finally, there is a high level of demand for a secondary school in Wivenhoe, although the Town Council has been advised by Essex County Council that Wivenhoe does not currently qualify for its own secondary school.

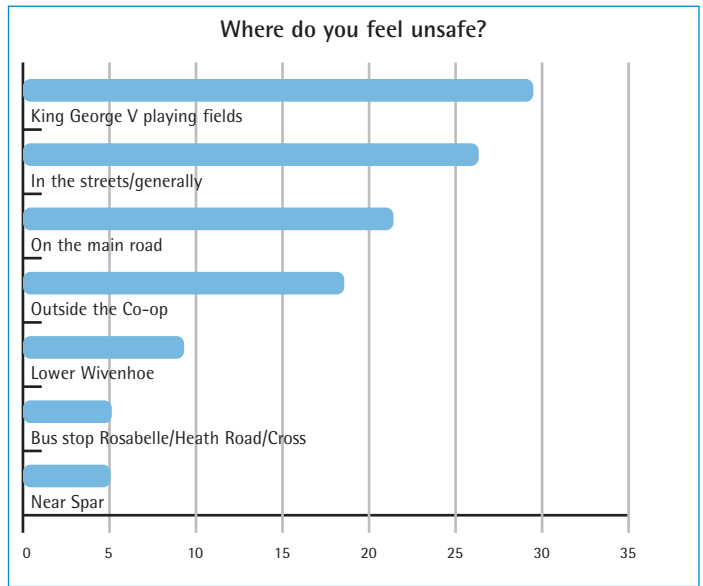
7.4 Action Summary

To pursue opportunities that will increase the scope for leisure and educational activities in the town. Also to ensure the effective promotion of and access to existing activities in Wivenhoe and the new adult education centre in Colchester and proposed aquatic centre at the University. See page 28 of the action plan.

Section 8 Youth

8.1 Current Situation

The town has good pre-school provision and a range of clubs for children such as badminton, football, cricket, sailing, judo, tennis, theatre, Scouts and Guides. A dance school operates at the Philip Rd Centre. A well used County Council funded youth club closed some years ago and no indoor youth club type provision has existed since then. Since the survey took place, a skateboard and bike park has been built in the KGV fields.



8.2 Survey Findings

Information for this section was collected in several ways. Over 60 interviews took place at the May Fair in 2006; this was followed by a pizza evening in the autumn to discuss the issues. Pre-school groups and primary schools were also asked for their views. Finally, a youth questionnaire aimed at those aged 8-15 was sent out with the household survey, and produced 79 responses, representing around 10% of this age group.

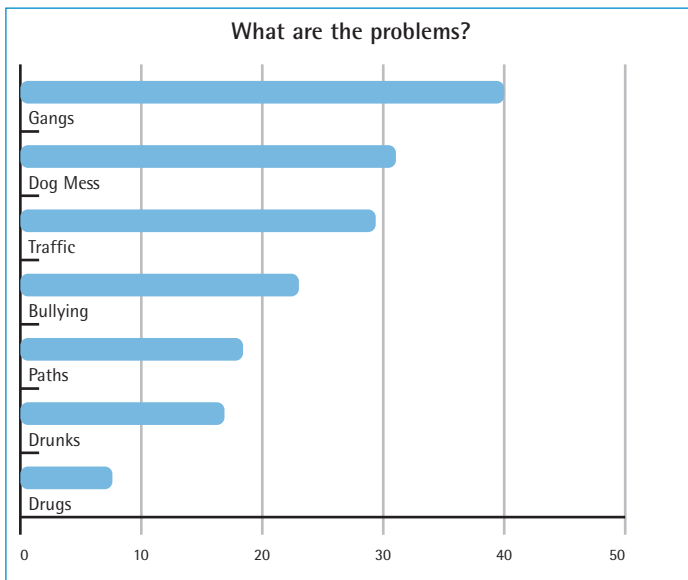
For parents of pre- and early school aged children the main concerns were speeding traffic, older youths using the under-12 play areas, noisy and bored teenagers, vandalism and dog fouling.

Among 8-15 year olds almost half never use the library. Asked what would make them do so, a clear priority was 'more and a better choice of books'. Three quarters feel safe most of the time. Concerns were expressed around gangs at the park, unlit

alleyways and speeding traffic. 58% of respondents wanted a youth council. Since the survey a fledgling youth council has been formed.

8.3 Key Issues

The lack of youth facilities in Wivenhoe was mentioned as a problem not only by young people themselves, but also by parents of younger children, and (repeatedly) by adults in the main questionnaire. A range of activities are already on offer, and there is scope for them to be better publicised, but the need for more indoor activities for young people, and for safe places to congregate, especially in winter, remains and cannot be overstated.



Almost half of 8-15 year olds never use the library

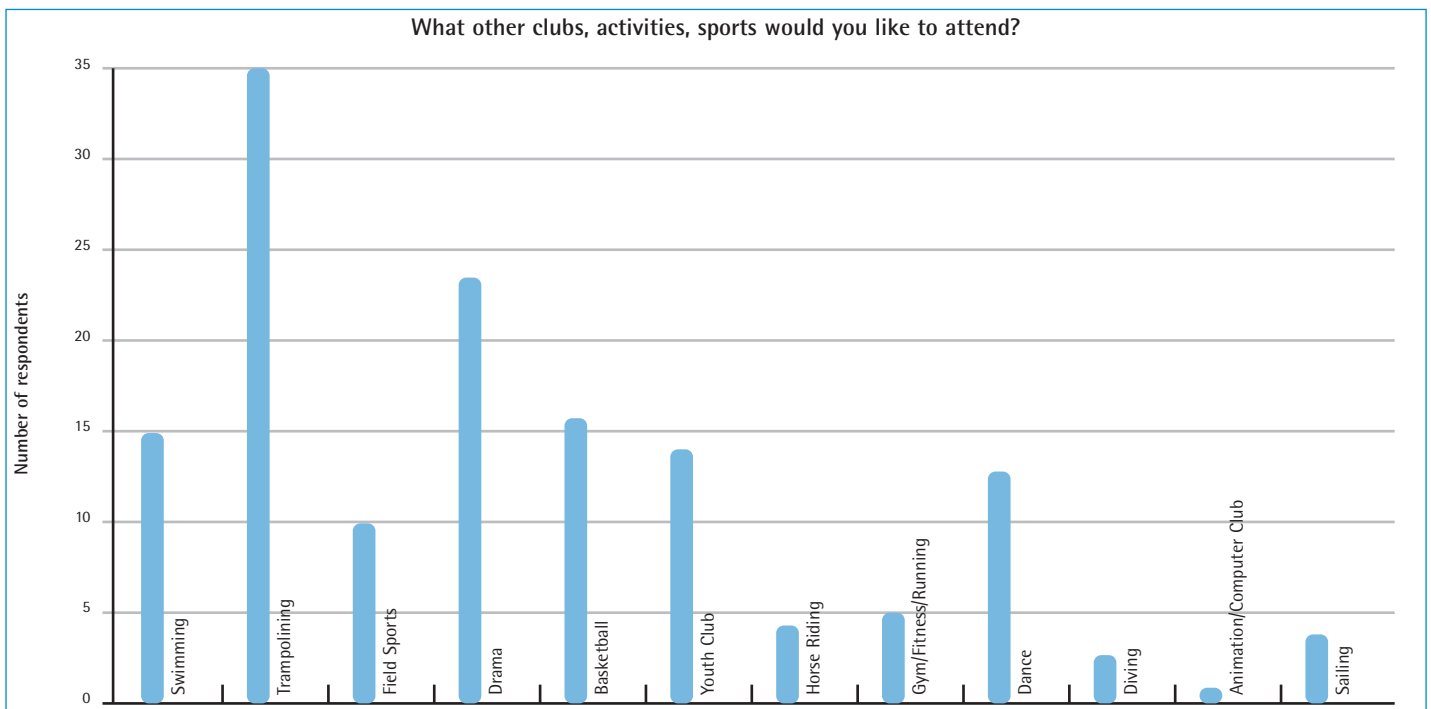
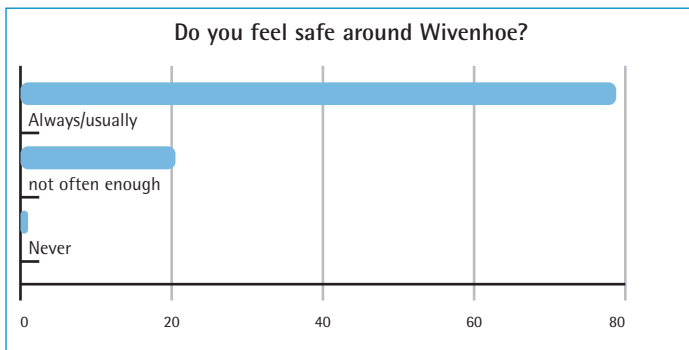
Many of the concerns of young people were also highlighted by adults: anti-social behaviours including dog fouling; speeding traffic; and the high cost of public transport. Others, such as the fact that the library does not cater well for young people, were picked up specifically by this age group. The youth council has a key role to play in securing better services and representing young people's views.

8.4 Action Summary

To improve the provision of youth facilities in the town by supporting young people to have an active part in determining and meeting their needs. A new Youth Council will be supported to develop new projects (the Youth Bus now visits the town regularly), and to explore the use of the Philip Road Centre. See page 29 of the action plan.



The lack of youth facilities in Wivenhoe was mentioned as a problem



Section 9

Local Government

9.1 Current Situation

The responsibilities of Wivenhoe Town Council (WTC) include the upkeep of the William Loveless Hall, part of Wivenhoe Woods, the King George V playing fields, allotments and the cemeteries. Its annual budget in 2007 was approximately £131,000.

Colchester Borough Council's (CBC) responsibilities include planning, refuse collections and recycling, leisure activities, housing benefits, licensing, upkeep of part of Wivenhoe Woods and the Lower Lodge play area. Its 2007 annual budget was approximately £30m.

The responsibilities of Essex County Council (ECC) include waste disposal, social and youth services, old people's homes, schools and further education, highways and transport. Its 2007 annual budget was approximately £730m.

9.1 Survey Findings

Residents were asked 'How do you rate the performance of local government in our area?' More people (about 20% or one in five) answered 'don't know' to this question than to any other question with a 'don't know' option in the survey. As a possible reflection of the level of disengagement with the political process this is not particularly high by national standards. The average number of people who did not vote in the last five general elections, since 1987, is around 30% or 3 out of 10.

In this survey around 20% or one in five people responded 'don't know' for both WTC and CBC. For ECC this figure increased to 25% of respondents or one in four of people.

There is clearly much dissatisfaction with all three levels of local government with a dramatically higher level of dissatisfaction with the most distant compared to the most local. Of those who gave a rating from terrible to excellent, just under 33% (about 3 out of 10) of residents gave a rating of good or above to the Town Council and just over 10% (one in ten) to the Borough Council. Of those rating the County Council just one in ten gave this level of rating. (see graph xx)

A significantly higher number of people are therefore more confident about their most local tier of government, Wivenhoe Town Council. There is also some sympathy with the limited

powers of the town council especially with respect to planning matters. Responses elsewhere in the survey reveal a sense of frustration from residents who feel reasonably well consulted on planning matters regarding Wivenhoe but do not then have their views taken into account in the final decision making.

Asked 'If the results of this questionnaire suggest improvements that would be popular with Wivenhoe residents, and that would require money for implementation, should that money come from council tax increases?' a very mixed picture emerges with a total of almost half of respondents who either supported this idea or were unsure and just over half, 54%, who said no.

Since the survey was conducted central government has made proposals which would involve devolving a range of powers to the most local tiers of government. In this area it would mean certain powers being handed down from ECC and CBC to WTC and discussions over the particular powers to be devolved have already begun.

Indeed, pilot initiatives are already underway across the country to explore the effectiveness of this approach. One example of this are the new Local Highways Panels being trialled in parts of Essex. These panels will involve representatives from town and parish councils and the community who will jointly decide how to prioritise spending in their locality of a small element of the highways budget.

Given the frustrations reported by residents about feeling consulted but not heard, if devolution is agreed to and rolled out successfully these frustrations and the level of disengagement in the political process could decrease.

9.2 Key Issues

Overall the findings about local government may not be much of a surprise but if anything should give some confidence to the most local tier of government. However, there remains a very high number of people who lack confidence in all tiers of local government. Given the limited extent that the Town Plan can realistically expect to influence this situation, it is for this reason that the proposed actions focus primarily on the Town Council.

It also should be borne in mind by those with the relevant powers that it is possible that funding via increases in the local precept (WTC share of council tax) for some of the most widely supported outcomes from the town plan could be reasonable well backed by residents.

9.3 Action Summary

To increase initiatives that help to promote the roles and responsibilities of local government to residents in order to encourage more active participation by residents and improve communication and understanding between residents and government, especially at the most local level.

Action Plan

Any action plan is only meaningful if its actions are SMART – specific, measurable, achievable, realistic, and timed. Every effort has been made to ensure that actions meet these criteria though timescales are difficult to forecast. It is also important that individuals or groups take responsibility for the various actions and where possible responsibility has been agreed in principle with the named group or organization in the table of actions at the end of this document.



Section 10

Action Plan

Key:

TPG Town Plan Group CDRP Crime and Disorder Reduction Partnership LDF Local Development Framework
 CBC Colchester Borough Council DDA Disability Discrimination Act TASCC Teams Around Schools Children
 ECC Essex County Council WCSNW Wivenhoe Community Safety & Communities
 NAP Neighbourhood Action Panel PCT Primary Care Trust
 PCSO Police Community Support Officer LEA Local Education Authority LIFT Local Improvement Finance Trust

Living in Wivenhoe

Aim: Improve the quality of life for all residents

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
Explore provision of public toilets in north of town	medium	WTC	CBC	CBC	2009/10	2010
Enforcement of dog fouling and littering fines	high	NAP PCSOs	CBC	CBC	March 2009	June 2010

Housing & Planning

Aim: to limit development to the numbers specified in the Borough Council's core strategy and protect the 'Green Break'.

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
Present findings to Site Allocations consultation	high	CBC planning dept	TPG	n/a	May/June 2008	Sept/Oct 2008
Ask planning department to adopt Town Plan as Supplementary Planning Guidance	high	TPG	CBC planning dept	n/a	2008/09	Dec 2008
Make representations to maintain Coastal Protection status	high	WTC	TPG	n/a	Begun June 2008	Dec 2008
CBC deliver the continued protection of the 'Green Break'(as outlined in the current Core Strategy)	high	CBC/LDF Panel	WTC	n/a	Sept 2008	Dec 2008
CBC planning dept to include the TP document in the LDF process	high	CBC planning dept	Local community groups/ local Councillors	n/a	May/June 2008	Sept/Oct 2008
Meet with Planning Officers to explore how residents' views may be better taken into account in the planning process and the need to use a broader range of consultation methods	medium-low	TPG/CBC	WTC	n/a	Sept/Oct 2008	March 2009
Reduce amount of excessive street furniture/signs especially in lower town	med	highways	planning	n/a	Dec 2009	June 2010

Transport

Aim: to make it easier for residents to choose alternatives to car journeys wherever possible for local travel

- A Reduce overall traffic movements and speed especially in hot spots and improve public parking
 B Improvements to public transport and Wivenhoe Trail
 C Develop new initiatives to provide alternatives to car use

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
A Public education campaign: posters, flyers and press: via shops, schools, community groups asking residents to reduce car journeys, use alternatives (bus, walk, bike, car-clubs) respect speed limit, reduce their speed and park responsibly throughout the town.	high	NAP	TPG WTC CBC All residents	Printing - NAP	March 2009	June 2010
A 'Slow down' signs & flashing speed limits at town entry points not already covered: Elmstead Rd, Alresford Rd	high	Highways	WTC	Highways	March 2009	June 2010
A Resident speed watch on Colchester Rd, Rectory Rd, Rectory Hill, Belle Vue Rd, The Avenue, High Street.	medium-high	NAP	Resident Groups	NAP/CDRP	June 2009	June 2010
A 20mph throughout Wivenhoe, except classified roads	medium	Highways/ Local Highways Panel	ECC	Highways	Dec 2009	June 2010
A Evaluate options for traffic calming measures on The Avenue, Rectory Road, Rectory Hill, Elmstead Rd	medium-low	NAP/Highways/ Local Highways Panel	ECC	Highways	Dec 2009	June 2010
A Install zebra crossings at The Flag and on The Avenue at the Co-op	medium-high	Highways/ Local Highways Panel	ECC	Highways	Sept 2009	June 2010
A Identify and create more public parking spaces	high	CBC/ECC	WTC/Residents Groups	CBC	March 2009	June 2010
A Redesign streets in lower town to give equal priority to pedestrians	low	Highways/ Local Highways Panel	Resident Groups/ NAP/WTC	Highways	Dec 2010	June 2011
B Bus companies to: <ul style="list-style-type: none"> • Maintain lower fares • Provide low platform entry on all buses • Explore viability of providing a bus service within the 3 estates • Establish direct bus routes servicing new adult education centre at Wilson Marriage • Extend the direct Sunday service to hospital to a daily one 	high	ECC, Bus companies	Local Councillors and WTC	Bus Companies ECC	March 2009	June 2010

Section 10

Action Plan cont.

Transport cont.

Aim: to make it easier for residents to choose alternatives to car journeys wherever possible for local travel

- A Reduce overall traffic movements and speed especially in hot spots and improve public parking
- B Improvements to public transport and Wivenhoe Trail
- C Develop new initiatives to provide alternatives to car use

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
B Rail company to improve access to platforms to comply with DDA requirements	high	Wivenhoe Railway Access Group/ National Express	Local Councillors	Railtrack /ECC	Sept 2009	June 2010
B Provide Sunday train service to Colchester Town	medium	National Express	n/a	National Express	Sept 2009	June 2010
B Improve drainage to parts of Wivenhoe Trail	high	CBC/Sustrans	Colchester Cycle Forum Panel	Local Highways	March 2009	June 2010
C Promote Town Plan results to the 'University, Student Union and BUG (Bicycle Users Group)	high	TPG	University & ECC	n/a	Dec 2008	June 2009
C Set up car-clubs	medium	Emily Harrup, Wombat car club	WTC/CBC	CBC	Mar 2009	June 2010
C Promote findings to both primary schools – Heads/Chairs of Governors/PTAs, to support green travel plan e.g. walking buses/cycling	high	TPG	Local Schools, PTA	Schools/ ECC	Dec 2008	June 2009
C Encourage a cycling action group for Wivenhoe to promote cycling	high	TPG	Local cyclists	To be explored	Dec 2008	June 2009

Shops & Services

Aim: To increase the number of shops in wivehnoe

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
Hold meeting to explore setting up traders group	high	TPG/lead trader	Chamber of commerce	Venue – tbc	March 2009	June 2010
Local Traders group to work with Councillors and other relevant bodies to encourage retailing in the town	medium	Trading group	Councillors	CBC	March 2009	June 2010
Meet En-form to explore scope for increasing take up of Farmers Market	medium	Wivenhoe Society	En-form	En-form	Dec 2008	Dec 2009

Crime

Aim: Reduce anti social behaviour

- A Improve communication and information sharing between the police and community
 B Increase use of the neighbourhood action panel by residents

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
A Promote findings to police, PCSOs, NAP, WCSNW	medium	TPG	NAP	n/a	Dec 2008	June 2009
A Improve publicity of PCSO mobile numbers	medium	NAP	PCSOs	Police – leaflets WTC – website	March 2009	June 2010
A Publicise CBC fly tipping/graffiti text service	medium	NAP	WTC	CBC – leaflets WTC – website	March 2009	June 2010
A Publicise anti social behaviour reporting mobile phone no.	high	NAP	WTC	NAP	March 2009	June 2010
B Publicise NAP more widely & make problem reporting cards readily available to residents	medium	NAP	WTC	NAP	March 2009	June 2010
B Provide more for young people to do	See Youth Section					

Health

Aim: Ensure a new health centre goes ahead as now promised and offers the services needed

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
Promote findings to LIFT, PCT, GP, patient group	high	TPG	WTC Cllr rep on LIFT	n/a	Sept 2008	June 2009
Health Centre built by 2010	High	PCT	n/a	PCT	2010	June 2009
Provide pharmacy, dentistry, counseling, minor surgery, chiropody, benefits & welfare advice, physiotherapy at new centre	High	PCT	n/a	PCT	2010	June 2009

Section 10

Action Plan cont.

Leisure, Social & Education
 Aim: to increase & improve provision to meet needs of the increased population

- A Increase community owned assets
- B Improve opportunities for promotion of activities
- C Ensure good access to Colchester's new adult education centre
- D Provide education services appropriate for town
- E Improve leisure facilities

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
A Meeting to evaluate setting up a Development Trust to secure key premises in the future, such as Philip Road Centre, Police Houses, St Johns Ambulance Hall	high	TPG/WTC	CBC Community Development Officer	Lottery community assets fund	Sept 2008	June 2009
B Increase the number of Town Council notice boards. Suggested locations: near both schools, Rectory Rd - near Spar, St John's Rd - near the new 'town square'	medium	WTC	TPG (help to apply for funding)	£5000 inc installation Apply to Community	Apply by end 2008	June 2009
B Library to reinstate notice board for community use in the entrance foyer	high	Wivenhoe Library	ECC Library Services	n/a	end 2008	June 2009
C Provide a direct bus service to new adult education centre on Barrack Street.	See transport section					
D Delivery of Extended Schools services in Wivenhoe - Schools to 'provide or signpost' parents to wrap-around services eg breakfast, after school, holiday clubs, community use of facilities, parent support etc.	medium	Mill Fields and Broomgrove Schools	Extended Schools Service	ECC	Statutory deadline 2010	2010
D Provide a secondary school in Wivenhoe as soon as practical	low	LEA		LEA funded	LEA determined	End 2009
D Delivery of Extended Schools services in Wivenhoe - Schools to 'provide or signpost' parents to wrap-around services eg breakfast, after school, holiday clubs, community use of facilities, parent support etc.	medium	Mill Fields and Broomgrove Schools	Extended Schools Service	ECC	Statutory deadline 2010	2010
E Attend 1st steering group meeting to support the University's proposal to build a new swimming pool and ensure good public access	medium	TPG/WTC, Residents	University	-	Autumn 2008	Sept 2009

Youth

Aim: Support for young people to help address their needs

- A Set up a Youth Council
B Enable provision of more and improved facilities

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
A A fledgling youth group has been set up and an adult volunteer group has been formed	high	WTC	TASCC/CBC/Essex Association of Boys Clubs	WTC	started	June 2009
A Ongoing support to the above groups	high	WTC	TASCC/CBC/Essex Association of Boys Clubs	Initial costs WTC	ongoing	June 2009
B Other actions from the youth survey that could be taken up by the Youth Council with support: open up basketball court at Philip Rd Centre; use of PRC for youth provision, better promotion of existing activities, meeting with Library services to improve their youth provision, better fares on public transport, stopping speeding traffic, dealing with dog fouling.						

Local Government

ACTION

ACTION	Priority	Lead	Partner	Costs	Timescale	Review
All tiers of local government should agree on the priorities for the devolution of powers and how to involve residents in this.	high	WTC/CBC/ECC	All residents	n/a	2008/09	Dec 2009
WTC to consider more frequent and direct methods of community engagement e.g. by having a public presence & information stand, at 2 key community events per year e.g. Town Regatta, Art on the Railings.	medium	WTC	All residents	n/a	2009	June 2010

Section 11

References

Rural Community Council of Essex RCCE www.essexrcc.org.uk 0844 477 3938

History of Wivenhoe

Wivenhoe Encyclopedia www.wivenhoe.gov.uk (History section on left hand menu)

Housing & Planning

<http://www.planning-applications.co.uk/objection.htm>

<http://www.planningnet.net/Index.htm>

<http://www.tescopoly.org/index.php?option=content&task=view&id=728>

<http://www.foe.co.uk/resource/local/planning/resource/index.html>

<http://www.letterexpert.co.uk/DisagreementToProposalBuildingPlanning.html>

Crime

www.colchester-community-safety.org.uk

Crime and Disorder Reduction Partnership, information about local Neighbourhood Action Panels (NAPs). Wivenhoe NAP coordinator Cassandra Fallows 01206 717817 cassandra.fallows@colchester.gov.uk or Ruth Bugg 01206 717819

Transport

Wivenhoe Railway Access for All Group WRAGG

Heather Edwards and Pam Glover eternalglove@btinternet.com

Cycle training in this area: Cycle Training East www.cycletrainingeast.org.uk 01376 346848

Wombat Car Club, Emily Harrup 07847 120219 info@WombatCarClub.co.uk

Colchester Cycle Campaign founded 1990 www.colchester-cycling.org.uk

University Bicycle Users Group (BUG) Jo Leyland jleyland@essex.ac.uk www.essex.ac.uk/bug

Adult Education

Adult Community Learning www.adultlearning.essexcc.gov.uk

Shops

Farmers Markets and other environmental initiatives En-Form www.en-form.supanet.com 15 Church Walk 01206 367776 Open 10 to 4 Wednesday to Friday and 10 to 1 Saturday

Youth

British Youth Council www.byc.org.uk

Colchester Children and Young People's Strategic Partnership (CYPSP) www.colchestercypsp.org

Health

Primary Care Trust www.northeastessexpct.nhs.uk

LIFT company is Realise Health www.realisehealth.co.uk

Correspondence address: Investors in Health, c/o Mill Group, 3rd Floor, 140 Aldersgate St, London EC1A 4HY CEO Joan Clarke joan.clarke@realisehealth.co.uk Admin: Sue Cook 01206 233716/17

Local Government

Colchester Borough Council www.colchester.gov.uk 01206 282222

Essex County Council www.essex.gov.uk 0845 7430430

Wivenhoe Town Council information at www.wivenhoe.gov.uk 01206 822864



Acknowledgements

The Town Plan project was initiated by Wivenhoe Town Council and the work has been carried out by the Wivenhoe Town Plan Group. Membership of the group is entirely voluntary and has been run by the following committee members:

Dave Purdey - Chairman
Eugene Kraft - Secretary
Chris Dale - Treasurer
Jo Wheatley
Bernard Horan
Tom Roberts
Ed Hughes
Maria Iacovou

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Our vision is for Colchester to develop as a prestigious regional centre

Our goal is to be a high performing Council

Our corporate objectives for 2006-2009 are:



e-mail: democratic.services@colchester.gov.uk
website: www.colchester.gov.uk