

Local Development Framework Committee

**Town Hall, Colchester
30 January 2012 at 6.00pm**

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

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Local Development Framework Committee

To deal with the Council's responsibilities relating to the Local Development Framework.

**COLCHESTER BOROUGH COUNCIL
LOCAL DEVELOPMENT FRAMEWORK COMMITTEE
30 January 2012 at 6:00pm**

Members

Chairman : Councillor Colin Sykes.
Deputy Chairman : Councillor Martin Goss.
Councillors John Jowers, Kim Naish, Elizabeth Blundell,
Mark Cory, Beverly Davies, Andrew Ellis and Henry Spyvee.

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 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 12 December 2011.

7. Colchester Cycling Delivery Strategy // Supplementary Planning Document

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See report by the Head of Strategic Policy and Regeneration.

8. Tiptree Jam Factory Plan

50 - 95

See report by the Head of Strategic Policy and Regeneration.

9. Community Infrastructure Levy - Update

96 - 108

See report by the Head of Strategic Policy and Regeneration.

10. 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

12 DECEMBER 2011

Present :- Councillor Henry Spyvee (Chairman)
Councillors Mark Cory, Beverly Davies, Andrew Ellis,
John Jowers and Kim Naish

Substitute Members :- Councillor Terry Sutton for Councillor Elizabeth Blundell
Councillor Bill Frame for Councillor Martin Goss
Councillor Nick Cope for Councillor Colin Sykes

18. Election of Chairman

RESOLVED that Councillor Spyvee be appointed Chairman for the meeting.

19. Minutes

The minutes of the meeting held on 2 November 2011 were confirmed as a correct record, subject to Councillor Turrell being recorded as having attended the meeting.

Councillor John Jowers (in respect of being a member of Essex County Council with a Cabinet responsibility for Communities and Planning and for funding the Rural Community Council of Essex) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

20. Dedham Parish Plan // Planning Guidance Note

The Head of Strategic Policy and Regeneration submitted a report on a Parish Plan for Dedham, appended to which was the final Parish Plan document which included a schedule of Action Plans.

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

Councillor Garnett attended and, with the consent of the Chairman, addressed the Committee in support of the Dedham Parish Plan. He thanked the Rural Community Council of Essex and the Dedham Vale and Stour Valley Project for their contributions towards the Parish Plan. He referred to the good response from the village community and requested that their contribution and that of the unofficial working party were acknowledged in the minutes. He was appreciative of the guidance given by officers and he commended the Dedham Parish Plan to the Committee. In response to a query regarding the lack of any mention of the allotments in Dedham within the section on village amenities, Councillor Garnett responded that the allotments were fully occupied and there was a scheme for more allotments to be provided on new land.

RESOLVED (UNANIMOUSLY) that the Dedham Parish Plan be agreed and adopted

as a Planning Guidance Note.

Councillor John Jowers (in respect of being a member of Essex County Council with a Cabinet responsibility for Communities and Planning and for funding the Rural Community Council of Essex) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

21. West Bergholt Village Design Statement // Planning Guidance Note

The Head of Strategic Policy and Regeneration submitted a report on a Village Design Statement for West Bergholt, appended to which was the final Village Design Statement.

Beverley McClean, Coast and Countryside Planner, and Karen Syrett, Spatial Policy Manager, attended to assist the Committee in its deliberations.

Councillor Harrington attended and, with the consent of the Chairman, addressed the Committee. He gave credit to West Bergholt Parish Council as authors of the Village Design Statement. The Village Design Statement indicated what it was like to live in West Bergholt and the document would be helpful to any potential developers because it set out what would be acceptable within the locality. He commended the Village Design Statement which and gave credit to the authors and their responses to various issues.

The Coast and Countryside Planner drew attention to an error in recommendation DG31 which should read "Highly reflective solar panels should not be installed if they have a visual impact on neighbouring properties or the roof scape of the village." Members of the Committee raised issues regarding any legal restrictions in respect of solar panels (DG31) and satellite dishes/wind turbines (DG32), and affordable housing required by young people and for those who were downsizing. Whatever building project was proposed, it had to conform with the local development framework but this additional document described the form of development which would be acceptable. This document had been developed by local people who have explained what their locality is like and what form the future built environment will take.

RESOLVED (UNANIMOUSLY) that the West Bergholt Village Design Statement be agreed and adopted as a Planning Guidance Note.

Councillor Terry Sutton (in respect of being acquainted with one of the former directors of Wilkins and Sons) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Bill Frame (in respect of being acquainted with the Chairman of Wilkins and Sons) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

22. Tiptree Jam Factory Plan // Update

The Head of Strategic Policy and Regeneration submitted a report on progress made with the preparation of the Tiptree Jam Factory Plan and invited the Committee to endorse further consultation under Regulation 25.

Laura Chase, Planning Policy Manager, and Karen Syrett, Spatial Policy Manager, attended to assist the Committee in its deliberations. In the Planning Policy Manager's introduction she referred to the background to the Plan, the reason for the additional consultation, and the evidence base being prepared by consultants. There was nothing to report on the Council's application for Frontrunner status.

Roy Williams addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). Following on from the Committee's previous meeting he had believed that the process would start from the beginning and that there would be a full consultation. He referred to a Melville Dunbar background document which had been on the Council's website but had been replaced by an identical document with the borough council logo replacing the company logo. The document identified the preferred option and he did not know if this option had been decided by the Council. He asked for an explanation.

Steve Read addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He did not understand the necessity for this process because the current LDF document for Tiptree had been found sound only one year ago. He was disappointed that the consultation relied on work done by Wilkins and Sons and the document being biased towards the company's preferred option. He was grateful to officers for assisting his understanding of the process but it appeared to have moved away from an independent robust process. He understood that supporting reports and studies would be provided by Melville Dunbar and it appeared to him that the applicants were writing their own planning policy which he considered to be nonsense.

Spatial Policy officers explained that the objective was to make it clear that they were consulting on proposals made by Wilkins and Sons and the Council was not supporting any proposals at this stage and the consultation enabled interested parties the opportunity to comment. Documents contributing towards the evidence base would be prepared and paid for by Wilkins and Sons and would be developed together with any other relevant studies and the resulting body of information would be assessed. In terms of the wider situation, the planning policy process was undergoing a transitional process and detailed regulations on neighbourhood planning were not expected until April 2012. The Government had made it clear that much of the work for the new Neighbourhood Plans would be prepared by others such as parish councils, neighbourhood groups, forums etc. Reference was made to other situations where this process had been undertaken and studies had been shared with others.

It was also explained that that the purpose of this process was to give the Council more scrutiny. In the absence of a plan, decisions on a planning application would be taken by the Government. If a planning application was refused it could be appealed and an

Inspector would take a decision; if a planning application was approved it would have to be referred to the Secretary of State as a departure from the LDF and the Secretary of State would make the decision. In respect of the Tiptree Jam Factory Plan, it was confirmed that no decision had been made and no-one had been forced to take any particular course of action. If or when a plan came back, it would come to this Committee.

Members of the Committee sought confirmation on whether this was a neighbourhood plan which it was understood would need a referendum, and whether there was a genuine appetite for this in Tiptree and if so whether there was an option to call a halt to it before it went to the Inspector. There were concerns that Melville Dunbar was providing the plan instead of the Council's independent consultant, and that the Melville Dunbar document on the website should be attributed correctly. Such a mistake on the website was considered to be an unfortunate communication error and created unease amongst committee members. There was a need to be clear about the differing roles of the Council and the consultants.

It was explained that, in the absence of regulations on Neighbourhood Plans, the Council was using the existing Development Plan Document (DPD) process. The Department for Communities and Local Government supported a flexible approach to neighbourhood planning and was supporting some schemes in the spirit of neighbourhood planning in advance of new regulations coming into force. The Council had applied for Frontrunner status for this scheme and two others. This unique set of circumstances meant that the Council could not look to other places for examples of best practice. In response to a query regarding the Site Allocation DPD process, it was explained that the site had been proposed as an alternative to the Grange Road site but had not been included at that stage, since the debate at the Site Allocations examination focussed on meeting the housing target for Tiptree rather than looking at additional enabling development.

RESOLVED (MAJORITY voted FOR) that progress made with the preparation of the Tiptree Jam Factory Plan be noted and that further consultation under Regulation 25 be endorsed.

Councillor Henry Spyvee (in respect of his membership of a charitable company which owned a property included in the Colchester Local List) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Nick Cope (in respect of his property being included in the Colchester Local List) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

23. Colchester Local List

The Head of Strategic Policy and Regeneration submitted a report on a Local List

which had been prepared for Colchester, and invited the Committee to formally adopt the Local List of locally important assets.

Beverley McClean, Coast and Countryside Planner, and Karen Syrett, Spatial Policy Manager, attended to assist the Committee in its deliberations. In the introduction by the Coast and Countryside Planner, she referred to the Local List having been undertaken by a local panel which included Philip Crummy. With only one or two exceptions, generally people supported the inclusion of their building on the list. The Local List was currently stored on an independent website but, subject to its adoption, it would be migrated to the Council's website as a layer on c-maps and the Council's IT planning application known as Civica. There was a need to determine how amendments would be carried out, but in any case it was likely they would be done on an annual basis. Philip Crummy had been asked if he would act as adjudicator in cases where a building was borderline. The Spatial Policy Manager referred to Alistair Day, Principal Planning Officer, being available to assist.

Members of the Committee welcomed the input from the wealth of historians on this project and thanked the historians and the officers who had assisted with the list.

RESOLVED that the report be noted and the Colchester Local List be formally adopted.

Councillor John Jowers (in respect of being a member of Essex County Council with a Cabinet Responsibility for Communities and Planning) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

24. Annual Monitoring Report

The Head of Strategic Policy and Regeneration submitted a report appended to which was the Annual Monitoring Report for 2011 including a section on the monitoring of key indicators and general performance within the themes of: Housing; Economy and Business; Transportation; Environment and Heritage; Accessible Services and Community Facilities; and Climate Change.

Laura Chase, Planning Policy Manager, attended to assist the Committee in its deliberations.

Members of the Committee commented that this was a good report which showed the Council in a very good light. Particular mention was made of the Council's position as a Pathfinder for the Community Infrastructure Levy initiative. The Spatial Policy Team was congratulated on the breadth of work they had undertaken which was illustrated in the report.

RESOLVED that the Annual Monitoring Report be recommended for approval by the Portfolio Holder for Planning and Sustainability.



Local Development Framework Committee

Item
7

30 January 2012

Report of	Head of Strategic Policy and Regeneration	Author	Jane Thompson
Title	Colchester Cycling Delivery Strategy		508642
Wards affected	All		

This report seeks approval for adoption of the Colchester Cycling Delivery Strategy.

1. Decision(s) Required

- 1.1 To approve the adoption of the Colchester Cycling Delivery Strategy as a Supplementary Planning Document.

2. Reasons for Decision(s)

- 2.1 To provide advice to developers, Councillors and members of the public continue to understand the important role of cycling in the borough. This will help to deliver a cohesive, comprehensive and legible cycle infrastructure network. It will also help to promote cycle training and marketing.

3. Alternative Options

- 3.1 To not approve the Colchester Cycling Delivery Strategy. This would mean that it would not be adopted as a Supplementary Planning Document (SPD), and therefore hold less weight in negotiations with developers.

4. Supporting Information

- 4.1 The adopted LDF Core Strategy and Development Policy documents set out the need for sustainable development and transport policies to support growth. Cycling is a key part of delivering sustainable development.
- 4.2 Increasing levels of cycling helps meet the Borough's strategic objectives to help tackle congestion and associated issues such as air quality. It is a low carbon form of transport, low cost and can improve personal health.
- 4.3 It is necessary to achieve these objectives and support growth to ensure that new developments contribute in a cost effective manner towards cycle infrastructure, as well as cycle parking, training and marketing activities. A package of sustainable transport measures can reduce the cost to developer by reducing the need to provide more expensive vehicle infrastructure.
- 4.4 The Cycle Town project enabled the Council, working in partnership with Essex County Council (ECC) to improve the town's cycle network, increase the number of cycle parking spaces and deliver a number of training and promotional campaigns. The Borough

Council has learnt from the Cycle Town project and to continue the approach this SPD sets out how it intends to do so with a focus on future development.

- 4.5 The Colchester Cycling Delivery Strategy (CCDS) was prepared by a working group made up of officers from spatial and development management at Essex and Colchester Councils as well as representatives from Sustrans and the local cycling community.
- 4.6 An adopted CCDS SPD will give material status in planning decisions, and be able to be used in negotiations to secure funding for cycle infrastructure and measures to encourage cycling. The CCDS, once adopted as SPD, can also be used to help attract investment from other sources.
- 4.7 The purpose of this SPD is to:
- support sustainable growth in line with the adopted Core Strategy
 - promote the importance of cycling facilities, training and promotional activities
 - ensure the provision of cycle facilities, training and promotion
 - inform developers what can be expected regarding contributions for cycling
 - protect and improve existing cycling facilities
 - attract investment from other sources
 - help achieve the Council's strategic objectives
- 4.8 The Infrastructure appendix to the CCDS illustrates the network of routes which are described in an accompanying table. Due to the evolving nature of the cycle network, the map and table will be periodically reviewed to ensure they are up to date and in line with the emerging Community Infrastructure Levy and future development.
- 4.9 The CCDS is relevant to the whole of the borough, in line with the Strategic Plan's objective to tackle congestion. However, the focus of the CCDS is on Colchester's urban area as this will have the most impact in meeting this objective, due to the number of short trips made by car and the focus of new development being in and adjacent to the urban area. The Council supports cycling in district centres and rural areas and will support measures to be identified through community led plans.
- 4.10 ECC has worked with the Council in preparing the CCDS and their letter of support for the Strategy is attached as appendix 3.

5.0 Proposal

- 5.1 To adopt the Colchester Cycling Delivery Strategy as a Supplementary Planning Document.

6. Strategic Plan References

- 6.1 Introducing extra and better cycle routes linking major destinations and encouraging more people to cycle will help deliver the following priorities for action within the Strategic Plan.
- **Congestion busting** - seeking to change travel behaviour and improve accessibility, seek improvements for walking, cycling and public transport, and work in partnership to improve transport infrastructure. Promoting cycling is important to help encourage modal shift.

- **Healthy living** - providing opportunities for residents to improve their health by encouraging healthier ways of living. Encouraging cycling and providing cycle infrastructure helps people build activities into their everyday lives. Also promoting cycling will help to tackle air quality issues.
- **Enabling job creation** - Congestion remains a major issue for local businesses and potentially affects inward investment. Quality cycle access to employment areas means more people can access jobs, and can help address congestion by providing an alternative to the car, and improves personal health with potential productivity benefits for employers.

7. Consultation

- 7.1 The consultation followed the methodology and techniques for the adoption of Local Development Documents set out in the Council's Statement of Consultation.
- 7.2 The consultation was carried out over a four week period in late November and early December 2011. The consultation took the form of :
- a display of the proposals at a consultation event staffed by officers
 - interested parties were invited to comment on the proposals
 - the proposals were accessible through relevant web sites encouraging people to respond to the consultation
 - direct contact with specific interest groups
- 7.3 The consultation responses were reviewed and where appropriate the Colchester Cycling Delivery Strategy was amended. The Statement of Consultation contains the responses and the amendments to the draft CCDS, and is attached as appendix 2.
- 7.4 Organisations will be contacted to inform them of adoption. An adoption statement will be made and the document will be made available via the Borough Council's website.

8. Publicity Considerations

- 8.1 Publicity for the consultation was sought via the press and provided via the Council's web site. A press release will be issued to support the approval of the document which will hopefully generate positive publicity.

9. Financial Implications

- 9.1 The Colchester Cycling Delivery Strategy, once adopted can be used in the planning process as part of the evidence base to justify developer contributions and in the future allocation of CIL funding.

10. Equality, Diversity and Human Rights implications

- 10.1 An Equality Impact Assessment has been prepared for the Cycling Delivery Strategy. It is available to view on the Colchester Borough Council website by following this pathway from the homepage - www.colchester.gov.uk > Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Strategic Policy and Regeneration > Colchester Cycling Delivery Strategy
- 10.2 This EqiA was available throughout the consultation process and no comments were received on its contents.

11. Community Safety Implications

- 11.1 There are no significant community safety implications arising for the CCDS, however cycling infrastructure schemes, when they are designed, will be subject to safety review as part of design process.

12. Health and Safety Implications

- 12.1 There is no significant health and safety implication arising for the CCDS, however cycling infrastructure schemes when they are designed will be subject to safety review as part of design process.

13. Risk Management Implications

- 13.1 Failure or delays to adopt the CCDS could result in a delay to deliver on Strategic Plan objectives.

Background Papers

Colchester Cycling Delivery Strategy (with appendices) Appendix 1
Statement of Consultation (with appendices) Appendix 2
ECC letter of support Appendix 3

30 January 2012

**Colchester Borough Council
Supplementary Planning Document**

Colchester Cycling Delivery Strategy

1. Introduction

- 1.1 Colchester is one of the fastest growing boroughs in the East of England, and like many other towns suffers from congestion at certain times of the day. Cycling can not only help to tackle this congestion, but it can also improve personal health and benefit the environment.
- 1.2 In 2008 Colchester was designated as a Cycling Town. The project has enabled the Council, working in partnership with Essex County Council, to improve the town's cycle network, increase the number of cycle parking spaces and deliver a number of training and promotional campaigns. The Borough Council wishes to continue this good work and the Supplementary Planning Document (SPD) sets out how it intends to do so.
- 1.3 Cycling Town work showed that for a modal shift to occur three aspects need to be considered. These are infrastructure, training and marketing.
- 1.4 Improving conditions for cyclists and cycling infrastructure has many benefits which are recognised within the Councils Strategic Plan. There are nine priorities for action in the plan including –
 - Congestion busting - seeking to change travel behaviour and improve accessibility, seek improvements for walking, cycling and public transport, and work in partnership to improve transport infrastructure.
 - Healthy living - providing opportunities for residents to improve their health by encouraging healthier ways of living, including active travel.
 - Enabling job creation - congestion remains a top issue for local businesses and potentially affects inward investment.

2. The Role and Status of the Supplementary Planning Document

- 2.1 This SPD expands upon the Council's existing planning policy on the provision of appropriate infrastructure requirements contained within the Local Development Framework.
- 2.2 This is a Draft SPD. Once adopted it will be a material consideration in the determination of all planning applications for development including applications for renewal of consents. The requirements of the SPD come into immediate effect upon the adoption of this document and will apply to all applications received after the date of adoption.
- 2.3 The Council will consult on this document in accordance with regulations and the Council's Statement of Community Involvement. All responses received will be taken into account in preparing the final adopted version of the SPD.

- 2.4 The Council has sought and obtained Essex County Council's endorsement of the Strategy as the Highway Authority.
- 2.5 During the preparation of the Strategy, screening was carried out to establish if a Sustainability Assessment or Strategic Environmental Assessment were required. It was concluded that the SPD would not result in any significant environmental effects and therefore were not required. An Equality Impact Assessment has also been undertaken.
- 2.6 The purpose of this SPD is to:
- support sustainable growth in line with the adopted Core Strategy
 - promote the importance of cycling facilities, training and promotional activities
 - ensure the provision of cycle facilities, training and promotion
 - inform developers what can be expected regarding contributions for cycling
 - protect and improve existing cycling facilities
 - attract investment from other sources
- 2.7 The Infrastructure appendix to the SPD illustrates the network of routes which are described in an accompanying table. Due to the evolving nature of the cycle network, the map and table will be periodically reviewed to ensure they are up to date and in line with the emerging Community Infrastructure Levy and future development.

3. Why Cycling is Important in Colchester

- 3.1 In 2007 a travel survey (Colchester Travel Diary July 2007) was undertaken by Essex County Council in Colchester. The results show that there is significant car use within the town over short distances which could be made by alternative modes to help relieve pressure on the congested road network.

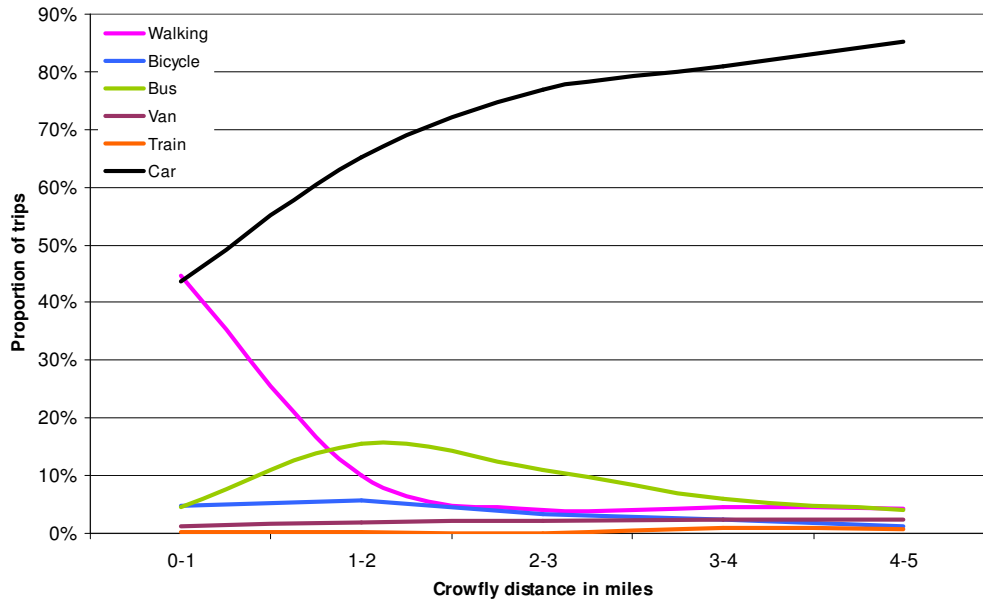


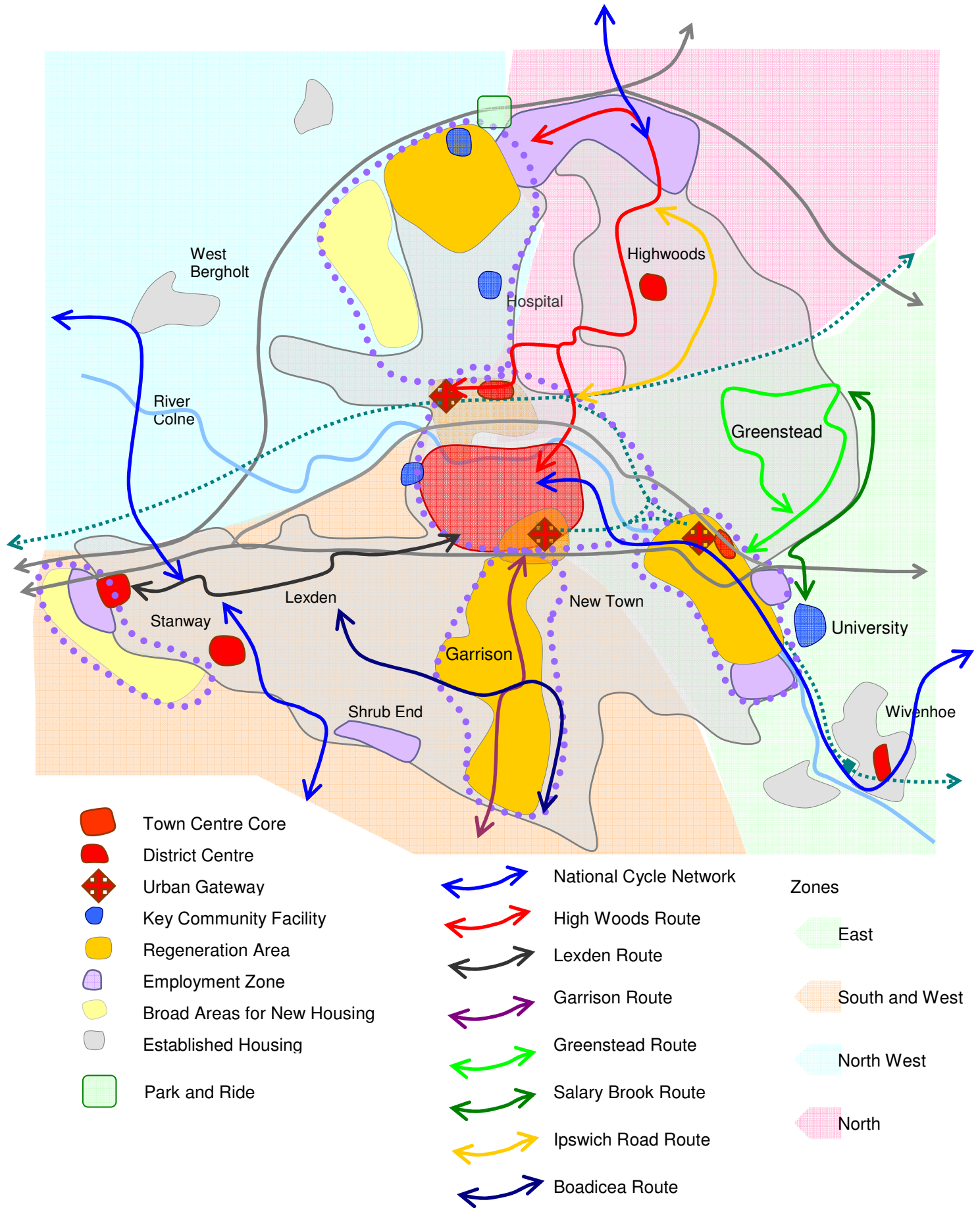
Figure 1 - Distance Travelled by mode – Colchester Travel Diary (2007)

3.2 The following information was produced for the Department for Transport's Delivering a Sustainable Travel Strategy – A12 Corridor Towns (May 2010)

- The town remains quite self-contained, with around 70% of people living and working in the town
- About 60% of car trips are less than 3km (2miles), with 45% of car trips to work under 1.5km (1mile). This is a 15-20 minute walking distance; which suggest that cycling and walking should be key elements in the future.
- About 36% of trips are under 5km (3miles) and 59% under 10km (6miles) which suggest that bus, cycling and walking must be main pillars of the forward strategy, particularly cycling
- Edge of town residential areas are continuing to produce highest car use for commuting; so bus or cycling should form a key part of the strategy

3.3 This diary demonstrates why cycling has such potential in Colchester and why it is important to encourage more people to cycle, whether it be for trips to work, school, college, shopping, leisure or visiting friends.

Figure 2 - Colchester Urban Area Development, Zones and Cycle Routes



4. Why is a Cycling Delivery Strategy required?

- 4.1 The Strategy is being prepared to ensure councillors, officers, developers and others continue to understand the important role of cycling in the borough. This will enable them to help deliver a cohesive, comprehensive and legible cycle infrastructure network. It will also help promote cycle training and marketing.
- 4.2 The Strategy will also be a useful evidence base when bidding for funds from others sources.

5. Existing Policy and Guidance

5.1 National Policy Context and Guidance

5.1.1 The following documentation provides a national framework for transport and planning.

- Department for Transport National White Paper
Creating Growth, Cutting Carbon (January 2011)
- Department for Transport Local Transport Note 2/08
Cycle Infrastructure Design (October 2008)
- Cycling England Advice Note
Cycling and Developments – Residential and Commercial (2009)
- National Planning Policy Framework (emerging policy document due for adoption spring 2012)
- PPG13 Planning policy guidance adopted March 2001, expected to be superseded by NPPF spring 2012

5.2 National Planning Guidance on Contributions

5.2.1 National policy on planning obligations and standard charges continues to evolve. The general principle of planning obligations was set by Section 106 of the Town and Country Planning Act 1990 (as amended). This provides that legal agreements can be linked to planning permissions to secure various purposes such as restricting the use of land or requiring specific operations for which a contribution is paid to the local authority.

5.2.2 The requirements for planning obligations are defined as:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fair and reasonably related in scale and kind of development

5.2.3 Section 46 of the Planning and Compulsory Purchase Act 2004 provides for the levying of planning contributions. Additionally, The Planning Act 2008 (Part 11) provides the enabling powers for local authorities to apply a Community Infrastructure Levy (CIL) to support strategic infrastructure delivery in an area. Regulations for a Community Infrastructure Levy were published in April 2010 and updated in April 2011. Further regulations are subject to current consultation (January 2012). Under the new system, planning obligations will still be in use to provide for site specific requirements, providing that it does not overlap with projects funded by CIL.

5.2.4 The Draft National Planning Policy Framework discourages the use of SPDs that add to a developer’s financial burden. The Council will accordingly seek to ensure that the provision of essential cycle facilities is achieved in a cost effective manner, bearing in mind that increased take-up of cycling reduces demand for more costly vehicular infrastructure.

5.3 Local Policy Guidance

5.3.1 The following documentation provides a local framework for transport and planning.



Diagram of Present Accessibility and Transport (taken from Core Strategy)

5.3.2 Core Strategy (adopted December 2008) extracts

- TA1 Accessibility and Changing Travel Behaviour.

'...improve accessibility and change travel behaviour....by enhancing sustainable transport links...

- TA2 Walking and Cycling
'...regional and rural links will be improved and better connected with local destinations. The design and construction will be improved to make walking and cycling more attractive, direct and safe. Walking and cycling improvements will be focussed on centres, schools, workplaces and public transport interchanges....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.'

5.3.3 Development Policies (adopted October 2010) extract –

- DP 3 Planning Obligations and the Community Infrastructure Levy
The CIL will be a charge used to fund necessary local and sub-regional infrastructure which supports the objectives contained in the Core Strategy and the development of the area.
- DP17 Accessibility and Access
'All development shall seek to enhance accessibility for sustainable modes.... by giving priority to pedestrians, cycling and public transport to ensure they are safe, convenient and attractive and linked to the existing network.'
- DP 19 Parking Standards
Cycle parking will be required for all developments

5.3.4 Promotion of cycling is also encouraged in specific areas in the Site Allocations DPD (adopted 2010)

5.3.5 Other local guidance is contained in the following documents;

- Essex Cycling Strategy (August 2001)
- Essex County Council Development Management Policies (2011)
Of particular relevance is Policy DM9 Accessibility and Transport Sustainability. Criterion iii states; all development proposals are assessed and determined against the Essex Cycling Strategy, and mitigation will be required where impact is identified including connection to the existing network.
- Essex County Council Integrated County Strategy (2010)
The priority investment for the key towns will be (amongst others) 'ensuring the connectivity within and between the main towns is appropriate to support a thriving economy.'
- Essex County Council Local Transport Plan (2011)
Relevant extracts include:

Access and Travel Choice

By 2018, the Essex population is forecast to have grown by around 10% which, without adequate provision for sustainable transport, would overwhelm our current transport networks and increase carbon emissions. If the Council is to achieve our vision of sustainable growth, it needs to broaden travel choices and promote the take-up of available sustainable travel options; for instance by encouraging the 30% of Essex residents who travel less than 3 miles to work to do so by bike, or by encouraging those travelling less than a mile to walk.

The LTP Transport priorities for the Haven Gateway Area includes – Improving and promoting cycle networks; and improving the availability of travel choices and awareness of them.

- Essex Planning Officers Association – Vehicle Parking Standards (Sept 2009)
This includes information on the quantity and quality of cycle parking as well as location and layout.
- Cycle Town Delivery Strategy (2008)
Building on the successful bid this 2008 strategy sets out targets and the delivery of initiatives as part of the 3 year Colchester Cycle Town project.

5.4 More details on all the policies are contained in the relevant documents.

6. Cycling Provision in New Developments

6.1 It is important that all new developments plan from the outset to accommodate cycle infrastructure to create sustainable development.

6.2 S106 Agreements and conditions will be used, where justified, for site specific works or projects. Larger items of infrastructure are likely to be funded through CIL once it is introduced.

6.3 S38 Agreements will continue to be used to ensure quality cycle infrastructure is provided within the development.

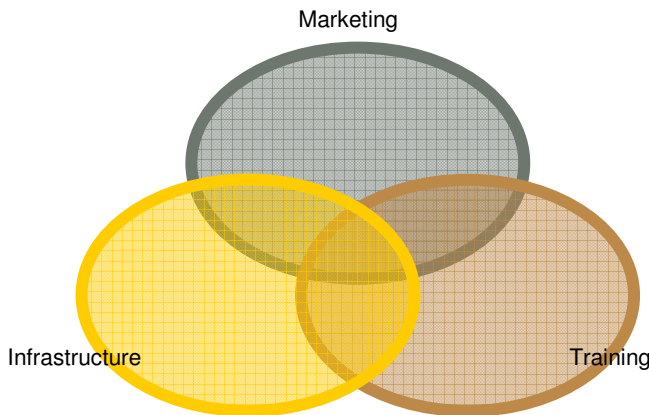
6.4 The Council intends to adopt a charging schedule for a Community Infrastructure Levy. CIL is a new system of developer contributions and is intended to supplement other public sector funding streams to ensure that new community infrastructure (including strategic transport links such as cycle paths) can be provided to keep pace with population growth.

6.5 CIL is set locally and will become a standard charge per square meter applied to new developments. The Council is in the process of agreeing a charging schedule for CIL, which will involve balancing the need for

infrastructure such as support for cycling against the need to maintain the viability of developing new housing. The charge will be imposed at the time planning permission is granted.

- 6.6 Funds raised through CIL will be allocated on the basis of a project list agreed by the Council and regularly updated. The strategic projects proposed in this SPD accordingly will be prioritised, phased and funded through this process. CIL is expected to replace Section 106 contributions for large scale pieces of infrastructure, however Section 106 will still be used for site specific mitigation measures that are required to make a development acceptable. In terms of cycle provision, this means that it is expected that strategic cycling links will be funded by CIL (once it is introduced) while on-site provision and smaller projects, such as local links and crossings to a cycle network, would be funded by Section 106 contributions and obligations.
- 6.7 CIL will be a standard non-negotiable charge applied consistently across all developments by type (i.e. all residential developments), while Section 106 contributions will be negotiated on a site-by-site basis.
- 6.8 All developments that are expected to increase the number of movements to and from a site will be required to provide quality infrastructure on the site itself and contribute towards infrastructure improvements to help link the site to existing destinations. The precise level of contribution will depend on the size of the development and the infrastructure required.

7. The elements needed to encourage cycling



- 7.1 Increasing the number of people cycling is not just about infrastructure. Although an important element, providing quality cycle routes and parking at the origin and destination, will only go some way to encourage cycling. Encouraging the next generation of adult cyclists at schools and colleges, as well as seeking to reintroduce adults to cycling, is fundamental to this

strategy. Also essential, is engaging with potential cyclists about the benefits of cycling and promoting the cycle facilities.

7.2 Cycle Parking

7.2.1 New developments will be expected to incorporate cycle parking both at the point of origin (normally a dwelling) and at destinations. Standards for cycle parking are set out in the Essex Parking Standards document referred to above. It is equally important not only to provide space but also to ensure cycle parking is secure, covered, convenient, accessible and easy to use.

7.2.2 Cycle parking needs to be located near to the entrance of a building as possible, under surveillance, and be safely and easily accessible from the surrounding cycle network. In developments, the needs of visitors must also be accommodated.

7.2.3 Standards for cycle parking can be found within Vehicle Parking Standards (Sept 2009) on the CBC web site.

7.2.4 A Cycle Centre; a staffed facility where bikes can be stored, repaired and maintained, and information on cycling made available, may be required in the town centre and at other major destinations.

7.3 Infrastructure

7.3.1 Quality infrastructure allows people to travel from their origin to their destination quickly and efficiently, with the minimum interruption in their journey. It needs to link new developments to their destinations. Development can be linked into the existing cycle network via the road network, but that network will need to be suitable for cycling in terms of vehicular speeds and traffic volumes. This could mean the introduction of 20mph speed limits in residential areas, where suitable, and allowing cycling in one way streets through using “No-entry except cycles” signs. This will provide continuity and direct routes.

7.3.2 Existing guides show the design requirements of new infrastructure, for example the type of cycle route most appropriate – whether it needs to be a dedicated shared use off road, shared (unsegregated) footway/cycleway or path, marked on road or signed on road. It is expected that all new development follows existing design guides. We would also welcome innovation, especially where a different approach has been found to work safely elsewhere, e.g. the Department for Transport has published a Traffic Signs Policy Paper “Signing the Way” October 2011 document which allows for a more innovative approach to benefit cyclists.

7.3.3 The Council will require developers to provide the following as part of their development where appropriate –

- Fill gaps in the network to provide continuous direct routes
- Suitable at grade crossings of roads which sever cycle route
- The use of 'elephants feet', or similar, may be required, where appropriate, where a cycle route crosses a road to show the route's continuity
- Advanced stop lines to give cyclists priority at junctions
- Cycle parking will be provided as part of new developments, however cycle parking at existing destinations is also important and contributions will also be sought to provide them.
- A contribution to appropriate cycle parking at the major destinations will be required, including towards a 'Cycle Centre' in the town centre, and possibly at other major destinations
- The upgrading of existing cycle routes as required including the National Cycle Network
- Conversion costs to create new or change existing public rights of way status to allow cycling.
- Route signing will be required, however the use of 'no cycling', cyclists dismount' and 'end of cycle route' signs are unlikely to be permitted.

7.3.4 Links within new developments which meet local needs will be identified during the planning process through, for example, master plans and development briefs. The upgrading of existing cycle routes may be required and new developments will need to be designed to enhance and complement the existing routes.

7.4 Encouraging People to Cycle

7.4.1 It is important to make people feel confident to be able to take up cycling.

7.4.2 The marketing of cycling as a normal way to make short journeys and local cycle routes is also very important. New developments should provide a package of measures to encourage new residents, visitors and employees to cycle.

7.4.3 The package of measures to encourage people to cycle could include;

- Maps showing the cycle network
- Area based travel planning which targets households with information and assistance in helping them to choose cycling (personal travel planning)
- Discount vouchers for purchases at bike shops, or bike hire
- Marketing material specific to the zone in question, as well as area wide information and targeted to the appropriate market segmentation
- Cycle hire and bike maintenance at hubs and within training programme
- Campaign work involving the community
- Led rides and tailor made cycle training

7.4.4 The Council can provide advice on appropriate package to suit individual schemes.

8. How are cycling needs identified?

8.1 As part of the Cycling Town project evidence was gathered to plan what would be required to increase cycling in Colchester. In the preparation of this Strategy the following were used to plan the infrastructure requirements.

- Walking and Cycling Reviews in Colchester (2002)
- Station Travel Plan audit (2008)
- Cycle Town Delivery Strategy (2008)

8.2 The mapping to support the strategy in the main focuses on routes within the urban area, where much of the traffic congestion exists. The Borough supports development of routes within District Settlements and Rural Communities and will be considered as part of the community led plan process and will be included in a future review.

9. Infrastructure Mapping

9.1 For the purpose of the Cycling Delivery Strategy, Colchester's urban area has been split into zones, as shown on the map attached as Appendix 1. The zones have been drawn to include existing developments and movements as well as where development is expected in the future. Contributions will go towards improving cycling measures within the zones. These measures will include routes linking the existing and new developments into the town centre and other major destinations, as well as routes into neighbouring zones linking to major destinations.

9.2 All routes described in this document are strategic in nature corresponding to strong lines of desire linking transport generators such as residential areas, centres of education and large employers with the current network.

9.3 Major destinations include:

- Town centre
- Colchester Rail Station
- General Hospital
- Cuckoo Farm and North Colchester Business Parks
- Tollgate Business and Retail Park
- University of Essex, Sixth Form College and Colchester Institute

9.4 The other major destinations will be picked up as part of the zone requirements but could include secondary schools and leisure facilities.

9.4 Although this document focuses in the main on routes within the urban area, they link to routes where the destination is further than the urban boundary, for example the National Cycle Network which runs through the borough. The National Cycle Network includes

- NCN1 Dover to Scotland,
- NCN51 Colchester to Harwich and Oxford and
- NCN 13 London to Fakenham

9.5 In the rural areas quality cycle facilities are important to link residents with their destinations as well as providing leisure routes. The principles outlined in this Strategy apply equally to the district centres and rural areas. However, the specific requirements of the rural areas will be identified as part of the community-led plan process and the Colchester Green Infrastructure Strategy (August 2011).

9.5 Attached to this SPD are three appendices which illustrated the proposed cycle routes and links

- Appendix 1 - Map showing the existing and proposed cycle routes and links
- Appendix 2 - Details the proposed routes and links

9.6 The map attached as Appendix 1 shows the following routes which are detailed below -

9.7 Colchester Urban Area Zones

9.7.1 Colchester's urban area has been split into zones which include the following routes –

North <ul style="list-style-type: none"> • Highwoods • Ipswich Road 	South and West <ul style="list-style-type: none"> • Lexden • Boudicca • Garrison
North West <ul style="list-style-type: none"> • West Bergholt • Mile End 	East <ul style="list-style-type: none"> • Wivenhoe Trail • Greenstead and Salary Brook

9.7.2 There is also the town centre zone where most routes connect to give access to and through the town centre.

9.7.3 Existing cycle routes – (coloured blue and green)
 Connection to these routes within the zones will be required. Priority will be given to complete the existing network and enhancements of the existing routes.

9.7.4 Routes agreed as part of development (orange)
 These routes have been approved and/or are in the process of being constructed.

9.7.5 Proposed cycle routes – (red)

Generally these routes will use existing infrastructure such as quiet roads, rights of way (through a change of status where necessary), permissive cycle paths, and existing or proposed bridges. The alignment of these routes are unlikely to move significantly except for possible small changes when detailed plans of the development sites are agreed. If developers want routes to be maintained by the Highway Authority developers may be required to bring routes up to adoptable standards.

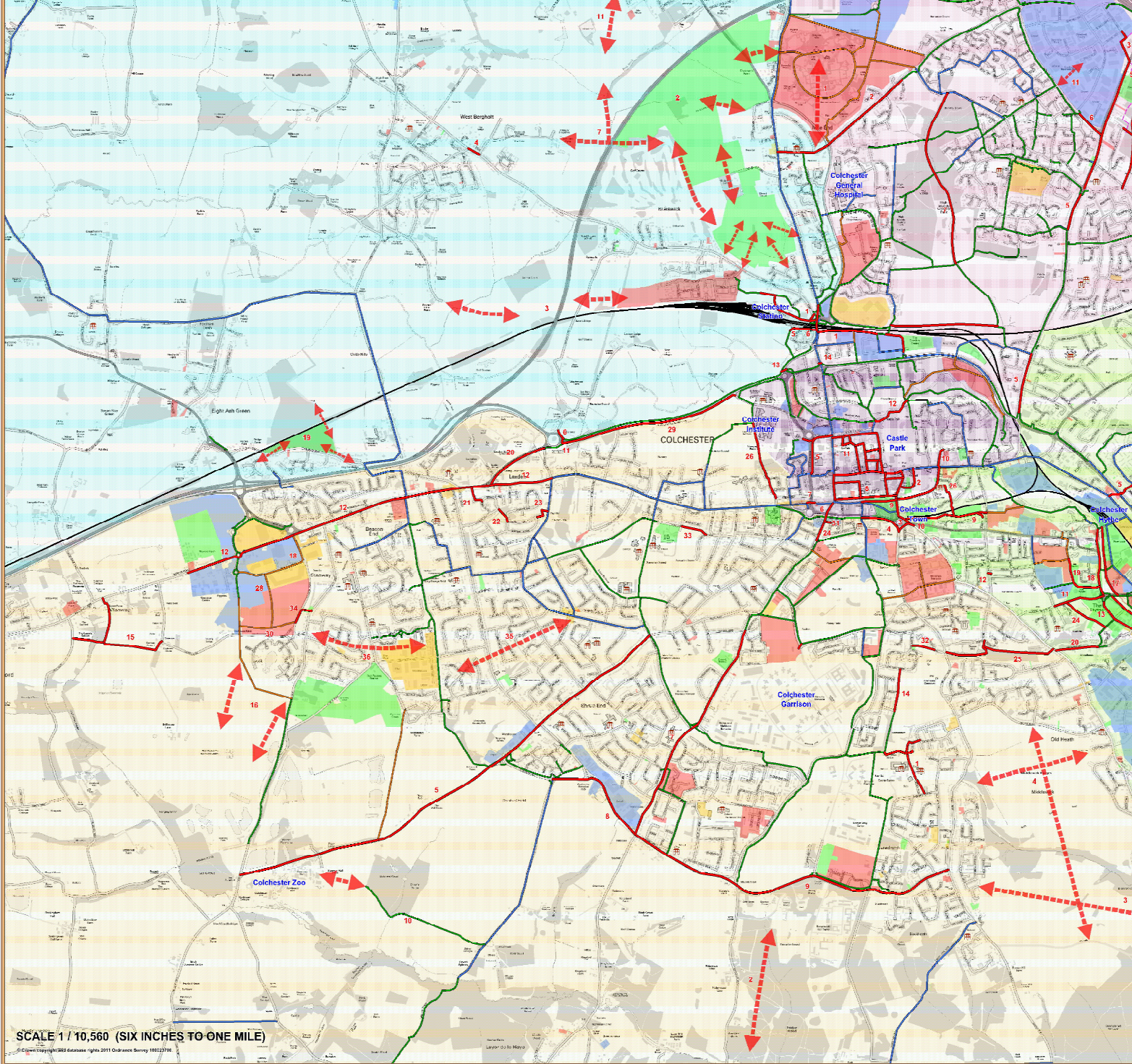
9.7.6 Proposed cycle links – (red dotted line and arrows)

These links would provide convenient and direct routes to the urban extensions and to neighbourhoods where none currently exist. They are subject to negotiation with landowners, and consideration of issues such as environmental sensitivities, maintenance, cost and local consultation will be needed. Most of these links have already been identified as gaps in the current network, some use existing infrastructure, and where necessary a change of status. The lines and arrows shown are indicative only and show the desired areas to be connected.

9.7.7 The deliverability of the proposed routes will be subject to further investigation as and when development or funds come forward.

10. Monitoring and Review

10.1 The Strategy and the plans will be reviewed on an annual basis in the Annual Monitoring Report. This will ensure the document is kept up to date and relevant.



**Details of the Proposed Routes and Links
shown on the Existing and Proposed Cycle Routes Map**

Town Centre Zone

No.	Description
1	North Station Road to Mason Road via Brick Kiln Lane and Cowdray Centre
2	Cultural quarter – Link between East Hill and Queen Street
3	St Botolphs roundabout crossing from all arms roundabout
4	Southway – Abbeygate to Military Road
5	Balkerne Hill east side from bridge to Middleborough, along to Sheepen Road including crossing, and to North Hill
6	Crossing Southway – Butt Road to Head Street
7	Crossing Balkerne Hill at Crouch St
8	Contraflow cycle routes in town centre core
9	East-west cycle route via Vineyard St and Priory St, crossing Queen St.
10	East Hill to Riverside estate via Land Lane
11	Contraflow cycling in Dutch Quarter inc Maidenburgh St
12	Lower Castle Park route linking NCN51 and 1 with town centre and west Colchester
13	A133 crossing of Westway at roundabout (north side)
14	A133 crossing of North Station Road at Albert Roundabout (north side)
	Comprehensive signage of routes
	Removal of No cycling orders in subways and Balkerne Hill Bridge

North Zone

1	Severalls development to Mill Rd
2	Mill Rd from Mile End Road to Squirrels Field
3	Severalls business park to Ipswich Road
4	Link Bullace Close to green Lane
5	Ipswich Rd from A133 to Broadlands, and Myland Hall Chase to link to Severalls link, north of Betts development
6	Severalls Lane - Ipswich Rd to Princes Drive

7	Extend Highwoods CP route from e/w junction to Brinkley Grove Road
8	St Johns Rd to Bullock Wood Close and Betts site
9	From Betts site northbound to Ardleigh
10	Link from Park and Ride site to Runkins Corner
11	Severalls Lane to Severalls Business Park

East Zone

No.	Description
1	Link to Wivenhoe Trail from Spring Chase
2	North Wivenhoe to University
3	Wivenhoe to University via Colchester Road
4	Wivenhoe to Brightlingsea
5	At grade crossing of St Andrews Avenue allowing access from Greenstead and St Annes access to Greenstead Rd, Hythe Station and town centre via The Chase
6	Avon way crossing at Greenstead Road roundabout
7	Greenstead Road roundabout to University via Salary Brook path
8	Improved link from Greenstead Rd to Elmstead Rd
9	Linking NCN route1 at the Moors through footpath to town centre and St Botolphs Station including Brook Street crossing. Running north of Magdalen Street and linking to Simons lane
10	Magdalen St j/w Military Road - advanced stop lines
11	Link between Hythe and Recreation Road
12	Wimpole Rd crossing at Harsnett Rd/ Gladstone Rd
13	Link Colne Causeway and Haven Rd with Rowhedge Trail
14	Rowhedge south to Fingringhoe
15	Clingo Hill to Elmstead Market and Ardleigh
16	Rowhedge Trail
17	Riverside – Hythe to Colne Causeway east side
18	Hythe Quay to Hythe Station St
19	Hythe Quay to Parsons Lane
20	Distillery Lane

21	King Edward Quay
22	Welshwood Park to Dunthorne Road
23	Welshwood Park to Bromley Road
24	Distillery Lane to Recreation Road path
25	Bridge and path linking Wivenhoe Trail to Knowledge Gateway cycle routes
26	Priory Street to cycle path rear of George Williams Way

South and West Zone

Link	Description
1	Monkwick Avenue to Gurdon Rd and The Willows
2	Mersea route
3	Rowhedge to Monkwick
4	Routes via Middlewick ranges
5	Maldon Rd - Warren Lane to Boadicea Way
6	Cymbeline way to Bakers Lane
7	Layer Rd – Berechurch Hall Road to Boadicea Way
8	Berechurch Hall Road to Olivers Lane
9	East west route along Berechurch Hall Road
10	Zoo route to Olivers Lane
11	Cymbeline Way crossing at Spring Lane roundabout
12	London Road and Lexden Road from eastern end of Tollgate development to Church Lane
14	North – south cycle route behind Gurdon Rd to Queen Mary Avenue
15	Church Road to Hall Rd and London Rd
16	Tollgate to sandpits
20	Cymbeline Way r/a to London Road
21	London Rd to Bryon Ave
22	Chaucer Way to Wordsworth Close
23	Wordsworth Close to Church Lane
24	Butt Road from Camp Folly to Headgate including access to Camp Folly

25	Old Heath Road to Borne Pond and Mersea Rd
26	Hospital Lane to Sheepen Road via Colchester Institute
29	Cymbeline Way southside
31	Contraflow cycling in Wellington Street
32	Dudley Close to King George Road
33	Park Road to Queens Road
34	Tollgate Road to Villa Road
35	Prettygate to Stanway
36	Stanway to Tollgate

North West Zone

Link	Description
1	North Station roundabout and North Station Road and link to station entranced via forecourts
2	Access ways proposed into and through North Colchester growth area
3	West Bergholt to Braiswick Park
4	West Bergholt link Chapel Road to Armoury Rd
5	Westway to station southside forecourt via Claremont Road nursing home development
6	Station track to North Station Road via station south side forecourt
7	West Bergholt to North Colchester growth area and north to Great Horkesley
11	Great Horkesly to north Colchester growth area
19	Halstead Road to Iron Latch Lane development (various links)

Colchester's Local Development Framework

Colchester Cycling Delivery Strategy

Supplementary Planning Document (SPD)

Statement of Consultation

Spatial Policy
Strategic Policy and Regeneration
Colchester Borough Council
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Town Hall
Colchester
Essex CO1 1ZE
01206 282787
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Introduction

The Colchester Cycling Delivery Strategy Supplementary Planning Document (SPD) is one of the planning documents that make up Colchester's Local Development Framework. The overarching Core Strategy DPD was the first document to be produced, in line with Government guidance on priorities for the LDF. The Core Strategy sets out the spatial vision, strategic objectives and policies for the Borough up to 2021. The Core Strategy was declared 'sound' by a Government-appointed Planning Inspector and was adopted 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 subsequent planning policy documents including this SPD.

In preparing the Colchester Cycling Delivery Strategy SPD for adoption, we are required to comply with the Town and County Planning (Local Development) (England) Regulations 2004 and 2008 amendments. Regulations 18 and 19 of the 2008 amendments provide that the Council should not adopt a SPD until they have prepared and published a statement setting out:

- who was invited to be involved in the plan preparation
- how they were invited to be involved in the plan preparation
- a summary of the main issues raised and how they have been addressed

The following statement addresses these points and also is in accordance with Colchester's Adopted Statement of Community Involvement (SCI). The SCI stipulates the level of consultation to be undertaken, which includes a wide range of media and publicity to engage the general public, hard-to-reach-groups, community groups, councillors, businesses and governmental bodies.

Consultation Process

In line with Government regulations, the Council consulted on the Colchester Cycling Delivery Strategy between 18 November and 19 December 2011. The consultation provided the public and stakeholders with the opportunity to comment on the Council's preferred approach to securing planning contributions for community facilities.

A public exhibition of the proposals was held between 4pm to 6pm on Monday 28 November 2011 in the Town Hall, Colchester.

Letters and/or emails were also sent to individuals recorded on the Local Development Framework List of Consultees compiled by Colchester Borough Council. The list was drawn up in accordance with the Town and Country Planning (Local Development) Regulations 2004 and therefore included "specific consultation bodies" such as Government agencies like Natural England and the Highways Agency. In addition, in line with the Council's Statement of Community Involvement, a large number of "general consultation bodies" were consulted representing voluntary groups, ethnic minorities, religious groups, disabled persons and business community representatives. The list of stakeholders is attached as Appendix 1 and the letter sent to stakeholders is attached as Appendix 2.

In accordance with regulations, a statutory advert was posted in the Borough's weekly newspaper (The Essex County Standard) notifying people of the consultation details. A copy is attached is Appendix 3.

10 organisations and 41 individuals responded to the Colchester Cycling Strategy SPD consultation. The views received are summarised in the tables below.

Table - Summary of Consultation Responses

Q1 Do you support the Council's objectives as set out in the draft CDS: manage congestion, improve personal health and enable job creation?

Yes..... 38 (95.0%) No..... 2 (5.0%)

Q2 How do you feel about the content of the draft CDS?

Fully agree 23 (56.1%)
 Partially agree 12 (29.3%)
 Not sure/neither agree or disagree 3 (7.3%)
 Partially disagree 2 (4.9%)
 Fully disagree 1 (2.4%)

Q3 Please let us have your comments on the draft CDS. 27 (100%)

Q4 Is there an additional route or measure that you would like to be included in the CDS?

Yes..... 29 (70.7%) No..... 12 (29.3%)
 Please give details 32 (100.0%)

Q5 Is there a proposed route that you think should not be included in the CDS?

Yes..... 1 (3.1%) No..... 31 (96.9%)
 Please give details 4 (100.0%)

Q6 Are you responding as a private individual?

Yes..... 40 (90.9%) No..... 4 (9.1%)

Q7 Please let us have your contact details

Full name 39 (100.0%)
 Postcode 39 (100.0%)
 Email address 36 (100.0%)

Q8 Please tick this box if you want to give permission for Colchester Borough Council to contact you regarding the CDS.

Your personal information will be held on a database only for the duration of the project..... 31 (100.0%)

Q9 Do you regularly cycle to work, the shops, school or college?

Yes..... 33 (82.5%) No..... 7 (17.5%)

Q10 If no, what is your main form of transport?

Walk..... 1 (25.0%) Motorcycle 0 (0.0%) Car 2 (50.0%)
 Bus..... 1 (25.0%) Taxi 0 (0.0%)
 Othe 1 (100.0%)

Q14 What is your ethnicity?

Asian or Asian British	0 (0.0%)
Black or Black British	0 (0.0%)
Chinese	0 (0.0%)
Mixed	0 (0.0%)
White.....	43 (100.0%)
Other ethnic group.....	0 (0.0%)

Q15 What is your age?

Under 19.	0 (0.0%)	60 to 79 ..	11
			(25.6%)
20 to 39...	8	80+	0 (0.0%)
	(18.6%)		
40 to 59...	24		
	(55.8%)		

Q16 Do you have a long-term illness, health problem or disability which limits your daily activities?

Yes	6	No.....	37
	(14.0%)		(86.0%)

Table
Summary of Detailed Comments Received and Colchester Borough Council's Response

	Respondent	Summary of Comments	CBC Response	Action Required
1	Essex County Council	Support with minor amendments/clarification to text. 1. Healthier Living – include active travel 2. Cycle Parking – include 'secure' and 'covered' 3. Use of elephant's feet – include 'where appropriate' 4. Cycle centre – include explanation of what a Cycle Centre is in text 5. Conversion costs – include '...contained within the development. We can't ask for funding for something which may never be built because it's not Highway, Borough or have landowners consent. 6. Route signing – Positive route signing will be required. The use of... will not be permitted.	1. accept 2. accept 3. accept 4. accept 5. not accepted, CIL funds collected from developments can be put towards schemes which may be on land over which we currently have no control. 6. accept	Changes to text made
2	East Donyland PC	Hopes this will support a cycling path through Rowhedge.	A route from Rowhedge to Colchester is proposed. It is considered that cycling within Rowhedge is well served by the way of quiet streets. However the introduction of 20mph on all residential streets could make cycling safer and more attractive.	Text changed to encourage the introduction of 20mph speed limits in Colchester's existing residential areas (where suitable)
3	Fingringhoe PC	Supports both routes 2 (Mersea Road) and route 14 (link Fingringhoe to Rowhedge).	Noted	No Action necessary
4	Lexden Restoration	Distinction between different types of routes should be clearer in the document and in particular, on the plan, they should annotate the paths that are subject to more detailed planning/conversion in a different colour to those that can be delivered without such complex issues being addressed.	It is stated in the Strategy that negotiation with landowners and local consultation will be required.	No change to the text is felt necessary.
5	Paul Bache	Concerned about the very poor quality of road and cycle paths in Colchester. If the town is serious about getting people to cycle they must make all routes safe and secure and this must take priority. The routes need to link up i.e. the route from Spring lane roundabout should be linked into Lexden with a safe crossing i.e. footbridge as are used in towns such as Hemel Hempstead - putting in pedestrian crossings would be dangerous and cause more accidents. This route should then link up to routes across other parts of the town i.e. across to the Hythe and Newtown etc	All comments are noted. The design of the of cycle routes, whether to segregate then from traffic and perhaps introduce other safety measures like 20mph only areas will be considered at each individual scheme's design stage. Linkages are an important part of a legible cycle network, and the style of crossings will be considered at each scheme's design stage.	No change to the text is felt necessary.

6	Sustrans	<p>We were very pleased to be involved in the preliminary work for this document together with other local cycling interests. This strategy should be extended to all parts of the Borough in the near future. The comment on page 13 of the document says '...the borough has been split into zones...' but in this context it should read 'Colchester urban area'. Similar policies and route identification are required in the outer urban and rural areas such as Mersea island and Tiptree.</p>	<p>Comments are noted.</p> <p>This strategy currently focuses on Colchester's urban area and the wording has been altered to better show this.</p> <p>The areas outside of the urban area will be considered as part of the community led plan process for inclusion in a future review.</p>	Text altered to reflect this Strategy is mainly focused on the Urban area and that other areas will be included in a future review.
7	Colchester Cycling Campaign	<p>Suggested additional routes -</p> <ol style="list-style-type: none"> 1. Eight Ash Green Heathfields/Searle Way to Stanway over bridge to new Halstead Road development 2. Cycle route over north of Salary Brook from proposed development on TDC land to connect to Greenstead route 3. Rowhedge-Wivenhoe cycle bridge 4. Is there actually a crossing to the north of the Tollgate eastern roundabout? 5. More red dotted arrows into Severalls Business Park/Estate from Severalls Lane 6. Are there plans for a cycle spine along the western edge of Horkesley? 7. Is it worth adding red arrows in case TDC allow building south of A120 between Ipswich Road and Crockleford Heath, to include a crossing of the A12 (in addition to Crown Interchange)? 8. Connection between Rambler Close and Halstead Road 9. Red arrow connection between Park Road and Queens Road. 10. Link between Runkins Corner and Boxted Road (across P&R site) 11. Links to/from Marks Tey railway station 12. Direct route from Cymbeline Way crossing to station (land acquisition, new bridge) 13. Land from Hythe Stn roundabout to Ave of Remembrance (subway unsuitable at moment, but could become suitable with new ramps in future) 	<ol style="list-style-type: none"> 1. cycle link is included within the Halstead Rd development 2. No developers plans at present 3. Concentrating on providing the Rowhedge Trail is seen as a priority. 4. yes 5. Include a cycle link opposite Brinkley Grove Road now included 6. no developer plans at present 7. Not considered worthwhile including this link 9. now included 10. now included 11. this will need to be considered a part of a review of access to the station or community led plan, and included in the Strategy's review 12. not proposed, a route is proposed to the west of Claremont Heights which will serve cyclists accessing the station from the west. 13. A crossing here is proposed in the Strategy. 	No action necessary on points 1-8 and 11-13. cycle link on map included for points 9 and 10

8	Transition Town Wivenhoe	<p>Strategy is welcome given that Colchester's road network is already overwhelmed and suffering chronic congestion. Other CBC strategic priorities should be included such as community safety, addressing the needs of young people, reducing (reusing and recycling) carbon emissions. Concerned that there aren't quantitative statements in the draft SPD. More precise information needed on cycling infrastructure requirements. Strategy should be bolder -developing bold initiatives and implementing them strategically has to be a priority to ensure that any funds raised through the S PD are spent wisely. Changes to the Venn diagram suggested.</p>	<p>Comments noted.</p> <p>The Cycle delivery strategy was written to be inline with the objectives and actions contained in the strategic plan, which is subject to review.</p> <p>It is recognised that cycling can address the other strategic priorities raised but actions need to be prioritised and resourced.</p> <p>We will use this document to help determine what we expect the developer to deliver. With the introduction of CIL authorities will be able calculate the level of funding expected from certain developments. We do expect the developer to provide infrastructure and connections to the existing network and contribute to the training, marketing and promotional initiatives</p>	<p>No change to the text is felt necessary.</p> <p>No change to the text is felt necessary.</p> <p>Changes to the "Venn" diagram have been made</p>
9	Tollgate Partnership	<p>Comments made on routes 17, 18 and 28 on Appendix 1 17 – Essex County Council, in the past and as part of a S106 Agreement, that a route to deliver pedestrians and cyclists from Tollgate West to London Road has been discussed and it was proposed that Tollgate Road (to the East of the old Sainsbury's Site) footpath is to be widened to allow a combined footpath and cycleway. This proposal was accepted verbally by Essex County Council as the safest and most sensible option to deliver a link between the two roads.</p> <p>18 – This route has never been discussed with us. It is highly unlikely that this route can be constructed affectively. Tollgate East unfortunately, does not have the width available for a dual footpath/cycleway, therefore the road would have to carry the cycling traffic (perhaps delineated?). Providing that the widening of the footpath along the northern section of the Tollgate Road is accepted, this delineated cycleway could join on to the Tollgate Road dual path, via the zebra crossing.</p>	<p>Route 17 - agreed</p> <p>Route 18 – agreed</p>	<p>Map amended accordingly</p> <p>Map amended accordingly</p>

		28 –A pedestrian link has been agreed between the proposed housing land and Tollgate West, however, it has never been agreed to be a cycle way. Tollgate Partnership Ltd's masterplan will show a link between the two areas.	Route 28 – it is believed a cycle and pedestrian link has been approved.	No amendment necessary.
10	Edmund Chinnery	Additional route or measureLink between proposed Betts site development path (8) and Bullace Close	Proposal already included.	No amendment necessary.
11	Norman Broom	Additional route or measureA footbridge at Rowhedge would connect with Wivenhoe-Hythe route. This might make the Rowhedge-Hythe path unnecessary. It might also help the traffic congestion at Hythe/ Clingoe Hill.	Concentrating on providing the Rowhedge Trail is seen as a priority.	No amendment necessary.
12	Ashley Parmenter	Supports the suggested links for Monkwick and Wivenhoe as well as additional cycle training.	Comments noted.	No amendment necessary.
13	William Davies	Supports improvements to Salary Brook trail just after the A133 (heading into Greenstead) and along the cycle path on Cowdray (from Mason Road to North Station Road)	Comment noted - maintaining existing cycle routes is part of the Strategy.	No amendment necessary.
14	Terry Cook	Comments in support.	Comments noted.	No amendment necessary.
15	Barry Mordin	Additional route or measure1. Making cycle and shared paths 'Dogs on leads' areas . 2. Much clearer and more regular signage - many pedestrians don't or won't accept the shared route concept and refuse to move over for cyclists.	1. There is already legislation that requires dog owners to keep their dogs under control 2. Comment noted and signage will be considered as part of each scheme's design.	No amendment necessary.
15	Barry Mordin	Safety on roundabouts needs improvement. Cycle paths on highways need to be legally enforceable i.e. it should be against the law to park on them.	Comment noted. There are no plans to ban cycling on roundabouts, however alternative routes which avoid roundabouts or suitable crossing points at roundabouts are proposed in some locations.	Issue of the use of roundabouts and their design will be raised with Essex County Council
16	Chris Mordin	Cycling safety in Colchester has improved, but roundabouts are still dangerous places for a cyclist to be. Further comments made on European examples of cycle paths and training.	Comments noted. New National guidance to allow speed limits to be reduced to 20mph in residential areas has been introduced by the Government, which if implemented should make cycling safer and more attractive.	Text changed to encourage the introduction of 20mph speed limits, and "No entry except cycling" in existing residential areas (where suitable), especially

			where the existing residential roads can be used to connect up the network.
17	Andrew Canessa	Supports the draft CDS. The biggest problem is the lack of a proper cycle networks- examples cited. Additional route or measure Southway, High Street, Queen St, Hythe Hill, North Hill, Lexden Rd (the existing Lexden road provision is worse than not having anything at all).	All comments have been noted. Reducing traffic in the town centre and allowing cycling both ways on come of the town centre roads will help improve conditions for cyclists. These proposals are being considered as part of the Better Town Centre project which have been subject to consultation Upgrading existing cycle routes and considering better design for cyclists at junctions is important and contained within the Strategy.
18	Paul Avison	A worthwhile contribution to a number of objectives - reducing congestion, reducing costs involved with delays in traffic for essential car users, improving health, reducing cost of health service, Improving safety of cyclists and hence aiding cycle use growth.	Issue of better junction design for cyclists will be raised with Essex Count Council No action necessary
20	Sue Clarke	Detailed comments made on routes in Highwoods and Ipswich Road	Comments noted. A continuation of the Ipswich Road cycle route is proposed.
21	Pamela Brown	The area around North Station needs tidying up so that after cycling under the bridge heading towards Mill Road you are not left high and dry.	No action necessary Comments noted. This area is being investigated as part of the North Colchester Travel Strategy
22	Judith Drew	Like the idea of cycle routes through the town centre and also using the current roads in the pedestrian area. Detailed comments on routes made including the issue of vehicles parking on cycle routes.,	Comments noted. Vehicles parking on cycle routes issue will be passed to Parking Services

23	Jess Jephcott	Need to address underlying issue of car dominance. Additional route or measure Any routes that take cyclists through villages is dangerous. If separate cycling lanes do not exist, then you are encouraging dangerous behaviour through encouraging cycling. Any village routes where heavy vehicles are commonplace. My village of Fordham is a death trap for cyclists.	Comments noted. Cycling in villages and the rural area will be considered as part of community led plans, and included in the Strategy's review.	Text altered to reflect the strategy is currently focused on the Urban area and that other areas will be included in a future review.
26	Cath Pountney	Very hard to access / read / see online. Should have had a brief overview with map on same page. Additional route or measure Crouch street should be cyclable both ways. Around station should be off road and not 'cease to exist' at crucial points	Comments noted. The newly opened Crouch Street scheme does make the street cycleable in both directions. The North Station Roundabout area is being investigated as part of the North Colchester Travel Strategy.	No action necessary
27	Keith Brown	It is important that all cycle routes are continuous. It is also very important that cycling facilities be very well maintained both off road but also particularly on road. It is important not to concentrate too much on purely radial routes as orbital movements are also important. There are a number of areas, particularly on the south side of town where attractive orbital routes can be easily provided linking important destinations such as schools.	Improvements to junctions are proposed as part of the Strategy. Maintenance issues are noted. A number of orbital routes are included in the plan.	Comments to be shared with ECC
28	Caroline Avison	This is the way of the future, cycling is the only way to travel around efficiently. The more infrastructure there is the more it will be used.	Comments notes	No action necessary
29	John Riley	Supports, but more attention to maintenance needed. Additional route or measure On the road linking West Bergholt to Colchester and Great Horkesley to Colchester are short stretches of road that are national speed limit. However both are ideal for cyclist in the two villages to access the town. As well as several fatalities in West Bergholt once certain driver speed up on leaving Colchester they tend not to slow down when they arrive at the villages of West Bergholt and Great Horkesley.	Comments noted	Comments to be shared with ECC Text changed to encourage the introduction of 20mph Speed Limits in existing residential areas (where suitable), especially where the existing

				residential roads can be used to connect up the network.
30	Jane Ehrhardt	Need to change focus on cars. Additional route or measurea safe route to Mersea.		Comment notes. Essex County Council is developing proposals for a route to Mersea. This route is included in the proposals
31	Brian Barton-James	Town to North Station		No action necessary
33	Nicholas Chilvers	It is wishful thinking to believe that the public are likely to change their transport habits. People travel further to work, services and shops because of urban sprawl. Jumping on the bike is most people's last choice for convenience and time reasons Any money available should be put to other uses. The numbers of extra cyclists that this project will create will be so minimal that the advantages won't justify the money spent. I will be the minority view because all the keen local cyclists will support the proposal. Everyone else will be getting on with their complicated and busy lives.		No action necessary
34	Kevin Nunn	Supports. Maps of routes are useful, but less keen on the other proposals around encouraging cycling , vouchers to buy bikes etc, as I think they give developers the opportunity to offer these instead of the "harder" infrastructure work we need most. Additional route or measureThe routes are good. A really key route is one crossing the railway link from George Williams way to Nicholson's Grove, and then to Priory Street. This would open up a link from New Town to the town centre that avoids Southway and East Hill, and a route from the Hythe into the town centre again avoiding Southway. This would need major and expensive changes to the railway bridge but would revolutionise cycle access to the town from the East. It would be even better if the route could run beside the railway into the bottom of Queen Street somehow.	The graph in section 3 of the document shows that there is a significant number of short car trips. To help meet the objectives it will require a number individuals to change their habits. The document sets out to incentivise people to change behaviour. York and Cambridge have higher levels of cycling is not perceived as detrimental to their economy.	No action necessary

			intended to link this to Simons Lane and Nicholson's Grove as well as Brook Street and joining the Wivenhoe Trail at The Moors.		No action necessary
35	Andrew Thomas	University to Wivenhoe parallel to roads - existing Wivenhoe trail is unlit and potentially dangerous at night if used by students resident in Wivenhoe		Two routes from the University to Wivenhoe, avoiding the Wivenhoe Trail are included in the proposals.	
36	Carol Fox	All moves towards more cycling are very welcome, however shared routes are too dangerous for anything but the bravest cycles. Additional route or measure From Prettygate/Straight Road area to Tollgate/Stanway		Comments noted. We recognise the need to link together the residential areas in Stanway to Tollgate. We believe there are a number of existing residential roads which could be linked together to form a route. These would be more attractive if 20mph limits could be introduced in this area.	Text changed to encourage the introduction of 20mph Speed Limits in existing residential areas (where suitable), especially where the existing residential roads can be used to connect up the network. Map amended to show indicative route.
37	Private individual (name not supplied)	Its not very plain English. What are the key points? Additional routes or measures..... There is no direct route into town, report says there is. Try using it! (Maldon road inwards) It just needs to be a lot easier for more people to make a shift. 2 bikes stolen in the summer - need lockable bike stores all over town and at major attractions.		The new Southway cycle route links Maldon Road with the town centre and avoids the Maldon Road roundabout. Past experience of cycle lockers located in the town centre are that they get abused. A secure cycle cage is now available at Colchester Station, and a staffed cycle centre for the town centre is included in the Strategy.	No action necessary
38	Linda Cottrell	Detailed comments on map made. Some of the routes shown in green require considerable improvement. Additional routes or measures....Maldon Road proposed route should be extended to Birch where it can be accessed from the NCN route.		Improvements to existing cycle routes is contained in the Strategy. The NCN route is linked to the town centre via Olivers Lane.	Map altered to show correct length of cycle route on Warren Lane.

39	Keith Fairbrother	Please avoid shared "footway" cycle lanes. They're confusing and difficult to use. Additional routes or measures....North station roundabout area needs on-road cycle lanes with advanced stop lines rather than the current detour via pedestrian crossings which cyclist just don't use. Same at the "Albert" Cowdray avenue roundabout.		The type of cycle facility to be provided will be considered as part of the design process for each scheme. This area is being investigated as part of the North Colchester Travel Strategy	No action necessary
40	Colin Holder	bikes are menace and dangerous and should not be on main roads without insurance		Comment noted.	
41	Simon Grant	Detailed comments on improvements needed to Southway. Cycle routes in town centre core should be 2 way for cycling.		The new national guidance also allows for greater use of "no entry except cycling" and use of these needs to be considered This may help cyclists in the town centre core as well as accessing Wellington Street.	Text changed to encourage the introduction of "No entry except cycling" in existing residential areas (where suitable), especially where allowing cycle access will help to connect up the cycle network.
42	Simon Gilhooly	Mill Road between Northern Approach Road and Brinkley Grove		This route is included in the Strategy	No action necessary
43	Alex Bache	It is positive but the cycle network could be improved by painting more cycles lanes on existing roads, less roundabouts as these are dangerous for cyclists - traffic light junctions are better, wider roads so that cars do not come as close to cyclists and also flyover bridges over the most dangerous and busy areas such as the spring lane roundabout linking Lexden with the station. Additional routes or measures....Flyovers for any large roundabouts and more traffic light controlled junctions as they are better.		Comments noted	No action necessary
46	Michael Padmore	Supports but would like to see still more emphasis on cycling to school, college and work. Additional routes or measures - The Hawkins Road section of the NCN route is dangerous and completely inappropriate for a cycle route: badly pot-holed, lots of short-term roadside parking, illegal parking (especially lorries), vehicles performing three-point turns and heavily used side-roads. A better alternative ought to have been included in the housing development along the river through Hythe. Cycle parking remains an issue. I would like to see more covered spaces, spaces that are kept to a high standard so they don't look littered and uncared-for, and better security.		Comments noted. Cycling to school, college and work is covered in section 3 and 8 of the Strategy, however this section will be strengthened The cycle route alongside the river is included in the Strategy.	Wording altered in section 3 and 8 to emphasis journeys to school, colleges and work.

47	Peter Lynn	<p>Draft CDS is generally good, but the draft lacks specificity in places, which would appear to leave it open to a lot of interpretation. I think greater clarity is needed on specific points regard cycle parking in new development and encouraging people to cycle.</p> <p>Additional routes or measures....</p> <p>As mentioned above, working with schools to actively promote cycling to and from school from an early age and to discourage parents from driving to school; b) working with motorists to improve attitudes and behaviour towards cyclists.</p> <ol style="list-style-type: none"> 1. Connect the western end of southern scheme 25 (Old Heath and Bourne Pond) to Abbey Fields. It is not a route if it doesn't join up to anything!! 2. Immediately to the west of East scheme 25 (bridge over railway to Uni) the map shows a green line (existing route) connecting to the Wivenhoe Trail at Uni Quays. This is incorrect. There is no connection as there is currently a flight of steps alongside the Quays cafe! I would like to see a bike ramp at the site of these steps added to the CDS. Small connecting measures like this can make a huge difference. 3. Another such small measure would be to install a bike "gutter" (for wheeling a bike, not riding) at the steps at the western end of Camp Folly, junction with Butt Road, currently laughingly signed as a cycle route. 	<p>1. The Cycle Parking Standards document does detail how visitor cycle parking should be provided and is referenced in section 8</p> <p>2. Comments noted. Work is undertaken by both Council and other groups to encourage cycling in schools..</p> <p>3. noted and a link has been added to the strategy</p> <p>4. noted and a link has been added to the strategy</p> <p>5. noted and improvements to this junction has been added to the strategy</p>	<p>Reference inserted to Vehicle Parking Standards Points 3,4,5</p> <p>Map altered to include these amendments</p>
48	Olga Lusnetskova	<p>More detail needed on the mapped schemes. It is better to have one new excellent route than four new bad ones. I think the document should mention the creation of 20mph zones in residential areas as an important measure than encourages cycling and makes cycling safe.</p> <p>Additional routes or measures....</p> <p>20mph zones. More advance stop lines/boxes and better maintenance and enforcement of existing ones. Better signage: cycle symbols should be painted at least every 30 metres on shared paths, like the one at Kings Meadow. Otherwise, pedestrians do realise/remember that they are sharing with cyclists.</p>	<p>New National guidance to allow speed limits to be reduced to 20mph in residential areas has been introduced by the Government, which if implemented should make cycling safer and more attractive.</p> <p>The new national guidance also allows for greater use of "no entry except cycling" and use of these needs to be considered</p> <p>A number of locations have been identified as suitable for the implementation of advanced stop lines.</p>	<p>The type of cycle facility and the detailed elements of the design will be considered as part of the design process for each scheme.</p> <p>Text changed to encourage the introduction of 20mph Speed Limits, and "No entry except cycling" in existing residential areas (where suitable), especially where the</p>

49	Mrs Sarah Chandler	I like the new proposed routes. I am particularly keen to see existing routes joined up. Signposting is the biggest issue for me as a cyclist in Colchester. An example of this is the cycleway south of Colchester North Railway station, near the junction with Essex Hall Road. Picking up the cyclepath towards Colne Bank Avenue heading west is not straight forward. Additional routes or measures.... Bourne Road/Mersea Road junction to the town centre.	Signing of existing routes will be taken up with ECC A route from Bourne Road to the town centre has been added via Dudley Road and Pownall Crescent.	existing residential roads can be used to connect up the network. Comments on the introduction of advanced stop lines to be passed to ECC Comments on the signing of existing cycle routes to be passed to ECC Map altered to include route
50	Theatre Trust	No Comment		
51	Ramblers Asso.	Overall we are supportive of our cycling friends in their desire to have useful, connecting off-road routes. Individual assessment & consultation (including with us) on each route where a footpath is upgraded to determine their suitability and the amount of new furniture/surfacing needed. Consideration should also be made of the urbanisation effects of cycle paths On the whole, we would like to see segregated use (cycles from walkers and both from traffic) where possible. There is also the concern that any paths upgraded to cycleway rather than bridleway will be lost from the Ordnance Survey maps and thereby to any walkers new to the area. They may not immediately become aware of the cycle routes maps. Specific comments made on routes 15, 4 25 and 16.	Comments noted. The Strategy states that consultation will take place with relevant groups for each scheme proposal. The design of each scheme will be considered individually.	No action necessary

Appendix 1
List of Consultees

Statutory Consultees	
Alresford Parish Council	Lancaster University Network Services Ltd
Anglian Water Services Ltd	Maldon District Council
Anglian Water Services Ltd.	Natural England
Ardleigh Parish Council	Nayland with Wissington Parish Council
Babergh District Council	Neos Networks Ltd
Bradford Cable Communications Ltd	Network Rail
Braintree District Council	North Essex PCT
Brightlingsea Town Council	NTL Group Ltd
British Gas Connections Ltd	NWP Spectrum Ltd
British Telecom	Omne Telecommunications Ltd
Bures St Mary Parish Council	Opal Telecom Ltd
Colchester Association of Local Councils (CALC)	Orange Personal Communications Ltd
Colchester STW	Regional Communications Team O2 Airwave
Colt Telecommunications	Sheffield Canal Company Ltd
Doncaster Cable Communications Ltd	South East Water Plc
East of England Development Agency (EEDA)	Sport England (East Region)
Easynet Telecommunications Ltd	SSE Telecommunications Ltd
EDF Energy	Stoke By Nayland Parish Council
Eircom UK Ltd	Stratford St Mary Parish Council
Energis Communications	Suffolk Constabulary
English Heritage	Suffolk County Council
Environment Agency	Telia Sonera International Carrier Ltd
Essex & Suffolk Water	Tendring District Council
Essex County Council	Tendring Hundred Water Services Ltd
Essex Police	Thames Water Utilities Ltd
Essex University	The Coal Authority
Essex Wildlife Trust	The Highways Agency
Feering Parish Council	The Historic Buildings and Monuments Commission for England
Fibernet Ltd	The National Trust
Friends, Family & Traveller and Travellers Reform	The Planning Inspectorate
Gamma Telecom Holding Ltd	The Secretary of State for Transport
Gemini Submarine Cable System Ltd	T-Mobile (UK) Ltd
Global Crossing	Tollesbury Parish Council
Great Braxted Parish Council	Tolleshunt D'Arcy Parish Council
Haven Gateway Partnership	Tolleshunt Major Parish Council
Hutchison Network Services UK Ltd	Tolleshunt Nights Parish Council
Kelvedon Parish Council	Vitesse Networks Ltd
Kingston Communications (Hull) Plc	Wireless World Forum Headquarters

Other Stakeholders	
250 Residents that expressed an interest in receiving Local Development Framework information	900 members from the Cycle Colchester Mailing List
400 Organisations that have expressed an interest in receiving Local Development Framework information	All Colchester Borough Council Councillors
Colchester Borough Council Town and Parish Councils	

PO Box 885, Town Hall
Colchester CO1 1ZE
Strategic Policy & Regeneration

Contact Jane Thompson
Phone **01206 508642**
Email planning.policy@colchester.gov.uk
Your ref

Dear Sir/Madam

Reference: Colchester Cycling Delivery Strategy Supplementary Planning Document

Colchester Borough Council is inviting comments on the draft Colchester Cycling Delivery Strategy. The draft Strategy builds upon what we have learnt from the Cycle Colchester project and contains a map of existing and proposed routes, as well as details on marketing and training. It sets out how we would like to see the cycle network of the future and how cycling can be promoted through marketing and training to help the Council's aim to manage congestion, improve personal health and enable job creation. The Borough Council worked with Essex County Council and the cycling community to prepare the draft Strategy.

The final Strategy will be adopted as part of the planning process. This will give the Strategy status and enable the Council to require developers to contribute towards measures to encourage cycling. Some of the measures will be required via S106 contributions as happens now, and some funds will be collected via the new Community Infrastructure Levy (CIL) when it is adopted. The Strategy will also enable the Council to bid for funds to promote cycling from other sources.

The consultation runs from 16 November – 18 December 2011, with a drop in event being held on Monday 28 November 2011 from 4 - 6pm in Town Hall. I would like to invite you to join us to view the plans and discuss the proposals.

Please send your comments to planning.policy@colchester.gov.uk or fill in the on-line survey via our website [Colchester Cycling Delivery Strategy Survey](#)

Results of the consultation will be used to prepare the final Strategy and will go to the Council's Local Development Framework committee at the end of January 2012 to be formally adopted.

Yours faithfully
Jane Thompson
Transport Planner
Strategic Policy & Regeneration

**COLCHESTER BOROUGH COUNCIL
NOTICE OF PUBLIC PARTICIPATION IN
THE PREPARATION OF THE
COLCHESTER CYCLING DELIVERY
STRATEGY SUPPLEMENTARY PLANNING
DOCUMENT (SPD) UNDER REGULATION
17 OF THE TOWN AND COUNTRY
PLANNING (LOCAL DEVELOPMENT)
ENGLAND) (AMENDMENT) REGULATIONS
2008**

Colchester Borough Council is inviting representations on the draft Colchester Cycling Delivery Strategy Supplementary Planning Document (SPD). When finished, this document will form part of Colchester's Local Development Framework and support the adopted Core Strategy.

The consultation period will run from Wednesday 16th November 2011 until Monday 19th December 2011. The deadline for responding is 5:00 pm. The Council may not be able to consider your views if your representations are received later than this time.

There will be a drop in session held at Colchester Town Hall, High Street, Colchester, Essex on:

• 28 November 2011 4pm – 6pm

Copies of the document and response forms are available at Colchester Borough Council Customer Service Centre, High Street, Colchester, between 8:30am and 5:30pm (Monday to Friday) and Colchester Town Centre Library during normal opening hours, including evenings and weekends.

All the documents and response forms can also be downloaded from the Colchester Borough Council website at www.colchester.gov.uk

Representations should be returned via email to planning.policy@colchester.gov.uk or in writing to FAO Spatial Policy Team, FREEPOST RLSL-ZTSA-SGYA, Strategic Policy & Regeneration, Colchester Borough Council, Colchester, Essex CO1 1ZE.

Further information can be obtained from the Spatial Policy team on (01206) 282787/508842.

Our Ref:
Date: 19th December 2011

Karen Syrett
Spatial Policy Manager
Colchester Borough Council
Rowan House,
33 Sheepen Road,
Colchester CO3 3WG

Paul Bird
Director for Highways &
Transportation
Essex County Council
County Hall
Chelmsford
Essex CM1 1QH

Dear Ms Syrett,

RE: Colchester Cycling Delivery Strategy

Thank you for the opportunity to comment on Colchester's supplementary planning document referred to above.

Essex County Council fully supports such documents and commends you on a well presented comprehensive supplement to develop the cycling network in Colchester.

It is particularly pleasing following the success of the Colchester Cycle Town project and will enhance and compliment the good work started by our two authorities.

Yours sincerely



Chris Stevenson
Head of Transportation Planning

Telephone: 01245 437287
Internet: www.essexcc.gov.uk
Email: Chris.Stevenson@essex.gov.uk



Local Development Framework Committee

Item

8

30 January 2012

Report of	Head of Strategic Policy and Regeneration	Author	Laura Chase 01206 282473
Title	Tiptree Jam Factory Plan		
Wards affected	All		

The Local Development Framework Committee is asked to approve further work on the preparation of a plan for potential future development at the Tiptree Jam Factory

1. Decision(s) Required

- 1.1 To consider the outcome of the recent public consultation and to approve further work on the preparation of a submission draft plan based on Option 4 of the consultation document.

2. Reason for Decision

- 2.1 To enable a new policy framework for the area to be prepared which can provide a basis for decisions on future planning applications.

3. Alternative Options

- 3.1 The alternative is not to proceed with the preparation of the Tiptree Jam Factory Plan and to determine any planning applications received on the basis of current national and local policies.

4. Background Information

4.1 Policy Background

4.1.1 Planning allocations for the Tiptree Jam Factory area are currently defined by Colchester's adopted Local Development Framework. This includes allocation of a site for a new factory. It does not, however, include any allocation for a greenfield site outside the Tiptree settlement boundary. Wilkin and Sons have asked the Council to revisit this decision on the basis that the Council's previous consideration of the proposals did not have sufficient regard to the special circumstances of the case, with additional housing outside the Tiptree settlement boundary being justified as enabling development to fund construction of new factory accommodation within the village.

4.1.2 The special circumstances of the case include that Wilkin and Sons is a major employer in Tiptree providing about 270 full-time and 125 part-time jobs, with about 80% of staff living in the Tiptree area. The labour force has grown by 35% in the last five years and is expected to increase to 500 by 2030. Parts of the existing factory are over 100 years old and it has become increasingly challenging to make jam efficiently and to maintain the buildings to meet ever-more demanding food standards. The owners require a new factory by 2014 to meet modern standards and to enable Wilkin and Sons to maintain its market position and grow. The company would prefer to remain in Tiptree

but a feasibility study has shown to them that the construction of a new factory in the village would cost more than buying an existing building elsewhere. The company is therefore seeking enabling housing development on land north of Factory Hill to assist with the funding of a new factory in the village.

4.1.3 The Council has considered that this issue could be revisited in the context of the Government's support for sustainable economic growth along with the localism agenda which is abolishing the Regional Plan and its local targets. The Council recognises that Wilkin and Sons plays a key role in providing local jobs in Tiptree and in enhancing the overall image of the Borough as the home of an internationally recognised brand. The Localism Act gives local communities more power to determine the amount of local development in their area. Government policy also seeks to promote economic development through the planning system as set out in the Plan for Growth and the Draft National Planning Policy Framework.

4.1.4 At the meeting on 2nd November 2011 this Committee approved the principle of a new plan, to be called the Tiptree Jam Factory Plan, for the Wilkin and Sons site and adjoining land in Tiptree. This will enable a new policy framework for the area to be prepared which can provide a basis for decisions on future applications. The Plan will be prepared as a Development Plan Document, which will be subject to independent examination and, if adopted following this process, will become a part of the Council's statutory local development framework.

4.2 Consultation

4.2.1 Following concerns expressed by a number of residents about the proposals and the process and advice received from the Planning Inspectorate the Council has carried out its own consultation under regulation 25 rather than rely on the previous consultation carried out by Wilkin and Sons.

4.2.2 The consultation period ran from the 21st November 2011 to the 9th January 2012. An exhibition and drop-in session were held at the Tiptree Community Centre on the 29th November and the 8th December. In addition a meeting was held with Maldon District Council and Tolleshunt Knights Parish Council which was attended by representatives of Tiptree Parish Council. Officers also met local residents to discuss their concerns about the proposals and the process. Statutory bodies and organisations were also consulted by letter or e-mail. All the consultation material was made available on the Council's website including a background document and comment form.

4.2.3 Comments were invited on four options for the future of the Tiptree Jam Factory and adjoining land as follows:

- Option 1 – No change
- Option 2 – Development of a new factory on land to the south of the existing factory in accordance with the adopted Allocations Document
- Option 3- The relocation of the factory to a site outside of Tiptree, redevelopment of the existing factory site for residential purposes and the development of a new Tiptree Visitor Centre with Thursday Cottage retained.
- Option 4 – Redevelopment of the existing factory site for residential purposes, residential development on land to the north of Factory Hill together with a new visitor centre and open space and the development of a new factory on the allocated land to the south of the existing factory.

These options are illustrated on plans 1 to 4 attached to this report as Appendix 1.

4.2.4 The exhibition and drop-in sessions were attended by approximately 160 people. 265 written comments have been received. A table showing the breakdown of responses by area is attached as Appendix 2 and a summary of the representations is set out in Appendix 3 to this report. A petition containing 6417 signatures has also been received supporting Wilkin and Sons proposals. This was organised by a resident of Tiptree who is independent of the company. The petition has been accepted as a demonstration of general support for the Wilkin and Sons proposals but is not given as much weight as individual letters of comment.

4.2.5 From the comments received by the Council 4.5% of respondents expressing a preference supported Option 1, 1.8% Option 2, 16.2% Option 3 and 62.2% Option 4 (66% of Tiptree respondents). 10.6% of respondents did not support an option but stated objections, and 4.5% expressed no preference but made other comments.

4.2.6 Tiptree Parish Council support Option 4, subject to certain conditions being met, whilst Maldon District Council and Tolleshunt Knights Parish Council favour Option 3. Objections to Option 4 have been received from Feering and Kelvedon Parish Councils.

4.2.7 Reasons given for supporting Option 4 include the benefits of retaining employment in the village, the close links that exist between Tiptree and Wilkin and Sons, the economic benefits to the village from workers at the factory spending money in local shops and services and the retention of the close links between the factory and the surrounding farmland.

4.2.8 Objectors to Option 4 fall generally into 3 categories:

- Local residents concerned about the impact of the development, particularly the land to the north of Factory Hill, both visually and on local facilities and infrastructure
- Residents of Tolleshunt Knights concerned about the visual and traffic impact and the loss of green land between Tiptree and Tolleshunt Knights and coalescence of the two villages
- Residents of Feering and Kelvedon concerned about the traffic impact on their villages

4.3 Evidence Base

4.3.1 As part of the preparation of the Plan a number of studies have been commissioned by Wilkin and Sons to investigate the issues related to the proposals. These include:

- a Transport Assessment
- an Ecological Assessment Report
- Site Investigations
- Flood Risk Assessment
- Drainage Strategy
- Tree Survey and Constraints Plan
- Landscape Scheme and Strategy
- Statement of new factory costs
- Valuation Report (see discussion below)
- Health Impact Assessment.

4.3.2 These studies have been submitted to the Council and have been or are being independently assessed by the responsible authorities. The studies are being placed on the website along with the Council's assessments as they are received. Given that they were not available during the Regulation 25 consultation stage, it is proposed that the Council accept any public comments on the studies in advance of approval of a submission plan. The Council will accept further public comment on the studies following their publication on the website on 20th January until the 17th February (a 4 week period). The length of the period is not set statutorily, as Regulation 25 period consultation processes are at the discretion of the local authority.

4.4 Main Issues

4.4.1 On the basis of these reports and the Council's own Local Development Framework evidence base it is possible to make an initial assessment of the issues raised by objectors and consider whether a plan based on option 4 would stand up to independent examination and meet the tests of soundness,

4.4.2 Impact of traffic on local road network

Objectors have raised concerns about the additional traffic that will be generated both by the new factory and the associated residential development on the local road network. This includes both the road network in Tiptree itself and the impact on other communities including Feering, Kelvedon and Tolleshunt Knights.

4.4.3 The transport assessment concludes that the traffic impact of the proposed new factory will be similar to that of the existing premises and that it will not therefore have a significant impact on the local road network. With regard to the traffic generated by the residential development Essex County Council has advised that the impact of this traffic upon highway links or junctions need only be assessed when the additional traffic amounts to 10% or more. The assessment concludes that the only highway links that would experience increases in traffic greater than 10% of the proposed development would be the B1023 Factory Hill and the B1023 Church Road and Station Road. Despite the estimated increase in traffic these roads would still operate within their capacities with Factory Hill still having a reserve capacity of about 39% in the evening peak period, Church Road a reserve capacity of about 37% and Station Road about 50%.

4.4.4 The assessment also concludes that the only junction which would experience an increase in traffic greater than 10% as a result of the proposed development would be Factory Hill/Station Road/Church Road/Chapel Road. The right turning movement from Station Road into Factory Hill south-east bound is already overloaded, assuming it is marked out with only one lane of approach as at present. The proposals will add about 40 vehicles to the right turning movement in the evening peak period. An improvement to this junction is being investigated to address this issue.

4.4.5 In relation to the concerns expressed by Kelvedon and Feering Parish Councils the assessment indicates an increase in traffic in the evening peak of 4.9% on the B1023 Inworth Road, 2.7% on the B1024 London Road and 1.6% on the B1024 Feering Hill. These are below the levels where further assessment is required by Essex County Council.

4.4.6 Impact on local facilities and services

Respondents concerns related principally to the capacity of the local doctors' surgery, dentists and schools. Concerns are raised not only about the impact from the development proposed by Wilkin and Sons but also about the cumulative impact of this and the proposed development at Grange Road. Discussions with the PCT are being

carried out to determine the capacity of the existing doctors' surgery and dentists and a Health Impact Assessment is being prepared. Wilkin and Sons have indicated that they are prepared to contribute to the improvement of these facilities if a capacity shortfall related to their proposals is evidenced. Essex County Council has indicated that it would require a contribution to the improvement of local primary schools. These issues can be considered as part of a section 106 agreement when planning applications are considered but will also need to be factored into the viability and enabling development justification. The Council considers planning obligations and infrastructure needs arising from planning proposals through its Development Team comprising of borough and county officers, so it would be able to agree a corporate approach to the prioritisation and distribution of planning gain monies to address infrastructure needs in Tiptree.

4.4.7 Impact on Tolleshunt Knights

The proposals in Option 4 would bring the built development of Tiptree closer to Tolleshunt Knights. The closest building would be the new factory on a site that extends south to Tudwick Road. However this site is already allocated for employment purposes in the adopted Allocations document and Option 4 would make no change to the current approved plan in this respect. The residential development of land to the north of Factory Hill would extend the built-up part of Tiptree by 125 metres to the south toward Tolleshunt Knights. However this would be adjoined by a substantial area of open space with a tree buffer and there would still be a distance of about 600 metres of countryside between the built up area of Tiptree and Layer Brook, which is the boundary with Tolleshunt Knights. The visual impact of the new factory and residential development can be further mitigated by off-site planting.

4.4.8 Tolleshunt Knights residents have also commented on the proposed new sewage treatment works and the impact of additional outflow to Layer Brook. These matters are addressed in the drainage strategy and flood risk assessment, which have been accepted by Anglian Water and the Environment Agency and which demonstrate no adverse impact on Layer Brook.

4.4.9 Viability

The company's case for enabling development is based on the need to use proceeds from the sale of the land for housing development in order to help finance the construction of a new factory in Tiptree. The company has indicated that they would be looking to fund the cost of a new factory through the sale of land and from their own resources. At the time of writing this report the company had not submitted the financial evidence on which this proposition is based. The Council needs to test the robustness of this enabling argument before the Plan can be taken to the next stage. This includes considering the extent to which the development proposals would address planning gain requirements for a range of infrastructure items as well as affordable housing. The Council's starting point for affordable housing is to seek 35% on site, but policy also provides that viability needs to be considered.

4.4.10 Some representations have also raised issues in relation to the company's finances and the ability of the company to deliver either Option 3 or 4 successfully. This requires further consideration and the company should be given an opportunity to comment on the points raised.

4.4.11 Process

Respondents have commented on the legitimacy and robustness of the process that the Council has undertaken. In this respect it is acknowledged that the Council is operating in a new area in that it is using existing LDF legislation to prepare a plan that has been initiated in response to the emerging localism agenda. Use of the LDF process will however, ensure independent evaluation of the robustness of the overall process.

4.4.12 Some comments have been made about the adequacy and independence of the consultation carried out by Wilkin and Sons in the summer of 2011. Whilst officers are of the view that this did not meet the requirements of regulation 25 it is nevertheless part of the background to the Plan. The Council's own consultation was carried out to ensure that regulation 25 is met.

4.4.13 Comments have also been made about the lack of evidence being available to support the consultation. Consultation under regulation 25 is however intended to be a general consultation to inform the Council about the contents of the Plan and assess different options. As indicated above it is proposed to publish the available evidence and provide an opportunity to comment.

4.4.14 Respondents have also suggested that the sustainability appraisal (SA) should be carried out by the Council or by consultants appointed by them and not by Wilkin and Sons' advisors. Other Sustainability Appraisals completed for Colchester's LDF process have in the main been completed internally by Colchester Borough Council. In this case, however, the Council is responding to a different set of circumstances in which an external body has approached the Council with a proposal for a new plan. It is good practice for SA to be carried out by the proposal originator as this ensures that options are continuously appraised and refined against a balanced set of objectives. Having the proposal originator carry out the SA also means that mitigation and enhancement measures can more easily be incorporated into the Plan. Rather than an add-on a SA carried out by the proposal originator is a key part of the plan preparation process and can genuinely influence the plan, maximising its sustainability. Nevertheless, the Council will play a key role in the SA process and will help to ensure that all genuine options are assessed and the appraisal process is consistent with other SA work the Council has carried out. The Council will ensure that the SA meets all requirements for SAs and provides the same consistent high quality of analysis demonstrated by other LDF SAs.

4.4.15 Subject to the comments above officers are satisfied that the process is appropriate and robust and complies with the relevant legislation and guidance.

5. Proposals

- 5.1 The public consultation has indicated a majority of respondents are in favour of Option 4, including a two thirds majority within Tiptree itself. This local support for new development is unusual and reflects the high levels of support for Wilkin and Sons as a local employer. The consultation has also indicated that there are concerns about the impact of the proposals on local services, facilities and infrastructure. A number of reports are now available which examine detailed aspects of the proposals.
- 5.2 From the strategic point of view Tiptree is identified in the adopted Core Strategy as a District Settlement in the settlement hierarchy and the development proposed in Option 4 would be consistent with this classification. Current Government policy advocates that local authorities should prioritise growth and jobs with the Localism Act providing for plans to be prepared for additional development where there is local community support.

- 5.3 It is considered that in the light of the consultation responses, the evidence now available and current Government policy that the continued preparation of a draft Plan based on Option 4 can be supported. This would include the development of a new factory on the site included in the Allocations Document, the redevelopment of the existing factory site for residential use, the residential development of land to the north of Factory Hill together with a new visitor centre and open space and adjustments to the Tiptree settlement boundary.
- 5.4 The next stage in the plan process will be to complete analysis of the evidence base, with particular regard to viability issues. The next meeting of the LDF Committee would be asked to approve the final document and pre-submission consultation under regulation 27 if the result of further analysis supported finalisation of the plan. The Reg. 27 stage provides for the local authority to publish and make available the documents it proposes to submit to the Secretary of State for examination. These include:
- the development plan document (as proposed to be submitted)
 - the changes to be made to the Proposals Map
 - the sustainability appraisal report
 - a statement on consultation and involvement in the plan preparation.
- 5.5 Following the publication and consultation the Council must prepare a summary of the representations made and consider if any changes should be made to the development plan document before submission.

6. Strategic Plan Reference

- 6.1 Development of a plan for Tiptree Jam Factory will inform the Council's vision to be a place where people want to live, work and visit. It will also contribute to the Council's priority for actions to enable job creation and homes for all.

7. Consultation

- 7.1 As indicated above substantial local consultation has already been carried out and further consultation is underway to ensure compliance with Regulation 25.

8. Publicity Considerations

- 8.1 This is a significant issue in the Tiptree area and has been and will continue to be the subject of media interest.

9. Financial Implications

- 9.1 The requirements for pre-submission consultation and examination will have resource implications. The provisions of the Localism Bill require these costs to be met by the local planning authority. The Council has entered into a planning performance agreement with Wilkin and Sons to cover the preparation of the new plan and the processing of associated planning applications which will help to cover these costs. There will be additional costs if the Proposals Map for Tiptree requires amendment.

10. Equality, Diversity and Human Rights Implications

10.1 An Equality Impact Assessment has been prepared for the Local Development Framework which is available following this pathway from the homepage: - Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Strategic Policy and Regeneration > Local Development Framework.

11. Community Safety Implications

11.1 No direct implications

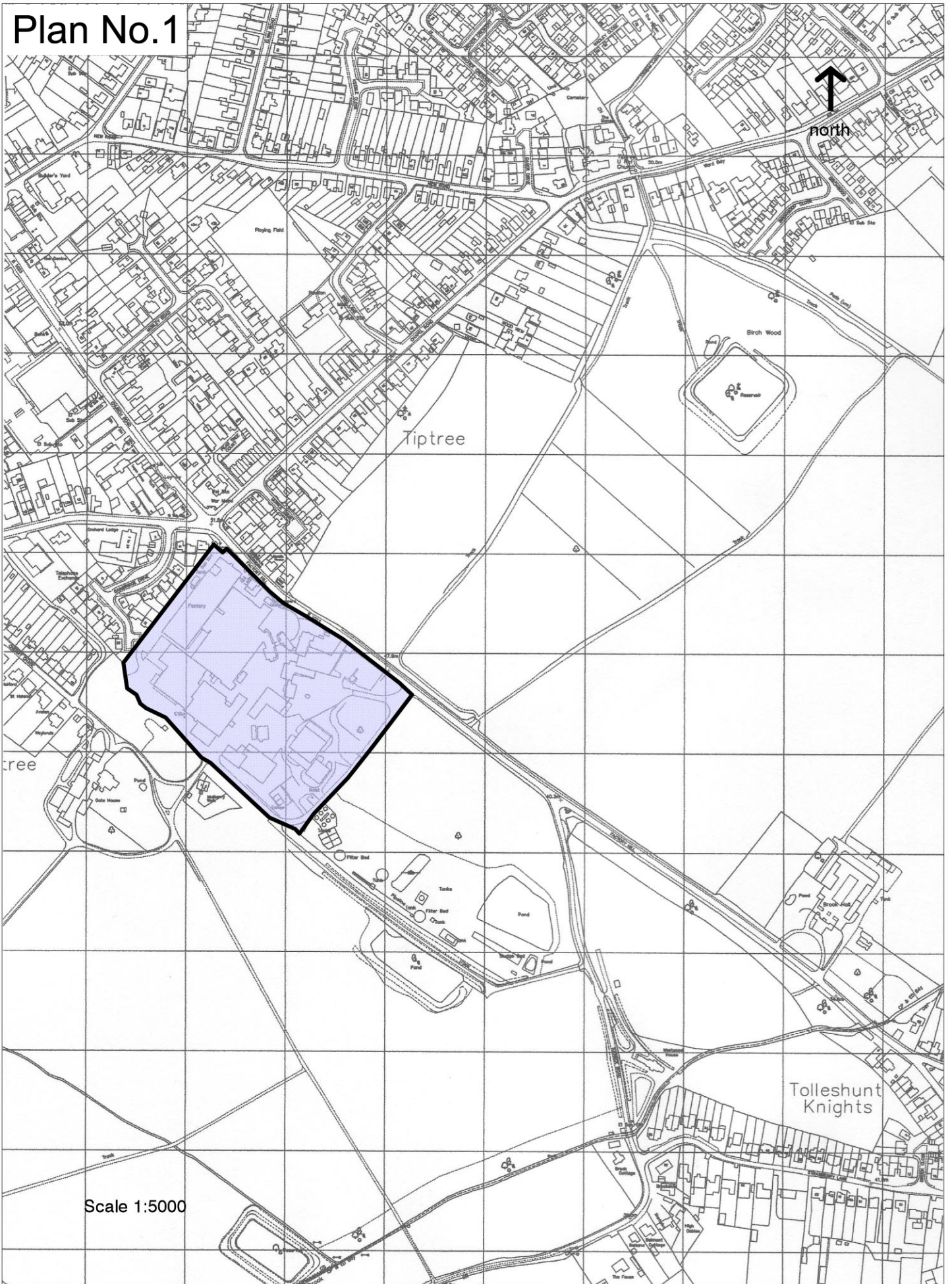
12. Health and Safety Implications

12.1 No direct implications

13. Risk Management Implications

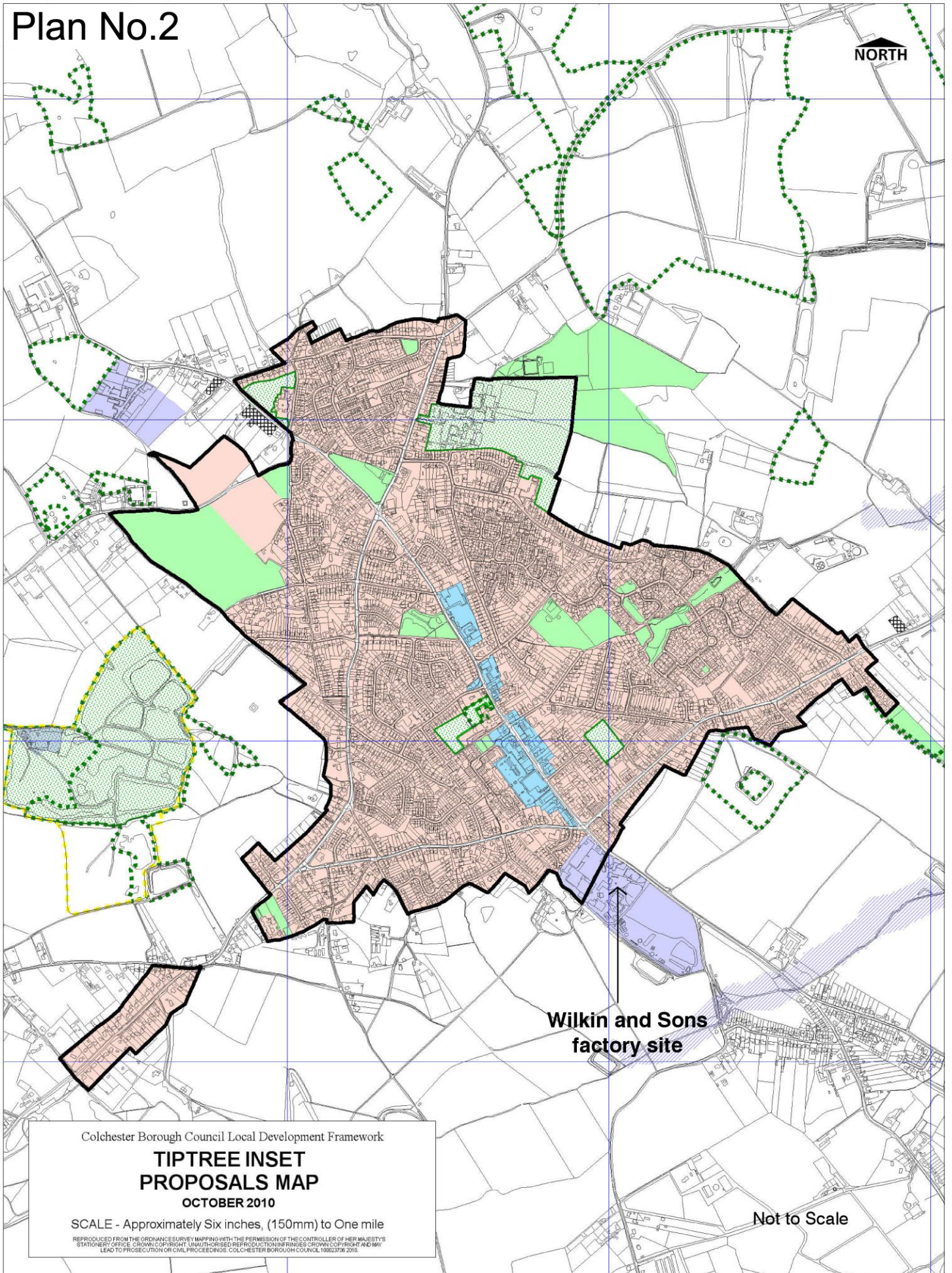
13.1 No direct implications

Plan No.1



TIPTREE JAM FACTORY PLAN OPTION 1- NO CHANGE

Plan No.2



Colchester Borough Council Local Development Framework

TIPTREE INSET PROPOSALS MAP OCTOBER 2010

SCALE - Approximately Six inches, (150mm) to One mile

REPRODUCED FROM THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION IN FRAMES: CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. COLCHESTER BOROUGH COUNCIL, 100023706 2010.

Not to Scale

TIPTREE JAM FACTORY PLAN OPTION 2 - COLCHESTER BC ALLOCATIONS DOCUMENT



TIPTREE JAM FACTORY PLAN
OPTION 3 - VISITOR CENTRE AND THURSDAY COTTAGE RETAINED



TIPTREE JAM FACTORY PLAN
OPTION 4 - PREFERRED OPTION

**Appendix 2
TIPTREE JAM FACTORY PLAN**

ANALYSIS OF CONSULTATION RESPONSES

	Tiptree	Tolleshunt Knights	Feering/Kelvedon	Other Stated Location	No Location Stated	Total
Option 1	2	6	1		3	12
Option 2	5					5
Option 3	18	21	1	3		43
Option 4	72	6		58	29	165
No option stated but opposing proposals	10	4	12	1	1	28
No option stated (other comments)	3	1		8		12
Total	110	38	14	68	33	265

N.B. Numbers refer to responses received, not individuals. In some cases response forms included more than one name

13.1.12

SUMMARY OF RESPONSES TO CBC REGULATION 25 CONSULTATION

Respondent	Option Supported (if indicated)	Other Comments
Andrew Frost Andrew Hatton	4	<p>Supports in principle new factory and residential development, but opposes any additional development between what exists already and the Forge Garage at the bottom of Factory Hill on the west side. If there is to be development on that side of the road it should be at least two or three field depths back from Factory Hill.</p> <p>Tiptree and the surrounding villages and towns benefit greatly from the success of Wilkin's, farming, manufacturing, restaurant and museum enterprises. However, the Planning Authority does have wider responsibility for the well being of the local area, and I do not believe it is in the long term best interests of the locality for Wilkin's preferred plan, to be adopted.</p> <p>Wilkin's have been seeking to release some of their land for housing development intermittently for at least the last 15 to 20 years. I understand their justification for so doing now is to raise capital, for their industrial developments. If their commercial development demands that funds are provided from this source, I hope some land in their ownership in the local vicinity can be identified, because there is also a need for additional residential accommodation.</p> <p>It is especially important that the Tiptree locality does not lose another major employer. I am very sorry to discover that Maldon District Council, along with my local Parish Council, apparently currently favour the industrial development moving to Witham. That would at least enable the residential development but reduce the likelihood of them and us benefiting as much as might be possible, from what is likely to be the continued successful expansion of Wilkin's manufacturing enterprises.</p> <p>Relocating from Tiptree to Witham would result in many employees increasing the carbon emissions involved in their travel to work. In order to satisfy Colchester Borough Council's 2008, "Carbon Challenge" to reduce emissions by 30% by 2020, this needs to be considered when making Planning Decisions that would increase such travel.</p>

		<p>I believe infill could take place in that area between Tiptree Hall and Maldon Road, and between Tiptree Hall and the existing development in the Cherry Chase, Gorse Lane, and Brookland area. It should be possible to either enlarge an existing access road to Maldon Road or create a completely new one, thereby, avoiding much additional traffic at the Factory Corner Junction of Station, Church, and Chapel Roads, where they meet Factory Hill. That could also prevent some increase of traffic at the Station and Maldon Road junctions. I do not know what land in that area is in the ownership of Wilkin's but I suspect that much of it is and so presumably could be sold with permission for Residential development, in order to provide them with the additional land area needed and some income towards the cost of this very exciting business venture. Development in that area will extend the built area of Tiptree without contributing to Tiptree overlapping into Tolleshunt Knights, albeit not immediately, but in due course. To allow the development as preferred by Wilkins, it will virtually happen now and make it even harder for Planners to prevent the two villages growing into one in the near future.</p> <p>In order for Tiptree and Tolleshunt Knights retain their individuality, it is vital that, development does not take place that almost unites them along the road that is the main link between the two. Such overlapping, has happened elsewhere in Colchester Borough and Maldon District. Were Wilkin's preferred development allowed there is a serious danger of them becoming overlapped like for example, Stanway and Lexden, or Heybridge and Maldon, and so gradually becoming just a part of a larger 'urban sprawl'.</p> <p>It is very understandable, that residents in Feering and Kelvedon are increasingly concerned about the amount of traffic using the Gore Pit Junction of the B1023 and B1024 roads. An access from the development to Maldon Road, will minimise that although there also needs to be Highway improvements to ease the safe transit of traffic to the A12 via Braxted Road and Rivenhall End.</p> <p>There is also a need for a vastly improved bus service, connecting to the railway stations from where many resident from Tiptree and nearby areas commute by train.</p>
Andrew Saunders	4	<ul style="list-style-type: none"> - Sustaining / improving local employment will enable local residents / families to find employment in Tiptree. In the current economic environment we ought to be visibly supporting businesses and the local economy to give hope for ongoing & increased (?) employment. - Increasing the envelope of the town will not only provide any percentage of growth required for the

		<p>area but will also bring the planning of that growth under our (your) control. Hopefully a company like Wilkins should be reasonably happy to give something back to the community in exchange for the rights to develop housing. In addition to the community resources displayed at the presentation last summer perhaps contributions could be made towards other relevant local programmes – road improvements / public parks etc.</p> <p>- With a new factory would it be possible to request better control of smell and noise than we currently get from the factory? This would do a great deal for local relationships.</p>
Andrey Ivanov	4	
Angela Marris	4	
Anglian Water		<p>Option 1 – No change and therefore no comment.</p> <p>Option 2 – We have had no approach by the developer to assess the impact of this proposal. Currently the Jam Factory uses a private wastewater treatment works. If the developer requested Anglian Water service for this option, we would need to assess the drainage requirements for either receiving all the proposed flows to Tiptree Wastewater Treatment Works or to adopt the existing private treatment works. This has not been done and therefore we cannot comment.</p> <p>Option 3 & 4 – A Developer Impact Assessment has been carried out and a suitable drainage strategy has been developed which has identified infrastructure upgrades required to cater for both options 3 and 4. Assumption being that the jam factory will continue to utilise their own private WwTW, so only domestic flow from the proposed new housing development will be accommodated at Tiptree Wastewater Treatment Works.</p> <p>There is sufficient capacity at Tiptree Wastewater Treatment Works to accommodate the proposed housing development.</p>
Anton Thurgood	4	
Chris and Linda Denham	4	
Chris Collins		

Christopher Newenham	4	
Cllr. James Abbott	4	<ol style="list-style-type: none"> 1. No objection is raised in principle. 2. It would be more sustainable to retain the factory in Tiptree. 3. Best standard sustainable design should be used for all buildings, commercial, residential and community, including green materials wherever possible, on-site renewable energy generation, water recycling, waste recycling and energy saving measures. 4. All external lighting on all buildings and external lit areas to be low energy, flat glass at zero tilt and timer/sensor controlled as appropriate. 4. A full scheme of landscaping to include native species wherever possible and planted as semi-mature specimens. 5. A lorry routing agreement to prevent HGVs from using inappropriate rural lanes and residential areas, and specifically to exclude Oak Road, Rivenhall (a route used by HGVs from the A12 northbound to Tiptree via the Braxted wall).
Colin Sandy Craig Williamson	4 4	<p>D.C. Williamson Ltd is a 3rd Generation Horticultural & frozen fruit processing business which supports Wilkins & sons Ltd on there Redevelopment plan as per option:4.</p> <p>Reasons for supporting option:4</p> <p>We would strongly support Wilkins keeping the factory in Tiptree as “Tiptree” is seen world wide as “there brand” and any breakage of the link may dilute world wide sales.</p> <p>Our business is interconnected with yearly contacts for growing, supplying Raspberries and 3rd party processing for Wilkins at Tiptree. We are keen to point out that we employ 10 staff in the rural communities, there positions would be put at risk should Wilkins & sons not be able to Redevelop.</p> <p>Wilkins is seen in the world industry to employ Tiptree residence who have also been encourage to be come share holders of Wilkins & son’s Tiptree.</p> <p>Wilkins is a successful rural business in a rural community.</p> <p>A personal message to the Colchester Town planning from D.C.Williamson Ltd, a rural business and Craig Williamson Owner of D.C.Williamson Ltd who is rural Parish Councillor of Bradfield Parish Council Essex.</p>

D J Brightwell	4	
Daphne Wilkin	4	
David Church	4	
David Galliers		<p>Whilst I am not one to stand in the way of progress I cannot see any point in more houses being built in Tiptree or the surrounding areas until the local amenities can support the number of people who already live here.</p> <p>My partner and I now have to attend a dentist in Kelvedon because it is nigh on impossible to get an appointment in Tiptree and the same goes at the Doctor's. Three months wait to see a Doctor, a ridiculous state of affairs! My property has been vandalised three times recently and there is little, at most times no, police presence to combat this and other acts of criminality.</p> <p>This application, in addition to those already granted and the influx of even more caravans onto sites in Kelvedon Road could swell resident numbers by over 1000 and the 'village' community cannot cope.</p>
Dr Guy Smith	4	
E Downes	3	<p>Tiptree is currently overstretched in terms of doctor/nurse appointments and cannot cope with the additional people the proposed new housing will bring.</p> <p>The traffic is terrible and I cannot see how Tiptree can cope with another few hundred cars, most of which will use Station Road which is a dangerous rat run at the moment. I understand that the Police can't do much about the speeding because there is only 1 officer who is able to use a speed gun!!</p> <p>As well as extra cars, there will be extra Wilkins HGVs which use Station Road.</p> <p>Parking is very difficult and I am disabled and often can't get a space near to the shops. More cars will make this worse.</p> <p>I don't see what the problem is with keeping the visitor centre, tea rooms etc., here and making the jam in Witham. What difference does it make where it is made? Wilkins could easily lay on buses to take their workers to Witham is they claim they can't get there by themselves.</p>

Edward Gently	4	Further detail needed on financial viability given this is an important issue in defining options. Options 3 and 4 should be the subject of a revised Sustainability Appraisal. The proposed enabling development would appear to provide for additional housing in excess of the modest growth proposed under the Core Strategy so the development proposals may well give rise to potentially significant environmental impacts. A full Flood Risk Assessment should be carried out for Option 4 if pursued at the planning application stage. Confirmation from Anglian Water needed on sewage treatment capacity issues. The usual land contamination investigations must be undertaken and appropriate remediation carried out. Further requirements on waste and sustainable design/construction noted such as site waste management plans, water efficiency measures, sustainable drainage, and green roofs.
Garth Gouge	4	
Georgina Offord	4	Wilkin & Sons Limited is an incredibly unique business in that it cares an enormous amount about what is good and right, and it has ethical values that are second to none that I have seen in my 12 years as an accountant in practice to date. It is not driven, and decisions are not made with financial gain in mind which is something that you just don't see these days, and anyone visiting the factory or who knows the owners and the people who work here all come away knowing that it is something special. The options that is preferred to them is what is right for the village as well as the company – they would not have chosen it otherwise.
Laurie Keys	4	
Ian Hunt	4	
Ian Thurgood	4	Although it will add to the load on the infrastructure, this development also brings clear benefits such as much-needed Public Open Space and a recreational facility without condition. Relocating the core factory would mean that future additional employment is unlikely to be from Tiptree and local small businesses would see a reduction in footfall. Consideration should be given to improvements for the Factory Hill junction which has suffered in recent years from residential development in Tolleshunt Knights and other villages from the Maldon district.
J Armstrong	4	
Jack Vanson	4	
Jane Brown	4	
Jane Hasell McCosh	4	

John Barnes	4		
Judith Walsh	4		
Julie Watkins	4		
Kay Beighton	4		<p>A few new houses is a small price to pay for a big local employer staying in the village and being able to expand and develop. It would be very sad if they relocated elsewhere in Essex. Tiptree is a large village with good facilities that could easily accept a few more houses, and is certainly in need of new jobs.</p> <p>Tiptree cannot possibly cope with an increase in population which 250 new houses will bring. Tiptree is already overstretched. This will mean more pressure on the one doctors' surgery (which also covers nearby villages) where there is already a long wait to obtain a routine appointment. There will also be parking problems in the village. When shopping in Church Road the only places to park are "The Square" which is almost always full, or Tesco which is almost full during the week, and on Saturdays can involve driving around several times before finding a space. We are encouraged to support our local businesses, but cannot do so if there is nowhere to park.</p> <p>The increase in traffic that will be travelling along Station Road. Station Road is a residential road with a large number of elderly residents. Also, large numbers of mothers and their children walk along Station Road each day to get to and from Tiptree Heath School. The road is not particularly wide and has a bend in it. At the moment we have to contend with speeding motorists, very large articulated lorries, farm traffic and buses. Traffic is deliberately directed down Station Road from Maldon Road, presumably so that it does not go through the village. If 250 houses are built I guess there will be at least the same number of extra cars, many of which will use Station Road. Also I would imagine that there will be more Wilkins lorries using Station Road which we find totally unacceptable. It is extremely dangerous trying to cross the road at the junction of Station Road/Church Road/Chapel Road and more traffic will make this even worse. Large articulated lorries such as those used by Wilkins belong on an industrial estate, not a residential road. There are no parking restrictions on Station Road, although it is rare to see vehicles parked there as it is simply too dangerous. However, if there is a parked vehicle, these huge lorries have to cross onto the wrong side of the road to pass, often mounting the pavement. Simply reversing onto your own driveway is a dangerous manoeuvre (although less dangerous than reversing into the road) and by increasing the amount of traffic using Station Road this will only get worse.</p>
K and A Nicholas			

Kenneth James	3	<p>I wish to register my objections to the proposals by Wilkin's to sell off land for development to the North of the current factory site to finance the development of a main production facility to the South of the existing plant for the following reasons:-</p> <ol style="list-style-type: none"> 1. The proposals run counter to the existing LDP and village boundaries which was only agreed by CBC in 2010. 2. Previous attempts to develop this site were rejected by the Planning Inspector and nothing has changed in the interim. 3. Tiptree has experienced unprecedented development in the past few years with another large housing development agreed. This in the context of Colchester being cited as the town with the fastest growing population in the UK 4. This has put great strain on infrastructure and services and in the present climate there is little prospect of these improving. 5. There are more specific concerns regarding traffic and sewage which have not been fully addressed by the applicants. <p>More generally, I feel that Wilkins have employed a huge PR and political campaign to impose pressure on the planning authorities in order to overturn previous decisions which they did not accept. They wish to raise cheap capital by selling off land which cost them nothing to finance a large industrial plant on greenfield land and which will extend Tiptree right to the boundary of Tolleshunt Knights.</p>
Kevin Tappin	4	
Messing cum Inworth Parish Council	4	<p>Whilst the Parish Council fully supports this application it is very concerned with the infrastructure, particularly the route to the A12 and Kelvedon Railway Station via Inworth. There is already a volume of traffic problem. In addition there is a need for a further Doctor's surgery. It is also requested that a full investigation is made into the addition School needs. Councillors are not convinced that there will be adequate room for addition pupils</p>
Linda Hipwell	4	

Louis Bell		<p>I have several reservations about their proposals. Firstly I am not sure it is legitimate to link the expansion of the factory with the residential development. I understand it to be asserted that the residential development is necessary to finance the factory expansion but this seems surprising since it implies that it would not be financially viable if the necessary finance were to be raised from normal sources, such as bank borrowing, mortgage etc. Each application needs to be considered separately and on planning principles alone, not finance. I very much doubt whether the granting of permission for the residential development could be made conditional upon the carrying out of the factory expansion and since the raising of the finance from the housing project must logically come before the inception of the factory project there would be the risk that intervening events beyond the control of Wilkins and Sons could prevent the latter whilst leaving Tiptree with the former.</p> <p>My second main concern is in relation to increase of traffic. I assume that the new residents would in the main not be working in Tiptree and would therefore significantly increase congestion at peak traffic time. Effectively the only route out of Tiptree is via the Inworth/Feering road and then through Kelvedon which is already a "nightmare". Frequently the traffic queue to enter Feering Hill stretches back to Threshleford and sometimes beyond and that is before negotiating Kelvedon High Street with its lines of parked cars, which is the only route onto the A12. This will be alleviated once the new link to the A12 has been built, but I understand this has been delayed indefinitely. It would seem reasonable that timing of permission for the residential development should be related to that of the building of the A12 link road.</p> <p>As I have said, this is not a criticism of Wilkins and Sons, but highlights potential problems arising from linking the expansion of the jam factory with a major housing project</p>
Mal Part	4	
Matt Swain	4	
Leanne Thurgood	4	
Mr And Mrs M Allen-Pugh	3	<p>I am writing to you to strongly oppose the proposed developments by Wilkin & Sons on Factory Hill. I was given your name by a lady in Planning at Colchester Borough Council, so I hope you don't mind me writing to you directly. I've cc'd in the Planning general email as well as directed.</p> <p>We bought our property at Wood View in February 2010 and one of the reasons for choosing the property was that we were advised that planning was turned down some time ago for development and nothing would ever be built on the land owned by Wilkin & Sons as a result. In fact, we were told that we could not even build a conservatory on the back of the house as it was right on the Tiptree envelope. We fell in love with the peaceful area with the view and that is what sold it to us.</p>

<p>And we also didn't want to move somewhere we our home could be significantly devalued - like our previous home was.</p> <p>I live in Tiptree, but work nearly two hours travel away in London where I have to get various means of transport to earn a living. Hence, if I did live in Tiptree and had to work in Witham (where the other proposed solution is) then I would be somewhat over the moon as it is only 6-7 miles away.</p> <p>All parties in our close are, I believe, opposed to this development. Our next door neighbour, Mr Steve Reid of 1 Wood View, had written to the Tribune with a very strong case for argument which I fully support. Why not move to operation to Witham and put on a mini bus service (even Coggeshall do this for villagers travelling to\from Kelvedon train station on a frequent basis? This is a solution and a very sensible one. It will not damage the Wilkin & Sons associated with Tiptree as the produce is still grown in, and around, Tiptree.</p> <p>The argument has, unfortunately, turned into a question of "Do you like Tiptree jam and Wilkin & Sons?" by people that don't live next to the proposed developments. The Facebook campaign has made this quite obvious. Of course, it goes without saying, that we like all 'like' Wilkin & Sons and their produce - of course we do. And they indeed make a considerable contribution to the community. However, this is not the question we are asking here.</p> <p>If we are forced to move home as a result of the proposals going ahead :</p> <p>(a) It would devalue any houses (specifically our close in Wood View). As a result, may I ask if there is a fund set up to take care of this? I personally know people who have had their properties devalued by the likes of supermarket developments, etc, and one council set aside around £200,000 for properties that were devalued. This is just an example.</p> <p>(b) If would be very difficult to sell when there are ongoing developments of such a large project. What sold our property to us specifically may now no longer be the case if it goes ahead. A present, you have a peaceful and beautiful view with just woodland behind you. When orchards and open land are replaced by all of those proposed houses next to you along with a mini Milton Keynes Bowl for outdoor concerts, etc, that changes things somewhat.</p> <p>Of course, if you are not affected by the developments and live over the other side of Tiptree then of course you won't care what happens. Even the residents of the next village have raised concerns</p>	
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		<p>about it encroaching towards their village boundary. We literally live right next to the proposed development (almost on it!), so you can understand our obvious concerns.</p> <p>We are now in a state of confusion and major concern as to be forced to move, or suffer rather a long time (years) of development and disruption from the proposed development. If the plans are passed then this will show on searches anyway if we have to sell - this will have an impact on our home (for selling it and property price). This will change many things for us. Please consider these concerns.</p>
Mr and Mrs Cooper	4	
Mr and Mrs Flower	4	
Mr and Mrs Ganley		<p>We feel that the Plan as currently drafted by Wilkins should not be accepted. We base our opinions on the following points:</p> <ol style="list-style-type: none"> 1. Tiptree has been the focus of considerable development over recent years, culminating in the successful Application (on Appeal) by Colchester F.C. for residential building alongside training facilities at Grange Road, despite considerable local opposition. 2. Wilkin's proposals would lead to further large residential development on a greenfield site of some 200 plus houses. 3. Local residential developments such as these place even greater pressure on already overburdened local facilities such as roads, transport, education and health provision, within an area seriously lacking community recreational space. Apart from some minimal open space included in the Plan, no account is taken of other facilities mentioned above. 4. Similar proposals were rejected by a planning inspector in 2010. 5. Normally, commercial expansion is Company funded (by loans if necessary). This should be the situation here as expansion is designed to provide increased turnover and profits. It should not be dependant for finance on large scale residential building of the type proposed, especially when disregard of current planning guidelines is involved 6. Supporters of the Plan claim overwhelming local support but no proper polling of opinion has been undertaken. Even if such support were to be evidenced, this is not in itself sufficient reason for overturning planning structures which have taken into account a whole range of considerations. <p>We wish to register our concerns about the proposed extensive housing development that Wilkins Jam Factory have submitted.</p> <p>These are:-</p>
John and Janine Smith		

<ul style="list-style-type: none"> • The further traffic congestion it would produce throughout the village, but especially on Factory Corner/Station Road junction, and further up Station Road, which is now very congested and potentially dangerous at school pick up times. Perhaps Wilkins would consider funding the necessary road improvements? • The increased demand it would create on already overloaded services such as the local medical services. These are hardly outstanding at present! Again, perhaps Wilkins would consider permanently sponsoring the salary of an additional GP? • The increased demand on utilities, particularly sewage, drainage and water supply. There are instances in Colchester, particularly adjacent to the Havens Road development where the intensity of development has produced an overpowering smell of drains from the development itself and presumably the additional demand on the sewage treatment plant, which now smells a lot more than it used to. Can we be assured that the Tiptree drainage and sewage treatment will not suffer the same fate? • The increased employment at the factory that would be created is of course welcome, but what would be the quality of these jobs? Would they provide quality employment for local residents or just employment for migrant workers at little more than slave rates? • On a more selfish note, the loss of open space adjacent to the lower end of Cherry Chase would be detrimental to the many people who regularly use the footpath. Could Wilkins be encouraged to make good the damage that their heavy agricultural vehicles have already done to this footpath, which is now barely passable without substantial wellington boots? 		
Mrs A Porte	4	
Mrs A Slater	4	
Natasha Vass	4	
Paddy	4	
Bishopp		
Peter and	4	
Bunny		
Farnell-		
Watson		
Robert Parker	4	
S A	4	
Carpenter		Few people like change but change happens and it is important that any development is handled by people we can trust who care for their business, employees and the community as Wilkin & Sons

		have done for many years. Building a factory away from existing residents must be a positive move. We understand that the enabling development on the other side of Factory Hill is the only practical way for the company to build a new factory and retain the business in the village. The housing has to be sympathetic to the style of village and the whole community could benefit from the amenity facilities that could be part of the final plan.
Sarah George	4	
Scott Goodfellow	4	
Stephen Cook	4	
Stuart James	4	
Sue Copeland	4	
T K Solutions	4	
T Warren	4	
Mrs Annabel Came	4	It would be very bad news for the community and employment if Wilkin had to relocate. They have been at Tiptree for over 125 years and are integral to the community. Furthermore the new housing looks sympathetic, environmentally friendly and the company are providing much needed social facilities for the village. This development will enhance the village, create further employment and ensure that one of the county's greatest food companies continue to employ people at Tiptree for another 125 years. There should be better access from the A12
Ann Corby	4	
A Hays	1	
A Mansi	4	When Tiptree Book Services could not expand as required in Tiptree and relocated to Frating considerable harm resulted to local business and employment in Tiptree. I sincerely hope that history does not repeat itself in this instance.
A Porte	4	
Diane Ager	4	
Alresford Parish Council		No Comment
Mr L Aynsworth		Objects to further development in Tiptree until a link road is in place to the A12
Mrs M Barlow		Reject further development proposals until the necessary transport infrastructure is in place,

		particularly a link between Tiptree and the A12.
Darius Bogdanski	4	
C Collins		Options 3 and 4 have severe negative effect on Inworth, Feering and Kelvedon in terms of increasing what is an unsustainable volume of traffic.
Canham	3	We do not need a pavilion this would cost Tiptree PC which in turn would cost the people of Tiptree. This would need to be funded and would compete with Tiptree Village Hall and Tolleshunt Knights Parish Hall so they could suffer
M Carter	2	
Essex Chambers of Commerce	4	It is considered imperative that the new factory retains its important association with Tiptree and that it remains in the local area. It is also essential that it has the strongest viable basis for moving forward and that Option 4 provides this basis, as well as being the most sustainable. The Company is a major employer in the area, has seen strong recent growth in jobs and clearly has plans for important growth in job in future. There are considerable indirect economic benefits to the local area and the development will provide a much needed boost to the Essex rural economy. The Tiptree brand is iconic in a global market place, presenting Essex in a positive way and everything possible should be done to ensure that this successful organisation can further develop in what are exceptionally challenging economic times.
Chapman	4	
Name unclear CO5 OBP	2	
Name not given CO5 ORH	3	
G Collins	1	Station Road is a very busy road and could not cope with more traffic
N Cooper	4	
G Lauder		While it might be favourable for Wilkins to have a strong presence in the village my concerns are: - additional traffic - pressures on schooling and medical facilities This may prevent Wilkins remaining here for the good of the village as a whole.
D Littler	4	
D Pratt	4	
Delve	4	
G and K	4	Perhaps it is time for a larger medical centre

Russell			
G Warner			New access to A12 and additional surgery required
H Hatton	3		
B Humphries	4		
I Cook	4		A second doctor's surgery or dentist should be included
J Corby	4		Improved access to the A12 is needed
J Dennis	4		
J M Clarke	4		
C King	4		
K Lentas	4		
M Carrick	1		No further development should take place in Tiptree until a slip road is provided to the A12.
M J Pratt	4		
M Lakin			Concerns about traffic on Inworth Road and consideration should be given to infrastructure improvements to benefit surrounding villages
M Paulin	4		
M Shelley	4		
G McCrory	4		
D P Ager	2		
Mr and Mrs Lazell	3		Expansion of new houses in Tiptree would mean complete disruption of the roadways with heavy lorries overloading the infrastructure and overloading of services, schools, doctors, dentists etc
Mr Bennet	4		
Mr D Birkin	3		Junction improvement at Station Road/Church Road required together with upgrade of Chapel Road and Newbridge Road
Mr Bulstrene	4		
Mr Larkin	3		There is a shortage of almost everything in Tiptree
Mr and Mrs Palmer	4		
Mr B Olley	4		
Mr Rees Glanvill	4		Put pressure on ECC to improve infrastructure: mains sewer, doctor's surgery, dentist, schools
Mrs S Frost	3		
Mrs F Haley	3		Option 4 would mean that the infrastructure of Tiptree would be totally overwhelmed. Tolleshunt Knights would be changed forever
Mrs Jaggard	4		

Mrs Knight	4	
Mrs Leigh	4	
Mrs Redstone		Housing north of Factory Hill would intrude into the green wedge. Also worried about extra traffic in Tiptree. Need improvements to doctors and dentists and facilities for children and teenagers
Mrs Rees Glanville	4	Needs provision of schools, doctors, dentists
Mrs D Stock	4	
Mrs Stone	4	
Mrs T Warren	4	
Mrs Upshall	3	There is a problem with factory workers parking in Quince Court and Chapel Road
Mrs Weavers	4	
Mrs White	4	
Ms Worlledge	4	
N Curtis	4	Build small houses for young couples not 6 bedrooms
P North	3	Facilities in the village are struggling to cope without even more houses
P M Haley	3	Option 4 would totally change the situation in Tiptree re transport facilities, transport infrastructure etc
R Petto	3	
Peter North	4	With proviso that facilities in Tiptree are developed in advance – medical/doctor support, sewage, water supplies, public transport. Should include a good proportion of affordable housing
L Purcell	4	
R Bacon	4	Tiptree needs industry and new housing, particularly low cost housing
Rawlinson	3	Option 4 has too many houses
R and K Knight	4	
S Hinton	3	Do not consider that Tiptree has the infrastructure for the proposed expansion and concerned that existing boundaries will merge
S P Tyler	3	Improvements to Station Road/Church Road junction and to GP surgery required
J Swainston	4	
Mr R Upshall	3	Doctors, dentist, schools and police will be under pressure. There are problems with workers parking in Quince Court
V Knight	4	Need more medical facilities and dentist
Weavers	4	Ensure utilities e.g. sewage are completed before housing completed
D White	4	

Van Gennip W C Anderson	4	Opposes proposed housing and factory
Chris Woods	4	
Z Dibekova	4	
Andrew Sumucks	4	The applicant is an old and trusted local firm who have provided consistent employment in the region for many years. It is exciting to see that in hard economic times they are ambitiously developing their business in their home town rather than accessing cheaper labour elsewhere
Bernard Harris	3	Objects to option 4: <ul style="list-style-type: none"> - it removes green land between Tiptree and Tolleshunt Knights - it involves the destruction of two orchards - it will increase traffic - it will put pressure on local services and facilities
Natural England		Any development at this location would offer significant opportunities to enhance the green infrastructure availability both on site and in the wider vicinity creating a development which provides well both for local people and for wildlife
Christine Saffell		Until such a time that there is a road from the A12 to Tiptree built to take all the traffic no more development should take place in Tiptree
Clair Reeve	4	
D Powell		The road infrastructure must be improved to accommodate the extra traffic generated by these new homes
Feering Parish Council		Objects strongly to proposals for additional residential development in Tiptree. Options 3 and 4 would have a markedly detrimental impact on surrounding villages by increased traffic unless the road infrastructure giving Tiptree direct access to the A12 is significantly improved
Frances Hopwell Smith	4	
Ian Russell		It is time someone took notice of the surrounding infrastructure and the impact on surrounding villages
John Caddy		Concerned that existing village infrastructure will not be able to cope with the proposed housing development
Kathleen James	3	Concerned about impact of additional housing land on local services and facilities and impact of new factory being built down to Tudwick Road, loss of orchard and proposed sewage treatment works

Kelvedon Parish Council		Object to proposals because of additional traffic and impact on Kelvedon
Lee Day		Objects to proposals because of additional traffic and impact on local facilities
National Farmers Union	4	
Margaret Harris	3	Objects to option 4: <ul style="list-style-type: none"> - it removes green land between Tiptree and Tolleshunt Knights - it involves the destruction of two orchards - it will increase traffic it will put pressure on local services and facilities
Margery Wilson	3	Option 4 will result in far too much pressure being put on Tiptree and surrounding areas
Mr and Mrs Featherstone		Totally against any further building in Tiptree. Schools, doctors, dentists, sewers, roads etc cannot cope now. Also concerns about noise and light pollution
Nichola Cain	4	
Nick Burrows	4	
Pam Corbin	4	
Peter Ward	4	
Theatres Trust		No comment
Ross Morley	4	
Shane Waughman	4	
Sport England		Supports the principle of an option which includes a cricket ground as this responds to an identified need for additional cricket facilities as well as helping to meet the additional sports pitches needs generated by new residential development
T Lihavreva	4	
A Frost	4	Supports option 4 as long as an additional surgery is built
D Powle	4	
David Farrow	4	
E Bidwell	4	
G Liharav	4	

G Young	4	
Mr and Mrs Greenwood	4	It would be a disaster for Tiptree if the factory was forced to relocate and therefore we wish to encourage CBC to do everything in its power to find an acceptable solution along the lines of option 4
J Russell	4	Option 4 will enable an iconic national brand to retain it full Tiptree presence bringing additional jobs, tourism and much needed civic amenities to the area and should be wholly supported
J Warren	4	
Joyce Hopper	4	
K Mumford	4	
L Butcher	4	At present Wilkins employees use the local shops in the village during their lunch breaks and after work. If Wilkins was to relocate I feel that local shops and businesses trade may suffer
L Jocelyn	3	Option 3 is the most acceptable option to all parties and us as residents of Tolleshunt Knights with regard to loss of green land, additional traffic, housing and noise to residents
L Lawrence	4	
L Pawlowska	4	
M Beal	4	
M Spencer	4	
Clirs Long, Thompson and Porter, Maldon DC	3	Object to option 4: - reduction in green land between Tiptree and Tolleshunt Knights - increase in traffic and number of residents - impact on community facilities
Mrs Beal	4	
Mrs Gooding	4	
Mrs Stynes	4	
Nigel Scholes	4	
P Shore	4	
P Thurgood	4	Further housing on this site will retain employment unlike the 400 plus homes we saw 10 years ago and the loss of a major employer, Anchor Press
R E Speller		Insufficient thought has been given to the water supply, sewage disposal and rainwater run-off
R T Humphreys	3	Totally opposed to a new factory being built on a greenfield site. Objects to more people, housing and cars
S Pietruszewski	4	
Tim Gilvrey	4	

Tiptree Parish Council	Tiptree Parish Council agree in principle to the Tiptree Jam Factory proposals (Option 4) subject to covenants being placed on the land in perpetuity to protect the housing density of both sites to the levels contained in this proposal and the proper legal processes being followed. Regarding affordable housing Tiptree Parish Council want to ensure that 30% of affordable housing is included on the greenfield site and the design of 11 houses to be in keeping with the designs submitted with the proposals. The development on the north side of Factory Hill and the new factory are interlinked and planning permission should only be granted on the basis of the first phase of the factory development being completed within 5 years of the planning permission being granted and the new factory being used for the business of Wilkin and Sons only. When making this decision the Parish Council took into account the economic benefits to Tiptree of keeping Wilkin and Sons in the village and the detrimental impact a move would have on other commercial businesses. It is vital to keep as much employment in the village as possible to prevent Tiptree becoming a dormitory town. It is also important to promote the issue of affordable housing to prevent local young people from having to leave the area. Parish Councillors also considered the impact of infrastructure, medical and educational requirements with regard to the proposals. However there are other authorities better placed than the Parish Council to comment on these requirements and produce relevant evidence
Tolleshunt Knights Parish Council	<p>Objects to Option 4</p> <ul style="list-style-type: none"> - it will result in the reduction of the green land between Tiptree and Tolleshunt Knights. It will bring Tiptree's built up area to within 100 yards of the parish boundaries thereby forming to all intents and purposes a visual coalescence of the two communities - the proposed residential development of about 250 houses would add at least 500 vehicle to the local roads and 750-1,000 new inhabitants which would be in addition to the 140 new houses already proposed by the LDF. Tiptree's population in the past 50 years has increased by over 2000% with no significant development of the local road infrastructure whatsoever. Both roads and community services (doctors, dentists, schools, public transport etc) are at capacity now. This is without consideration being given to the additional road traffic which will be generated by the village's expanded industrial base through the larger factory development, nor the heavy vehicles which will need to traverse Tiptree as a result of planning permission having been granted for a fairground traveller site in Tolleshunt Knights, nor the expansion of the Five Lakes Development into a Crowne Plaza resort, also in Tolleshunt Knights. Traffic will also increase as a result of smaller additional housing developments approved for Tollesbury, Tolleshunt D'Arcy, Tolleshunt Knights and further afield. <p>Any further development will also exacerbate traffic problems in Feering. Only option 3 would be deemed acceptable and more importantly sustainable from the Parish</p>

		Council's viewpoint
V Dunn	1	There are inadequate facilities to cope with existing population
W Scott	4	The farm, factory and community are intertwined and all those responsible should make every conceivable effort for it to remain so. The balance of the village would be better served with houses in the factory area than on the other side of the village more remote from the centre
W English	3	The village cannot support any further development
A Morgan, Sustrans		As the layouts are developed they should include convenient pedestrian/cycling links to encourage residents to use their feet instead of their cars to get to the village centre and the recreational facilities. The response includes some suggested routes for pedestrian/cycle links
Mrs Wilson, Bellway Homes	4	Option 4 will allow for the Tiptree Jam Factory to continue operating in Tiptree, retaining employment within the local area and the heritage associated with the historic jam making. In addition Tiptree has an identified need for modest housing growth and this option would contribute towards addressing this need.
DC and BA Birkin		Doubt whether the factory is in the right location and against large scale housing which goes with the factory proposal. Do not believe that Tiptree can cope with this size of development without major investment in roads and services
Chris and Janet Brazier		Tiptree is not equipped to take further housing on this scale without vital huge investment in new infrastructure. Both the medical centre and the sewage treatment works are at capacity. The junction at the top of Factory Hill is already hazardous and the proposals will generate more domestic and industrial traffic. Wish to see consultation co-ordinated by an independent group involving all parishes.
David Cox	3	Objects to Option 4. It would see a major encroachment of housing development into land that is currently outside the village envelope. The proposed new development would exacerbate already overstretched services, including sewerage and add significantly to road usage/congestion. This places the countryside under threat in exchange for the promise of unrequired pavilions and sports fields. Additional population will all need sewerage, a GP and a dentist. The views of Tolleshunt Knights should be taken into account. The proposed development down Factory Hill will add to village sprawl. Option 4 if permitted will remove green land between Tiptree and Tolleshunt Knights. Option 4 would lead to a substantial increase in traffic in Factory Hill and Tudwick Road. The proposed private sewage treatment works would add potentially significant pollution to air within the locality

David Green, CPREssex		<p>Consider that CBC is right to deal with this by way of a formal DPD. CPRE consider that the sustainability appraisal should be carried out by the Council or consultants appointed by them rather than the proponents of the scheme. The sustainability appraisal is likely to be significant in assessing the scheme's impact on Birch Wood and any conclusion on this should be seen to have been arrived at independently.</p> <p>The provision of additional greenfield housing so soon after the setting of the housing allocations through the site allocations DPD does cause us concern. However if the proposals can secure the continuance of Wilkin in Tiptree, with the jobs they provide, without a significant impact, then we would support the proposal.</p> <p>We would ask that the Council satisfies itself that the financial case is sound by having any financial appraisal independently verified.</p> <p>The relative timing of the factory development and the residential development should be linked through some form of agreement between the Council and Wilkin.</p> <p>The housing will erode the green gap between Tiptree and Tolleshunt Knights. We do not think this latter to be a particularly significant point in view of the employment allocation to the west of Factory Hill, which is a more significant intrusion into the gap.</p> <p>We are concerned as to the impact on Birch Wood, a local wildlife site.</p> <p>The Council should explore with Wilkin how the impact of the proposals on adjoining residents can be mitigated by clear design and landscaping.</p> <p>The impact of traffic both within Tiptree and on routes to and from the A12 will need to be carefully assessed.</p>
David Marson		<p>No objection to development of factory on land to the south of the existing factory or redevelopment of the existing factory site for housing. Strongly object to the sale of the land to the north of Factory Hill to housing developers.</p> <p>Objections based on the impact on the countryside of such a development and the effect that the building of a large number of houses on two sites will have on the village of Tiptree and its amenities.</p> <p>The argument that the sale of land for housing is justified because Wilkin and Son does not have the finances it needs to build a new factory is totally spurious for Council planning considerations as the issue is the destruction of the countryside not the business interests of Wilkin and Sons. Existing facilities in Tiptree such as schools, access to medical and dental services and other facilities are already overstretched. There will also be an increase in road traffic.</p>
Helen Blackburn	4	<p>Wilkin and Sons provide a lot to the community and economy of the village. The new improved factory would be a boost to the local economy and provide more jobs and attract more business to the area. It would be a travesty if the factory were forced to move outside of the</p>

Jo and John Cowie	4	village of Tiptree If the factory was relocated to another area this would threaten the Tiptree economy and some of the job prospects for the younger residents.
Joe Clayton	3	<p>This representation is 12 pages long excluding appendices. This summary refers to the main points made and members may wish to look at the full representation to assess fully all the points made. Housing development on land to the north of Factory Hill has been put forward previously by Wilkin and Sons in connection with the preparation of the local development framework. The Inspector for the CBC Site Allocations Document upheld CBC's defence of its position that it did not allocate that land for residential development.</p> <p>The Background Document does not bring to the attention of potential respondents that this particular site is greenfield land protected by CBC's Core Strategy. The matter of prevention of coalescence between Tiptree and Tolleshunt Knights would be no less significantly safeguarded by the wider protection against coalescence between neighbouring settlements provided by the LDF Core Strategy to apply 2011 to 2023.</p> <p>Do not accept that CBC has presented a valid, sound, or in the final analysis, legal case for a new LDF to cover the Tiptree Jam Factory.</p> <p>If CBC are correct then they would be obliged to consider all viable alternatives such as the allocation of land in a westerly direction from the factory. CBC should also re-examine the existing employment allocation, such as to the west of the existing factory.</p> <p>These suggestions do not affect my view that Option 3 is a more viable alternative.</p> <p>The entire process of the Tiptree Jam Factory Plan suffers from predetermination and is thereby flawed.</p> <p>This representation then goes on to comment in detail on the procedural aspects and the financial aspects of the proposals.</p>
John Worsp	4	<p>As every year goes by the legal requirements for food manufacture become more stringent and there comes a time when old buildings become prohibitively expensive to maintain to the required standards.</p> <p>Wholeheartedly support Option 4 as being the only realistic way to achieve a modern and efficient factory which will still be part of the Tiptree community.</p> <p>The development will generate more houses and hence the infrastructure needs to evolve.</p>
Jonathan and Emma Annals	3	<p>We believe that Wilkin and Sons have now outgrown the village of Tiptree. Any new factory will cause many problems for the village of Tiptree and its inhabitants:</p> <ul style="list-style-type: none"> - increased traffic - health services - schools

		<ul style="list-style-type: none"> - noise levels from factory, lorries, fork lift trucks - impact on Bainbridge Drive – loss of light, outlook - concerns about demolition of existing factory
Julie Read	1	<p>Consultation event was poorly advertised and signposted. Tiptree does not want or need 250 new houses. Concerned about impact it will have on infrastructure and services – sewage, water, gas, electric, waste disposal, overburdened schools, overstretched doctors, dentists, roads, footpaths, A12 access etc</p> <p>Objection based on lack of consideration of the needs of vulnerable people in Tiptree including children, older people and disabled people.</p> <p>Increased traffic associated with Option 4 would reduce quality of life for children, older people and disabled people as it would make Factory Hill uncrossable.</p> <p>There would be a dangerous space between the gardens of Quince Court and Chapel Road and the new development.</p> <p>Tiptree lacks primary infrastructure – roads, sewerage, schooling, medical provision</p> <p>An additional 250-300 houses will significantly reduce the quality of life.</p> <p>The housing allocation would erode the boundaries between Tiptree and Tolleshunt Knights.</p> <p>It would be absolutely outrageous to suggest any more development in Tiptree until there is at least a direct route for Tiptree from the A12</p>
Kate Crofts	2	<p>CUFC is looking for assurances from the Council as local planning authority that any proposed housing allocation at the Jam Factory site will not prejudice the implementation of the Club's proposals for approximately 140 houses together with sports and other community infrastructure.</p> <p>CUFC question what the planning circumstances are that have materially altered the position since the examination of the Site Allocations Document that would justify taking an entirely different stance on the development proposed by Wilkin and Sons.</p> <p>Any development permitted at Wilkin and Sons site must:</p> <ul style="list-style-type: none"> - not prejudice the CUFC development and early associated housing release at the Grange Road site - not place unacceptable pressure on local infrastructure without adequate compensatory provision to mitigate impacts
L. Smith-Evans		<p>Whilst Messing-cum-Inworth PC is not, in principle, against the Tiptree Jam Factory expansion plan, we believe it needs to be accompanied by comprehensive proposals on infrastructure development to assess if the area can effectively and smoothly integrate the number of new houses and increased traffic proposed.</p>
Lawson Planning Partnership on behalf of Colchester United FC		
Len Broadhurst, Parish Clerk, Messing cum Inworth		

Linda Powell		Concerned about the proposal to build 250 houses at the Wilkin factory site in Tiptree because of the already overworked and outdated infrastructure in the area and surrounding area, particularly in respect of roads and traffic.
Lisa Wilson	1 or 3	Concerned about impact of traffic and impact on countryside and wildlife and local services
Malton District Council	3	Main reasons – the potential for coalescence between Tiptree and Tolleshunt Knights and the potential impact on local infrastructure.
Michelle Cox	3	Objects to Option 4: <ul style="list-style-type: none"> - encroachment of housing on to land outside the village envelope - removal of green land between Tiptree and Tolleshunt Knights - increase of traffic - pressure on amenities such as schools, doctors and dentists
Mr and Mrs Bysouth	4	
Mr and Mrs Presslie	3	Any more housing in Tiptree would make the area unsustainable given the lack of investment in infrastructure. Consultation was badly publicised with too many representatives of Wilkin and Sons present. The process has not been independent
Mrs C McInerney		Concerned that the proposals have not adequately considered the impact on road traffic. Cars from Tiptree have to pass through Kelvedon and Feering to reach the A12. A new spur to the A12 is needed.
Mrs Porter	3	Option 4 does not take into account the fact that the current infrastructure in Tiptree is already under pressure – roads, doctors, dentists, schools etc. Traffic of concern to neighbouring parishes because of access to A12. Concerned about coalescence of Tiptree and Tolleshunt Knights
Neal Phillips		There seems to be a disregard for existing residents from the area around the factory as well as current fields and infrastructure. More should be done to see whether it would be practical to temporarily shift production out of the village whilst a new modern (environmentally friendly) development is erected at the same location
Peter Cook	4	Strongly support Option 4 as it could benefit a wider population going forward. Regard must be had to the impact on medical facilities, roads, transportation etc
Phil Crofts	2	Objects to Wilkin and Sons proposals on grounds that Tiptree lacks primary infrastructure. Roads are already busy and traffic will be increased at the Factory Corner junction and throughout Tiptree significantly. Also concerned about impact on sewerage, schooling and additional medical provision.

		Concerned about coalescence between Tiptree and Tolleshunt Knights. Recent consultation was heavily biased.
Jordan		Why not move the new playing area to the back of the houses in Chapel Road giving both the current and new residents a better outlook. Additional houses will depress the housing market. Wilkins may become the target of a larger company who will move it out of the Tiptree site. Also concerned about impact on traffic and infrastructure
Richard and Sue Lake	4	Total support for Option 4. Wilkins has been in our community for over 125 years providing many jobs for local people. Many of these local people support local business, especially independent retailers.
Rik Alewijnse		Objects to proposals for 250 houses and factory development. Should not be permitted unless improvements are made to the travel infrastructure, ideally by connecting Inworth Road directly to the A12.
Suzanne Came	4	
Shirley Taylor	3	The infrastructure is not in place for Option 4. It will put a strain on amenities in Tiptree, especially the doctors' surgery and there will be an increase in traffic through the village and surrounding area.
Simon Taylor	1	Moved to Tolleshunt Knights in 2008 after investigating the planning status of the green land between Tolleshunt Knights and Tiptree and felt comfortable that the decision made by the Planning Inspectorate had safeguarded the buffer for many years to come. The whole factory issue is little more than a smokescreen for Wilkin and Sons to cash in on its landholdings until Tolleshunt Knights is subsumed into southern Tiptree. The new houses would add more people to be served by the already overstretched facilities and infrastructure and will over 400 cars adding to the already clogged and congested roads. Questions independence of consultation. If Options 1 and 2 are not viable they should not be presented as options. Will a new factory be able to cope with further expansion?
Steve Read		This representation is 43 pages long including the appendices. His summary is set out below. Members may wish to read the representation in full. I do not consider that there is enough information available about any of the options at the current time to make a firm statement in which, if any, appears the most appropriate route for CBC to take. I believe there are many unresolved questions about the financial viability of both the stated viable options. Extensive further work is needed to make sure that the figures being banded about by Wilkins are believable and financially viable given their corporate position.

		<p>I continue to believe that any option which results in additional housing and a new larger factory will present significant local infrastructure issues that will be impossible to mitigate</p> <p>I consider that the benefits of both of Wilkins stated viable options will accrue to a very small number of people (well under 300 – being primarily the permanent staff, shareholders and directors of Wilkins) and the adverse consequences will be felt by the vast majority of the 11,000 other people that live in Tiptree and also very many others that live in the neighbouring villages.</p> <p>I believe that CBC has made a number of critical errors in the design and execution of this process and that it has already proceeded well past the point where these can be corrected sufficiently to enable a successful examination to take place.</p>
Sue Todd	3	Has concerns about traffic, noise and lighting. Particularly concerned about impact on Layer Brook, which floods and is constrained by the size of the pipe going under Tudwick Road.
Susan Allen-Shepherd	4	Cannot afford to lose any more jobs from Tiptree. Losing a major part of Wilkin and Sons would mean a significant change to the character and nature of Tiptree. Infrastructure problems exist already in terms of doctors, dentists and other services, along with the provision of roads and transport outside.
Terry Slater	4	If the Jam Factory was to be relocated to another area it would have a major impact on Tiptree's prosperity over the coming years. Additional affordable housing is essential to a thriving and all inclusive community. The consequences of not supporting Option 4 are: <ul style="list-style-type: none"> - a place where people retire to or commute from - a steady deterioration in the economy and well being of Tiptree and its community
Tim Holden	4	
A Richards	4	
Anon	4	
C Dunn	3	Further development would increase traffic in Tiptree. The doctors are too busy and appointments are too lengthy. Any development on green fields would change the rural outlook.
C Norman	3	The local facilities cannot support such a large increase in its housing and population that Option 4 would bring.
Donna Smith	4	Wilkin and Sons are important to the community, bring visitors and provide local jobs.
E Ashby	4	
E Mann	3	The expansion of Tiptree will have a detrimental effect on the community and surrounding areas.

		Infrastructure is at its limit in Tiptree already.
Featherstone	1	Opposes Option 4 on the grounds that Tolleshunt Knights will become part of Tiptree. Tiptree is already overcrowded – the schools, doctors, dentists, sewers and roads cannot cope now. There will also be noise and light pollution
A Mettler	1	Option 4 is completely unacceptable – noise, movement of heavy vehicles, services will be swamped
J Ashby	4	
J Potter	4	If the main factory moves away people will lose their jobs or have to travel elsewhere. Either way they will not be spending in the local shops or using the post office or banks and we may therefore lose them too.
L Ashby	4	
C Macrae and A Snape		Concerns about Options 3 and 4 focused on issues of quality of life and strained infrastructure. Questions regarding the financial motivation of the proposed developments. Concerns about impacts on already overstretched schools, roads, sewerage, parking, health care and the like. Also concerned about encroachment of development towards Tolleshunt Knights. Concerned about the evidence base being used and the misleading nature of the summer consultation. The Background Document only includes a reference to a 20 metre buffer strip to the rear of Chapel Road despite previous indications that it would be extended around the entire site. The representation includes a critique of the consultation carried out by Wilkin and Sons in the summer of 2011 maintaining that the questions used were insufficiently open.
Mr and Mrs Binlar	1 or 3	The village is not suitable for a new factory. Lack of roads, light pollution, noise pollution, extra heavy goods vehicles. Ditches in Tudwick Road often overflow and smell. Concerned about impact on doctors and dentists and coalescence between Tiptree and Tolleshunt Knights
Mr and Mrs Brightwell	4	
Mr and Mrs Lowe	1 or 3	New houses will destroy the countryside and impact on the sewage works, power cables, water and gas supplies, roads, schools, doctors and dentists. It will impact on Tolleshunt Knights and will also affect Kelvedon.
Mr and Mrs Smith	4	

Anon	1	The village cannot cope with more houses, more traffic congestion. Need another doctors, dentists and bigger schools.
R Williams	3	<p>This representation is 67 pages long including appendices. The representation refers to the following issues:</p> <ul style="list-style-type: none"> - what has changed to merit the LDF being altered in the way that is proposed by Wilkin? - There only seems to be a greater area of open space and a cricket pavilion - factors against changing the LDF include the additional 140 houses at Grange Road and the arrival of ASDA has led to more traffic. The villages around Tiptree have been growing. - The infrastructure is a real and continuous problem - Why haven't CBC forced a proper investigation into viable alternatives, not just Option 3 but a real look at other options - The public consultation in the summer of 2011 went too far in channelling people down the route that Wilkin wanted - CBC has been too quick to accept evidence without testing it - Option 3 is the most sustainable option but I am far from convinced that Wilkin can deliver or sustain that option and can see no way whatsoever that Wilkin can deliver or sustain Option 4. - CBC need to ensure that we need to start to see some well tested and independent evidence both on sustainability and on Wilkin's financial capability. The sustainability assessment must come from a clearly independent source and that must be CBC itself. <p>Members may wish to read this in full to gain an understanding of the points made.</p>

**Appendix 2
TIPTREE JAM FACTORY PLAN
ANALYSIS OF CONSULTATION RESPONSES**

	Tiptree	Tolleshunt Knights	Feering/Kelvedon	Other Stated Location	No Location Stated	Total
Option 1	2	6	1		3	12
Option 2	5					5
Option 3	19	21	1	3		44
Option 4	72	6		59	29	166
No option stated but opposing proposals	10	4	12	1	1	28
No option stated (other comments)	3	1		11		15
Total	110	38	14	68	33	270

N.B. Numbers refer to responses received, not individuals. In some cases response forms included more than one name
13.1.12

TIPTREE JAM FACTORY PLAN – ADDITIONAL CONSULTATION RESPONSES

Respondent	Option Supported (if indicated)	Other Comments
Essex County Council		<p>A transportation assessment is required to assess the traffic impacts on the wider road network and to demonstrate how the site is accessible by public transport, cycling and walking. The proposal will require a travel plan and travel packs.</p> <p>Option 3 fails to emphasise the importance of retaining the Jam Factory in Tiptree to maintain local distinctiveness and local employment opportunities. Without the factory the visitor centre would have little relevance and its location outside the village settlement would not be justified.</p> <p>Option 4 retains the factory in Tiptree, retaining local identity for the firm and providing the community with local employment opportunities. The location of new housing north of Factory Hill would expand the settlement boundary more evenly. Both future residential and employment sites are well located for accessing village amenities. Consideration should be given to mitigate the intrusion of the factory in the countryside and ensure the delivery of high quality design. The retention of Trewlands farmhouse, the Timekeepers Lodge and the existing wall is supported. Further consideration should also be given to some of the other assets evident on the site and whether they should also be retained or form an integral part of the design.</p> <p>A primary school contribution will be required.</p>
Great Braxted Parish Council	4	<p>Support Wilkin and Sons proposals and would not want the business to move elsewhere. It is vital to have local employment and as a visitor attraction it brings many people into the area which is good for local business</p>
Essex Wildlife Trust		<p>Essex Wildlife Trust's (EWT) main focus of interest is on the protection of Birch Wood Local Wildlife Site and they note that included in the proposals for the preferred Option 4 development plan is the management of Birch Wood for nature conservation. At present the ground flora in the wood is suffering from recreational pressure and dense shading with large areas of bare and trampled ground, while in addition the understory is lacking in structure. Sympathetic management of thus LoWS to improve its wildlife habitat, enhance biodiversity and mitigate against recreational pressure would obviously be desirable and EWT would like to see a detailed management plan for Birch Wood if</p>

		<p>Option 4 is adopted.</p> <p>The addition of 120 new houses on the land to the north of Factory Hill will potentially increase the already significant recreational pressure on Birch Wood, while the disturbance created during the construction phase of the development is likely to have an adverse impact. EWT would like to see proposals for mitigation of these effects if Option 4 is adopted.</p>
Braintree District Council		<p>The Council is concerned about potential traffic impacts upon Kelvedon and Feering arising from the proposed development associated with the Tiptree Jam Factory Proposals.</p> <p>The Council wants confirmation that a highways impact assessment of the proposals will include examination of the traffic impact upon Feering and Kelvedon, including traffic accessing the A12 from this development and will look at both peak hour and non-peak impact upon these villages.</p>
Pat Clayton	3	<p>Option 1 discounted due to age and condition of existing buildings. Difficult to understand why Option 2 isn't viable. It should be the way forward unless a compromise can be reached. Option 4 is not supported since CBC is bound to observe its LDF Site Allocations Document as upheld by HM Inspector in 2010 which doesn't include the site. Option 3 would seem to be the most viable proposition, providing all the necessary infrastructure is put in place and the traffic volumes associated with a 130 dwelling estate are correctly addressed. The infrastructure issues in Tiptree, roads, schools, doctors, dentists, etc. are already a cause of great concern, and bearing in mind that c.140 houses have already been allocated for Grange Road, it will continue to be a major issue. Option 3 would enable Wilkins to go forward with equipping an existing factory (in Witham 5 miles away) as its production processing facility, alleviating some of the traffic problems in Tiptree by giving the HGV factory traffic direct access on to the A12 in Witham. Where the actual production takes place is not relevant to the visitor numbers to Tiptree. The building of a new Visitor Centre, including a heritage centre, shop, tea rooms, and new premises for preparation of high quality products such as Thursday Cottage, ensures the Tiptree brand remains in Tiptree. Visitors do not visit the factory, they visit the shop and tea rooms, and the museum.</p> <p>It is considered that due to the misleading and constant PR campaign, many people incorrectly still believe that Wilkins will leave Tiptree if they cannot have all they want. The petition, Facebook page and initial consultation material were worded inaccurately and should not be accepted as evidence. Doubts are raised about level of job losses, since it would be expected that workers would be willing to commute to Witham if premises were moved there. The estimated costs of building a new factory provided by Wilkin and Sons are questioned, as is the classification of the sewage works and workers homes as justifiable costs benefiting the wider area when they are primarily beneficial to Wilkin and</p>

		<p>Sons. The figures simply do not make sense and if Option 4 is adopted, as seems to be the present position of CBC, then Wilkins will be back for more support for further land allocations to fund their business operations.</p>
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Local Development Framework Committee

Item
9

30 January 2012

Report of	Head of Strategic Policy and Regeneration	Author	Karen Syrett ☎ 506477
Title	Community Infrastructure Levy – Update		
Wards affected	All		

The Local Development Framework Committee is asked to agree additional work to support the implementation of a Community Infrastructure Levy.

1. Decision(s) Required

- 1.1 To agree that additional work is undertaken to verify the evidence base supporting the Community Infrastructure Levy (CIL) Charging Schedule.

2. Reasons for Decision(s)

- 2.1 The Community Infrastructure Levy is an important source of future infrastructure funding. The Charging Schedule will be subject to examination so it is important to ensure the most up to date and correct evidence base is used.
- 2.2 At the last meeting the LDF committee agreed a period of public consultation prior to submission. This has resulted in a number of representations that have queried the robustness of the evidence base. It is therefore considered appropriate to test the findings to see if any changes should be made prior to submission.

3. Alternative Options

- 3.1 There are a number of alternative options which the Committee could implement;
1. Proceed to submission and examination based on the existing evidence and the charges consulted on. Although the Regulations acknowledge CIL might make some sites unviable, the levy should not undermine overall delivery of the Core Strategy. Objections have been received from all the major residential developers which suggest delivery would be at risk.
 2. Re-consult on lower charges with a view to submission and proceeding to examination. There is no guarantee all objections would be overcome by doing this and it would be hard to justify with no additional evidence to support alternative charges. A lower charge could result in the Council receiving less per unit than we currently do using standard charges for education, open space, community facilities etc.
 3. Put plans in place to do more evidence base work at a later date. This could tie in with a review of the Core Strategy/new local plan but would add to cost pressures and advice from a CIL Inspector is not to take a plan and CIL to examination at the same time.
 4. Put CIL on hold indefinitely although it would be wise to have something in place prior to April 2014 when S106 is scaled back.

4. Supporting Information

4.1 At the last meeting the Committee agreed a number of recommendations as detailed below;

- The content of the Community Infrastructure Levy (CIL) Charging Schedule and background documents.
- The Draft Charging Schedule and all supporting information was published in order that representations could be made.
- To subsequently submit the Charging Schedule to the Secretary of State for examination.
- For the Committee to delegate authority to the Spatial Policy Manager to make minor revisions to the document prior to publication, submission and during the examination.

4.2 During the consultation a meeting was held with a number of developers, members of the committee and the consultants who had undertaken the evidence base work. This allowed a better understanding of CIL, its implementation and the concerns of local developers.

4.3 The consultation itself generated 21 responses, from parish councils, statutory bodies, residential developers and retailers. A summary of the responses is attached as Appendix A although the Council's response has not been completed for all points raised because the outcome of this meeting will inform it. The objections focus on the following main issues;

1. charges being too high threatening viability and therefore deliverability of sites
2. viability assessments using unrealistic figures
3. the suggested charges being high compared to other authorities
4. double charging – a fear of being charged both CIL and S106
5. the infrastructure evidence base being flawed.

4.4 As a result of the concerns expressed and the continuing depressed economy it seems appropriate to revisit the viability work to establish if it remains robust at the current time or if implementation of charges based on work would seriously threaten future development. The opportunity can also be taken to clarify that there will be no double charging. It is not considered necessary to revisit the infrastructure evidence base. The Council only needs to demonstrate there is a funding gap and this is clearly apparent.

4.5 To provide some background to the number of dwellings impacted by CIL it is important to note the following;

- 19000 new homes required by 2023
- 9360 of these have already been built (at March 2011)
- 9600 still to be built of which
- 5000 already have planning permission and wont pay CIL
- 4600 new dwellings will contribute through CIL of which 3600 are new greenfield allocations. If they get an application approved before CIL is adopted they wont pay the charge so there is a long lead in time.

4.6 A comparison of other local authorities who have progressed their charging schedules has been undertaken and the findings are detailed below;

Name of LA	Residential charge (m/sq)	Retail charge (m/sq)	Other charges (m/sq)	Ave. house price (July - Sept. 2011)
Colchester	£120	£120 - £240	£0	£209,461
Chelmsford	Expected to be slightly higher	Expected to be similar	Expected to be £0	£242,716
Greater Norwich DP	£115 (reduced from £160)	£135 convenience £25 other retail, assembly & leisure	£0 - £5	£158,047
Portsmouth	£105	£105 £53 in town centre and small out of town	£53 hotels and residential institutions £0 offices etc	£168,734
Torbay	£100	Retail warehousing £300 Convenience retailing £150 Other retail only outside built up areas £150	Food and drink uses £100	£189,925
Redbridge	£70 (plus London charge)	£70 (plus London charges)	£70 for all other uses (plus London charges)	£303,718
Shropshire	£40 - £80	£0	N/A	£206,389
Newark and Sherwood	£0-75	£100 - £125	Industrial £5 - 20	£169,764
Huntingdonshire	£85	£40 - £100	Business £0 Health £140 Hotel £60 Nursing Home £45	£201,674
Wandsworth	£0 - £575 (plus London charges)	£0 - £100 (plus London charges)		£526,486

4.7 The Government's intention to scale back the use of S106 Agreements makes it important to progress the Levy. Once CIL is adopted or in April 2014 the use of tariffs and standard charges will be severely restricted and securing funding for big items of infrastructure could become increasingly difficult.

5. Proposals

5.1 Members are requested to agree undertaking additional viability work to inform the draft Charging Schedule. The results would be reported back to the next meeting in March and further action agreed at that time.

6. Strategic Plan References

6.1 The Council's vision is for Colchester to be a place where people want to live, work and visit. The provision of infrastructure through the CIL will provide resources to deliver priorities and in particular those objectives concerned with enabling job creation, community development and congestion busting.

7. Consultation

7.1 Public consultation has already taken place as detailed above. Further public consultation will be undertaken if the Charging Schedule is amended prior to submission.

8. Publicity Considerations

8.1 Attention could well be focused on the Community Infrastructure Levy Frontrunners, resulting in publicity for the Council.

9. Financial Implications

9.1 The costs of progressing the CIL have to date been funded from previous years Housing and Planning Delivery Grant. The examination will necessitate additional resources which could be in the region of £30,000 but it is considered appropriate to invest to secure better returns through implementation of the levy. Essex County Council has indicated they are willing to contribute to the work.

10. Equality, Diversity and Human Rights implications

10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Strategic Policy and Regeneration > Local Development Framework.

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None

13. Risk Management Implications

13.1 Carrying out further background work will minimise the risk of the Community Infrastructure Levy being found unsound following an examination.

APPENDIX A

Summary of Representations to Draft CIL Charging Schedule

Number	Respondent	Summary of Response	Council Response
001	Anglian Water	<ol style="list-style-type: none"> 1. Would not expect there to be provision in CIL for wastewater infrastructure. 2. AW engaging with developers to assess requirements regarding s. 3.25 and 3.26 	Noted
002	Theatres Trust	<ol style="list-style-type: none"> 1. Document should ensure any loss of community and cultural facility through redevelopment is satisfactorily compensated 	Noted
003	Sport England	<ol style="list-style-type: none"> 1. No specific comments on charging schedule. 2. Support proposal not to apply levy to leisure/sport centres. 3. Agree with para. 3.53 of evidence base that there are no other known sources of funding for sports facilities so it is essential CIL is used for this type of infrastructure. 4. Support Sections 5 & 6 of Implementation Plan 	Noted
004	Messing cum Inworth Parish Council	<ol style="list-style-type: none"> 1. Implications on infrastructure should be looked into – not just immediately surrounding area 2. Immediate area should receive grants 	<ol style="list-style-type: none"> 1. The evidence base has looked at infrastructure on a borough wide level 2. The Government are consulting on returning a meaningful proportion of CIL to the local community.
005	Peacock and Smith Ltd on behalf of Morrison Supermarkets	<ol style="list-style-type: none"> 1. Object to charging schedule. 2. Differential retail rates could impact on viability 3. Viability analysis does not appear to take account of all likely costs ie potential abnormal costs on brownfield site 4. Land cost not realistic 5. Not clear what fees have been included 6. £240 for convenience retailing is significantly higher than other local authorities (Croydon = £120/m²; Huntingdonshire = £140/m² over 1,000m²) 	<ol style="list-style-type: none"> 1. Noted 2. Noted – see below 3. A range of brownfield and Greenfield sites were looked at 4. Land cost based on evidence 5. Fees included and shown in viability report including S106 and sales/marketing 6. Charges vary across the country. Wycombe for example is £250 sqm for convenience retailing
006	Indigo Planning on behalf of Sainsburys	<ol style="list-style-type: none"> 1. £240/m² is unreasonable and unjustified. In addition to considerable potential S106 costs it is 	<ol style="list-style-type: none"> 1. There can be no duplication between CIL and s106 to ensure development does not pay twice.

		<p>too onerous and would put development at risk.</p> <ol style="list-style-type: none"> 2. Economic viability has not been robustly assessed – and is based on the sector experiencing recent growth 3. Disagree with methodology for convenience/comparison split where development contains both – it should be based on floorspace not a majority basis. 4. Conflicts with planning for Growth by imposing unnecessary burdens on convenience retail development 5. If levy is introduced there should be a cap on total amount paid through CIL 6. Sainsburys are keen to invest further in Colchester but do not wish to see opportunities adversely impacted by an unreasonable CIL levy 	<ol style="list-style-type: none"> 2. This will be investigated. 3. Financial burdens need to be balanced by need to support new development with appropriate infrastructure. 4. Current legislation/regulations do not allow for a cap 5. The Council does not wish to drive investors away and will look to set a reasonable charge level
007	Bellway Homes	<ol style="list-style-type: none"> 1. Agree there is an infrastructure funding gap 2. Sales and build costs appear unrealistic in viability report ie £2250 m2 sales values but in our experience £2088 - £2184 m2 is more appropriate. The build cost of £964.5 per sq m is considered too low - our experience for a recent scheme in Colchester equated to £1,083 per sq m 3. The imposition of CIL at £120 m2 on a Bellway site in Colchester would have made it unviable. The impact on the scheme would result in a cumulative impact of reducing land value by 46.6% (assuming affordable rents at 70% of market value). Alternatively it would reduce the margin by 68% which would make the scheme unviable. Modelling the scheme at a lower CIL value of £80 per sq m allows the delivery of a viable scheme but only if affordable housing remains at 25%. Would suggest that the CIL should be set at £80 per sqm with the provision of affordable housing considered as part of a viability test. 4. Concern there is no differentiation between brownfield and greenfield sites. Each site varies but typically a brownfield site would incur higher 	<ol style="list-style-type: none"> 1. Noted 2. and 3. Very useful to receive evidence as provided but it relates only to one site. The evidence base including the viability reports apply across the borough. 4. Agree that each site will vary but the evidence does not suggest a big enough difference to warrant over complicating the charging schedule

008	Environment Agency	costs 1. Evidence seems justified 2. Costs for ditch drainage that comes under increasing pressure from development should be met through CIL 3. Development may need to make contribution towards replacement items and maintenance of Colne Barrier	1. Noted 2. and 3. Noted – items can be added to the 123 List as appropriate. Site specific work can be funded through S106
009	Feering Council Parish	1. Agree there is an infrastructure funding gap 2. Implementation Plan does not include upgrade to junction 24 of A12 3. Not clear if and how parish councils get consulted prior to money being passed over 4. Not clear if CIL will generate more or less than S106 – would not want less.	1. Noted 2. Upgrade to J24 is not considered necessary at current time 3. and 4. The Government is consulting on the meaningful proportion handed over to local communities – more details will be known in 2012
010	Martin Robeson on behalf of Tesco	1. Councils approach does not strike appropriate balance between level of charge and impact on viability. It risks undermining viability and thus preventing necessary infrastructure coming forward 2. Evidence base is insufficient in respect of infrastructure projects. Some double counting with charges for infrastructure works to utility companies 3. Alternative funding sources should be included as they could have significant impact on funding gap 4. Viability work does not include allowance for Council's objective for high quality design; calculations are 'inherently imprecise' and generalise; based on a limited number of sites and assumptions used are inadequate and unjustified. 5. Charges are not based on an appropriate or adequate evidence base – only one example used and no sensitivity testing – contrary to CIL Guidance 6. No allowance for abnormal costs 7. There should be reference to exceptional circumstances and 'in kind' payments 8. Where does remainder of funding come from when cost of necessary infrastructure exceeds CIL	1. 2. Evidence is proportional and sufficient to demonstrate a funding gap which justifies applying CIL. Utility companies have been engaged in preparing the evidence 3. It is not reasonable to include funding streams for which there is no certainty. The New Homes Bonus is not ringfenced and decisions on its spend will be made by the Council's administration. Even if included it would not result in there not being a funding gap. 4. 5. 6. Costs will vary from scheme to scheme – an overall approach has to be taken 7. The details about exceptional circumstances and in kind payments are covered in national guidance – there is no need for repetition. 8. The Council will prioritise spend of CIL monies and will look for other sources of funding if necessary 9. Installment policy is intended to spread the cost of CIL so the impact on commercial schemes will be reviewed 10. The Implementation Plan is proportional to the

011	Martin Robeson on behalf of Churchmanor	<p>payments?</p> <p>9. Instalment Policy requires payment well in advance of income being generated and places unacceptable cash flow burdens on schemes</p> <p>10. The Implementation Plan needs to include more detail</p>	evidence base and can be fully justified.
012	Wivenhoe Town	<p>1. Councils approach does not strike appropriate balance between level of charge and impact on viability. It risks undermining viability and thus preventing necessary infrastructure coming forward</p> <p>2. Evidence base is insufficient in respect of infrastructure projects. Some double counting with charges for infrastructure works to utility companies</p> <p>3. Alternative funding sources should be included as they could have significant impact on funding gap</p> <p>4. Viability work does not include allowance for Council's objective for high quality design; calculations are 'inherently imprecise' and generalise; based on a limited number of sites and assumptions used are inadequate and unjustified.</p> <p>5. Charges are not based on an appropriate or adequate evidence base – only one example used and no sensitivity testing – contrary to CIL Guidance</p> <p>6. No allowance for abnormal costs</p> <p>7. There should be reference to exceptional circumstances and 'in kind' payments</p> <p>8. Where does remainder of funding come from when cost of necessary infrastructure exceeds CIL payments?</p> <p>9. Instalment Policy requires payment well in advance of income being generated and places unacceptable cash flow burdens on schemes</p> <p>10. The Implementation Plan needs to include more detail</p>	<p>1. Evidence is proportional and sufficient to demonstrate a funding gap which justifies applying CIL. Utility companies have been engaged in preparing the evidence</p> <p>2. It is not reasonable to include funding streams for which there is no certainty. The New Homes Bonus is not ringfenced and decisions on its spend will be made by the Council's administration. Even if included it would not result in there not being a funding gap.</p> <p>3. Costs will vary from scheme to scheme – an overall approach has to be taken</p> <p>4. The details about exceptional circumstances and in kind payments are covered in national guidance – there is no need for repetition.</p> <p>5. The Council will prioritise spend of CIL monies and will look for other sources of funding if necessary</p> <p>6. Instalment policy is intended to spread the cost of CIL so the impact on commercial schemes will be reviewed</p> <p>7. The Implementation Plan is proportional to the evidence base and can be fully justified.</p>
		1. Agree the assumptions used in the viability work;	1. noted

	Council	<p>2. Agree the proposed charges but that they should be reviewed regularly</p> <p>3. Agree the charge should be the same across the whole borough</p> <p>4. Questions raised about proportion of monies for the local neighbourhood and process for requesting funding and time limits for spend</p>	<p>2. noted</p> <p>3. The Government is consulting on the meaningful proportion to be passed to the local neighbourhood. More details will be known in 2012 and passed on to the Town Council.</p>
013	Martin Scott, Scott Properties	<p>1. Agree here is an infrastructure funding gap and therefore justification for CIL</p> <p>2. Viability evidence uses inspirational schemes with inaccurate budgets/figures used. CIL levels suggested would make development unviable</p> <p>3. Suggest £50-60 m2 based on affordability and other LA's</p> <p>4. Figure too high for convenience retailing – double Norwich which has a stronger retail offering. Suggest £100 m2.</p> <p>5. Comparison retail figure too high – suggest £30-50 m2.</p> <p>6. Retail warehousing, motor showrooms and filling stations could pay a small charge - £5-10m2</p> <p>7. If CIL is implemented there is likely to be a slow down in development and loss of investment</p> <p>8. Welcome CIL in principle – it offers certainty</p> <p>9. Lack of detail about infrastructure</p> <p>10. Brownfield sites are more expensive to develop</p> <p>11. Would be happy to open files to demonstrate points made</p>	<p>1. noted</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p> <p>6. Noted – at that level it is probably best to secure contribution to infrastructure through S106</p> <p>7. and 8. noted</p> <p>9. Evidence is available for infrastructure and such a gap exists if some items vary or fall off list there would still be a funding gap</p> <p>10.</p> <p>11. Noted – may be useful</p>
014	Jones Lang LaSalle & Barton Wilmore on behalf of Taylor Wimpey Ltd	<p>1. CIL under estimates cost of affordable housing delivery. The effect is likely to be a reduction in affordable housing delivery</p> <p>2. Evidence base is excessive in its assumptions as to revenue</p> <p>3. The viability work understates developer's requirement for profit and relationship to risk</p> <p>4. The charging schedule fails to distinguish between different parts of the borough and forms of development</p> <p>5. there is insufficient engagement of the community and developer interest in governance</p>	

		<p>arrangements</p> <p>6. £120 m2 would render a number of developments unviable and sites would remain undeveloped. This would worsen housing supply and increase the infrastructure funding gap as fewer schemes contribute to CIL</p> <p>7. Housebuilders will turn away from the borough and focus their investment elsewhere</p>	
015	ADP on behalf of Hills Residential Ltd	<p>1. Hypothetical funding gap created outside of plan making process so cannot be used to justify charging schedule and fails Reg. 14 of CIL regs.</p> <p>2. If majority of infrastructure cannot be delivered in plan period it cannot be necessary or required</p> <p>3. CIL will exacerbate uncertainties created by variable S106 contributions</p> <p>4. Most likely cheaper alternatives will be sought which could reduce the deficit to less than the expected income from CIL</p> <p>5. Priority will have to be given to infrastructure projects whereas the public expected all the infrastructure in the Core Strategy to delivered. They will object to growth proposals if it cannot be delivered.</p>	<p>1. & 3. Infrastructure evidence reflects changes since adoption of the Core Strategy – some projects have been delivered, others may need to be funded in different ways. Additional evidence has resulted in some updated costings</p> <p>2. Disagree that majority of schemes will not be delivered in plan period ie by 2023.</p> <p>4. The funding gap is such that even if some savings can be delivered the amount raised by CIL will not completely fill the gap</p> <p>5. S106 was always negotiable – there has never been absolute certainty about delivery and the Council has had to prioritise funding in the past.</p>
016	Mersea Homes	<p>1. There has not been a thorough assessment of the of the required infrastructure to deliver housing set out in the LDF – the evidence base is inadequate</p> <p>2. Numerous assumptions in viability assessment have changed without reasoning/explanation</p> <p>3. Independent report on sales values provided along with two viability appraisals. Based on these we recommend a CIL levy of £60 m2 for residential</p> <p>4. Implementation Plan requires more detail and clarification in respect of North Colchester.</p>	<p>1. Disagree – the infrastructure work is robust</p> <p>2.</p> <p>3.</p>
017	Andrew Crayston, Fenn Wright	<p>1. Various figures have been changed in the CIL calculation for residential development.</p> <p>2. The Council should consider the additional market research presented by myself in a recent informal meeting, as to whether figures can be justified particularly in terms of market value of</p>	<p>4. Noted – Implementation Plan is in draft form and not examinable so will be updated accordingly</p> <p>1 – 5.</p> <p>6 and 7 – Agreed</p> <p>8. Disagree – if CIL is too high development will not come forward – this in itself will mean no delivery of</p>

		<p>completed units.</p> <p>3. The admitted reduction in base development value has to be adopted in order to make the figures work.</p> <p>4. Figures appear to have been adjusted to prove that the original recommendation works.</p> <p>5. Is it right to use a prediction of reducing land values to justify the CIL level.</p> <p>6. Councils should carefully consider timing of any introduction of the CIL in order to assist developers in a very difficult market situation.</p> <p>7. The Council should carefully weigh up their objectives in terms of delivery of houses along with urban regeneration in setting the CIL figure and timing its implementation.</p> <p>8. In the event that the CIL level is too high developers are likely to sue proving that social housing contributions become unaffordable.</p>	affordable housing
018	Strutt and Parker on behalf of Land Improvement Holdings Ltd	<p>1. Infrastructure evidence needs more detail re use of New Homes Bonus and ECC position</p> <p>2. There should be variations between CIL charges for greenfield and brownfield sites and different parts of the borough</p> <p>3. Small and independent retailers may be disadvantaged</p> <p>4. There should be a zero charge for housing for the elderly</p> <p>5. There should be further engagement with developers and landowners and existing planning briefs should be reviewed ie Betts</p> <p>6. £120 m2 in addition to S106 will have significant negative effect on development. Only affordable housing should be covered by S106</p>	<p>1. New Homes Bonus is not ringfenced and does not have to be spent on infrastructure to support growth</p> <p>2.</p> <p>3. Hard to justify difference in charge based on size – Newark and Sherwood had to change their approach</p> <p>4.</p> <p>5.</p> <p>6. There should be no duplication between CIL and S106 but regulations set out what S106 can cover</p>
019	Capita Symonds and Glennly LLP on behalf of RF West Ltd	<p>1. Agree here is an infrastructure funding gap and therefore justification for CIL</p> <p>2. Serious flaws in evidence base - viability appraisals use cost and value assumptions which cannot be supported</p> <p>3. Other uses should be kept under review with a</p>	<p>1. Noted</p> <p>2.</p> <p>3. Agreed</p> <p>4. Agreed</p>

020	Lawson Planning Partnership on behalf of Woadguard and Newdex Ltd	<p>view to charging CIL</p> <p>4. Agree with consistent charging schedule across the whole borough - specific impacts can be dealt with by way of S106</p> <p>1. Lack of detail on current funding gaps</p> <p>2. Viability evidence should be more sophisticated; it is focused on greenfield sites and makes no allowance for additional costs of brownfield; greater caution should be exercised given state of market</p> <p>3. CIL rates are too close to margins of viability and will render some sites unviable, thereby affecting housing delivery</p> <p>4. Specific viability assessments should be undertaken on other residential uses if CIL will apply</p> <p>5. CIL on retail developments is likely to dissuade developers from mixed use schemes leading to less sustainable development</p> <p>6. No assessments seem to have been undertaken for other uses which may be able to contribute through CIL</p> <p>7. There are areas in the borough where different charges would be appropriate ie The Hythe and brownfield sites</p> <p>8. Viability assessments should be re-examined in light of downward revision of growth forecasts</p> <p>9. Further detail should be provided in relation to exceptional circumstances relief</p> <p>10. Further clarification could be provided in relation to the instalments policy</p> <p>11. Further clarification is required in the Implementation Plan to ensure there is no double counting between S106 and CIL</p> <p>12. All decision making in respect of CIL should be transparent</p>	
021	English Heritage	<p>1. No comment on proposed charges</p> <p>2. Where development proposals come forward for sites that contain historic assets, or there are effects on the setting, or viability, of such designations resulting from a development, it may</p>	<p>1. Disagree - the evidence is robust</p> <p>2.</p> <p>3.</p> <p>4.</p> <p>5.</p> <p>6.</p> <p>7.</p> <p>8.</p> <p>9. Detail is included in national guidance – no need to repeat</p> <p>10. The instalments policy is considered robust and generous when compared to others</p> <p>11. The Implementation Plan is intended to set out what infrastructure is required to support growth in specific areas. Details of specific projects will be set out in the 123 List to ensure there is no duplication ie open space in East Colchester might comprise of allotments delivered on site through S106 while CIL will be used to fund delivery of a new park</p> <p>12. The Council is required to publicise details about receipt, spend of CIL etc</p>
			<p>1. Noted</p> <p>2. Agreed – site specific works maybe secured through S106 but CIL could be used for example to repair the roman walls if it can be demonstrated that the tourism the walls generate help support growth</p>

		<p>be suitable to propose that CIL funding is used to mitigate such effects ie repair and re-use of a heritage asset to serve a new community or the use of CIL to fund public realm works in historic areas</p> <p>3. There is potential for CIL to impact on exceptional cases where enabling development is allowed for the express purpose of achieving a heritage goal. If the introduction of CIL would result in an increase in the amount of development required, it could be instrumental in increasing the damage to the setting of such an asset, and compromise the balance of harm and benefit.</p>	<p>3. Noted and to be investigated further</p>
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