

Local Development Framework Committee

Town Hall, Colchester
26 August 2009 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
26 August 2009 at 6:00pm**

Members

Chairman : Councillor Nick Cope.
Deputy Chairman : Councillor Martin Goss.
Councillors Elizabeth Blundell, Robert Davidson,
Christopher Garnett, Chris Hall, John Jowers and Kim Naish.

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

1 - 9

To confirm as a correct record the minutes of the meeting held on 22 June 2009.

7. Development Policies Submission Document

10 - 89

See report by the Head of Strategic Policy and Regeneration

8. Site Allocations Submission Document

90 - 213

See report by the Head of Strategic Policy and Regeneration.

9. 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
22 JUNE 2009**

Present :- Councillor Nick Cope (Chairman)
Councillors Elizabeth Blundell, Robert Davidson,
Christopher Garnett, Martin Goss, Chris Hall,
John Jowers and Kim Naish

4. Minutes

The minutes of the meetings held on 23 March and 20 May 2009 were confirmed as a correct record.

Councillor Lewis asked for clarification on the Site Allocation Development Plan Document. On page 116 of the document there was a comment that site S114, a parcel of land in Irvine Field adjacent to Philip Morant School, had been withdrawn by Essex County Council since the issues and consultation stages. At a recent public meeting it had been stated that this was not the case and she asked for clarification. Karen Syrett, Spatial Policy Manager, agreed to investigate the situation and notify Councillor Lewis of the position.

Councillor John Jowers (in respect of being a member of Essex County Council, the East of England Regional Planning Panel and the Regional Flood Defence Committee) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Elizabeth Blundell (in respect of her membership of Copford and Easthorpe Parish Council) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Christopher Garnett (in respect of his membership of Langham Parish Council) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Robert Davidson (in respect of his membership of Winstred Hundred Parish Council) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

5. Settlement Boundary Review

The Committee considered a report by the Head of Strategic Policy and Regeneration on a review of settlement boundaries. The Inspector had

supported the Core Strategy but recommended that further work be undertaken to inform the site allocations work. The information gained from this review would be added to the evidence base. The review had included a general study of villages and policies relating to rural areas; and had then considered changes to settlement boundaries, the policy of village growth restraint, completed development and development as a result of the site allocations process. The changes were substantially minor mapping errors and in Dedham the inclusion of the new community facility and affordable housing. There is one additional change on page 75, by the addition of "except for the western extension to Wyvern Farm" to paragraph 5.6.24. The reference throughout the document to the Proposals Map relates to the maps included in the Site Allocations consultation document.

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

Mr Caffrey addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He objected to the boundaries at Tiptree because he considered the information in the report was incorrect. It was stated that 540 units had been completed or applications had been granted. However, his detailed study of completed builds and applications granted in Tiptree revealed the figure should be 644 which goes some way towards the Core Strategy figure of 680 units. The brownfield site known as Wilkins would add a further 73 or 113 to the total which takes it to 717. He has supporting information available and he believed the figures should be reviewed and verified. He referred to the site mentioned in paragraph 5.10.3, land at Grange Road, Tiptree; 191 objections to this site were submitted during the consultation process. The sewage connection for this site would be over ½ mile away. He requested that a decision to include this site be deferred until the figures can be confirmed.

In response the Spatial Policy Manager explained that the figures referred to in the report are minimum figures for Colchester to achieve which are allocated at regional level. Whilst the needs of residents are important, it was necessary to take account of all relevant matters. The only basis for a change at Wilkins is if another greenfield site is released for employment land which would also need to be considered.

Mr Ted Gittins addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He was concerned that there had been a wholesale rejection of sites outside settlement boundaries rather than a careful evaluation of particular proposals and the needs of individual villages. The review only involved fine tuning of settlement boundaries which was interpreted as correcting drafting errors rather than sustaining local services. The Council has accepted that there is capacity to fulfil housing

needs for the next 20 years, although the report contains no information about the residual future capacity. It is impossible to assess the adequacy of existing housing land within the plan period and to know the potential in village envelopes for housing. In respect of the quotation in paragraph 2.1.4 which is a requirement set out in PPS7, he questioned whether members were satisfied that the local need had been identified.

In response the Planning Policy Manager explained that many of the remarks made by Mr Gittins had also been made during the development of the Core Strategy and that the Council's approach to limited development only in villages had been validated by the Inspector. The review considered the very small number of changes needed to settlement boundaries in that context. Many villages have developed a parish plan which will assist in bringing forward affordable schemes. In respect of market housing for villages, there are a number of such sites put forward around the edges of villages and to revise boundaries to let some in but not others is difficult in the context of the Core Strategy. In general, the review had looked carefully at each village envelope and criteria had been developed and applied consistently.

Councillor Chapman attended and, with the consent of the Chairman, addressed the Committee. Table 2 contained inaccuracies for Fordham and Stour ward; he was concerned that villages had a very good shop which contains a post office. However his main point was the adverse effect that the stadium was having on Boxted. There were issues here regarding lighting, which extends towards Boxted, and in the winter months when the tree screen is absent the stadium is more visible, which together give the area an urban appearance.

In response the Planning Policy Manager explained that a comprehensive survey of village facilities had been undertaken in 2005, but for this review the parish councils had been relied upon to provide up to date information. In respect of the community stadium the wording in the report could be reviewed and if it looks to be appropriate changes could be made.

The Committee made a number of comments and Karen Syrett, Spatial Policy Manager, and Laura Chase, Planning Policy Manager, responded as indicated:-

Committee Comments – Housing targets

- the Committee must bear in mind national policy when considering the numbers of new homes to be built. All local authorities are committed to a minimum housing target set by the Regional Plan and the target for Essex has been increased from 142,000 to 196,000. The local authority does not have the ability to chose whether or not to accept the target;

- there could be too much reliance placed on the large housing allocation in North Colchester, particularly as it is itself reliant on the proposed A12 junction. The junction was meant to have been built before the Community Stadium and the scenario was raised about what would be the response if the junction did not come on stream;
- the amount of new housing that was being allocated to Colchester at the regional level was alarming and there was a suggestion that it be challenged;
- in respect of the target allocated to Colchester, there was a view that there was sufficient capacity within Colchester to avoid the need to allocate housing in villages.

Officer Response – it was explained that the Local Development Scheme sets out a 3 year programme for the publication of documents and with an anticipated review regime. A review of the East of England Plan has already commenced which will mean that the Colchester Core Strategy and Site Allocations DPD will be reviewed when the Regional Plan is adopted. The purpose of this report is to enable the Committee to comment on the review of boundaries and other related matters. However whilst there are some things that can be revisited, it is not possible to revisit what is already contained in the Core Strategy. It was confirmed that the housing target figures were minimum numbers handed down to local authorities from the East of England Plan. The Inspector required local authorities to use minimum figures for the whole of the borough.

Committee Comments – Affordable housing in villages

- there appeared to be nothing allocated to the villages except affordable housing, a term usually applied to social housing rather than housing that young people can afford;
- there is a requirement to provide affordable/shared equity housing;
- shared equity seems to work because it creates a living community;
- it was believed that the Council did not have to designate exception sites for affordable housing because they are adjacent to village envelopes, and the site allocation document simply suggests that that is what they could be used for;
- affordable housing had worked well in both Langham and Dedham. There are already twenty-four units built and they have the unique situation where a registered housing landlord has built a doctors surgery on affordable land with three affordable properties attached; all five affordable housing sites are contiguous and the landowners provided the land at agricultural prices;
- conversely the lack of confidence about deliverability was voiced because a willing and co-operative landowner was a prerequisite;
- reference was made to an affordable rural housing development in

Hanningfield where the allocation is undertaken by the village: the priorities for assessment are whether the applicants lived in the village, whether they had a family connection with the village, and whether they were key workers. The cost of the site was a great deal more than that paid for the Dedham site and it was considered that there might be a danger that too much is being attempted on the cheap;

- if development has to be within the village envelope the result will be an intensive urban ribbon development and the Council should look at what else housing can bring.

Officer Response – it was explained that when affordable housing sites are considered there are various criteria such as access to services and affordability which need to be considered. It was also confirmed that affordable housing sites do come forward as exception sites. The definition of affordable housing is set out in the Local Plan and in Local Planning Guidance and is classified as housing for people who cannot afford to rent or buy on the open market which applies equally to rural and urban areas. Within rural areas there is additional provision in terms of working with town and parish councils to help provide affordable housing. It was suggested that the document could be enhanced by including statistics on village housing to demonstrate that the targets have been met and this element will be included in the document before it is published.

Committee Comments – Rural communities

- it should be borne in mind that 72% of the borough is rural;
- a report just been issued about the risk of rural communities failing because they may become places for the well off;
- the lack of housing which is affordable is encouraging rural deprivation. Generally people cannot afford a car to get into town or to go to the local supermarket. Where will children go to school? Villages need housing and more work needs to be done;
- the amount of Section 106 monies available to villages depends on the level of planning applications, and vice versa;
- there is a need to look strategically at housing in villages. Some villages would welcome new housing if it brought new families into the village; living villages are what is needed. Sustainable communities comprise generations which are important in rural areas;
- the essential elements of a village are a school, a shop and a public house;
- there are a couple of villages where there are no places for youngsters to play games;
- it was suggested that three houses in each village would help the housing problem by preventing them from becoming dormitories.

Officer Response – the suggestion of three dwellings per village per year would provide ninety new homes which equates to 1,350 new homes in the countryside over the life of the Plan. This could be achieved without allocating new sites.

Committee Comments – Rural employment

- whilst it is accepted that there should be land zoned for employment use, there were concerns about the businesses they would attract and the level of salaries they would provide;
- it was considered that the allocation of rural employment areas outside village boundaries was a positive move;
- the report states that business start ups are higher and more successful in rural areas;
- local industries are using adapted farm buildings and proving extremely successful, but they are not employing too many people;
- there was a view that the document was little prescriptive and perhaps a closer look at PPS7 is appropriate.

Officer Response – it was explained that policies for rural areas were being developed both locally and nationally. The Government is consulting on a consolidated economic development policy for rural and urban areas which incorporates several national Planning Policy Statements including parts of PPS7 on rural areas. The objective is to move away from use classes per se and it is hoped that with the development policies and national policies it will be possible to have a more flexible approach.

Committee Comments – Village design statements and parish plans

- It is imperative that villages produce useful parish plans and efforts have been directed to achieving this aim. These documents will provide the Council with useful information in relation to affordable housing and will make all the difference to the Core Strategy;
- there was some concern that only twenty-two of the thirty-one parish councils had responded to the consultation document and, if appropriate, it was suggested that the remaining parish councils be given more time in which to comment;
- villages without a plan need assistance to develop one and where no response had been received members were encouraged to actively support the parish councils in the preparation of village design statements.

Officer Response – it is intended that a review of needs from 2021 up to 2031 be undertaken. The comments on village design documents were welcomed. It was confirmed that parish plans and village design statements would not be too late to influence documents in the local development framework which is a

more responsive document. As they come forward they will form part of the evidence base. Those parish councils which have not responded to the consultation have been followed up by email, letter and telephone and the Council is very keen to get their feedback.

Committee Comments – Design and sustainability

- design is more important in rural areas and there are innovative developers and construction coming through;
- the first phase of the Linden Homes development is energy efficient but the design is poor;
- eco friendly homes are affordable in terms of maintenance and running. Perhaps the Council should be looking at best practice and this is a market yet to be examined.

Committee Comments – Tiptree

- locally Tiptree is considered to be a village and therefore has a village envelope not a settlement boundary, the latter term is used in connection with Tiptree in the document;
- the housing allocation should be a maximum and not a minimum, and windfall sites should count towards the target;
- there remained concerns about the Wilkin site being included in the site allocations, because the site is considered to be an industrial zone and not suitable for housing because of the poor infrastructure. Nearly 200 people attended a Tiptree village meeting in opposition to this particular site being allocated for housing and the view that the Council should listen to that level of public feeling was supported;
- local employment areas which can minimise traffic were needed desperately so the employment land should remain where it was and not be allocated for housing. It is the wrong place for housing and the situation needs to be reviewed having regard to access from the A12 and Grange Road. Members were also aware that Station Road had a vacant employment provision. A site visit, possibly to Tiptree, was suggested.

Officer Response – it was confirmed that in the Local Plan Tiptree did not have a village envelope but it did have an easily defined settlement area within which there was an expectation for residential development and outside of which there was a presumption against development. The wish to revisit in part the Tiptree housing allocation was acknowledged. It was explained that a water cycle study was being undertaken and would provide information about the capacity of all sewage treatment works. The Anglian Water plan will be factored into developments. In respect of the employment site in Tiptree, this site was part of a boroughwide review of employment land by independent consultants who have suggested that this site was unlikely to come forward

within the plan period as evidenced by empty units in the locality. Accordingly consideration must be given to reallocating the land (PPS3). There are a number of sites being consulted on at the moment and the comments regarding Tiptree were welcomed.

Committee Comments – on other locations

- the Langham village boundary in figure 9, paragraph 5.9.14, did not look to be correct. It should follow the middle of the old A12 road so the white lozenge should be included;
- the only corridor which has not been looked at is the Colchester to Mersea corridor. There is strong support for a school with a footway into town.

Officer Response – the village boundary of Langham would be clarified. There was support for the corridor from Colchester to West Mersea but it will not come out of this settlement boundary review.

RESOLVED that the comments made by the Committee and all representations be taken into account in formulating the final boundary review document including a review of the policy regarding settlement boundaries/village envelopes in greater depth.

6. Local Wildlife Sites Review

The Committee considered a report by the Head of Strategic Policy and Regeneration on a review of wildlife sites. Local Wildlife Sites (LoWS), previously known as Sites of Importance for Nature Conservation (SINCs), are areas of land in the borough which have significant wildlife value. Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public bodies to conserve biodiversity and the outputs from the review will help the Council to meet its obligations under this legislation. Beverley McClean, Coast and Countryside Planner, attended to assist the Committee in its deliberations.

The original report on SINCs was produced in 1991 and was heavily evidenced based using extensive field surveys. In 2006 DEFRA developed new robust selection criteria and in 2008 the Council commissioned a land use and habitat survey using the new selection criteria. From the original list of sites, twenty-two were deleted including any sites with an SSSI designation because they are protected under their own legislation, and any sites which did not meet the new criteria or their nature conservation interest had decreased. Some sites were amalgamated and forty-eight new sites were added.

It was explained that the review document would be on the website very soon. If a site did not fulfil the criteria it may be a case of not being managed well. However, there is now more information about biodiversity and Essex Wildlife Trust has offered to help landowners to improve those sites in private ownership. The Council will manage its own sites and promote good management and protection to other landowners. Members of the Committee made a number of comments including: sites they were aware of but which were not on the list; queries about particular sites to be clarified after the meeting; queries about access and the presence of a site on the list not necessarily conferring rights of access beyond any public rights which already existed.

RESOLVED that the report be noted and the review of Local Wildlife Sites be approved as part of the evidence base to inform the Local Development Framework, in particular the Site Allocations Development Policy Document and the Development Policies Development Policy Document, scheduled for submission in autumn 2009.



Local Development Framework Committee

Item
7

26 August 2009

Report of	Head of Strategic Policy and Regeneration	Author	Karen Syrett 01206 506477 Simon Osborn 01206 508641
Title	Development Policies Submission Document		
Wards affected	All wards		

The Local Development Framework Committee is asked to agree the content of the Development Policies DPD and amendments to the Proposals Maps for publication and subsequent submission to the Secretary of State.

1. Decision(s) Required

- 1.1 To agree the content of the Development Policies Development Plan Document (DPD) and amendments to the Proposals Map.
- 1.2 To agree to publish and make available the DPD and all supporting information, including the Sustainability Appraisal, in order that representations relating to issues of soundness can be made.
- 1.3 To subsequently submit the Development Policies DPD to the Secretary of State for examination.
- 1.4 For the Committee to delegate authority to the Spatial Policy Manager to make minor revisions to the document prior to publication and submission.

2. Reasons for Decision(s)

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

3. Alternative Options

- 3.1 The Council could decide to significantly revise the document or to delay submission, although this would be contrary to the milestones set out in the Local Development Scheme. It could also delay the process of adopting new policies.

4. Supporting Information

- 4.1 In 2004, Colchester Borough Council started work on the production of their Local Development Framework (LDF). The overarching Core Strategy Development Plan Document was the first document to be produced, in line with Government guidance on 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 the Development Policy submission document.

- 4.2 The Development Policies Development Plan Document (DPD) adds detail to the policies in the Core Strategy. Together, the documents set out the planning policy direction proposed to guide development in the Borough until 2021. The Development Policies document is attached as Appendix A. It is important to note that the Development Policies DPD does not include all policies relevant to the consideration of a planning application. In addition to the strategic policies in the Core Strategy, applicants will also need to refer to the Site Allocations DPD along with national and regional policy.
- 4.3 The proposed Development Policies also have implications for the Proposals Map. While the boundaries shown on the Proposals Map are in the main determined by the allocations made and documented in the Core Strategy and Site Allocations DPDs, some of the Development Policies, such as the policy defining Town Centre uses, are restricted to specific areas or designations. The Proposals Map will accordingly be amended by these policies and the relevant maps will be submitted for examination along with the Development Policies document.
- 4.4 Changes to Government regulations for the LDF process published in June 2008 mean that the Council needs to publish its final version of the document for 6 weeks prior to submission to Government rather than 6 weeks immediately after. The Development Policies DPD is accordingly to be published for a final 6-week period prior to submission to the Government in November 2009. During this period representations can be made relating to issues of soundness. The submission will include a summary of all representations received. An examination on the document and the Proposals Map is expected to be held in summer 2010.
- 4.5 The regulations covering the preparation of the LDF require a sustainability appraisal (SA) to be undertaken for each development plan document that is produced. SA helps Local Planning Authorities (LPAs) identify the relevant economic, social and environmental performance of possible options and policies and evaluate which are the most sustainable. Carrying out a SA ensures that LPAs are complying with their duty under the Planning and Compulsory Purchase Act 2004 to contribute to sustainable development. An SA for the Development Policies document has been completed and will be published and submitted with the DPD.
- 4.6 A few minor editing matters remain to be completed prior to the consultation period, including the addition of an executive summary and paragraph numbering.

5. Proposals

- 5.1 It is proposed that the Development Policies DPD and accompanying documents are published and subsequently submitted to the Secretary of State for public examination.

6. Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of all the Council's priorities and in particular Homes for All and Enabling Job Creation.

7. Consultation

- 7.1 The Council first consulted on Development Policy issues in an Issues and Options report in November 2007 which posed questions on the development issues that could be covered and in what way they should be addressed. No detailed wording was presented at that stage, rather the idea was to gather views on the direction of policy and the level of detail needed to ensure that policies address local needs while avoiding the

repetition of national/regional policy. Issues and Options for Site Allocations were considered at the same time due to the close relationship between sites for future development and the appropriate criteria to determine their location, design and use. Site Allocations and Development Policies were again jointly considered in a consultation, from 16 January – 27 February 2009 (Regulation 25) which provided the public with the opportunity to comment on the Council's preferred options for policies to manage future development. The results of the consultation exercises have been collated and analysed and, alongside further evidence base work, have informed the production of the Development Policies submission document. The reports from these previous consultation exercises, the draft Sustainability Appraisal reports, and the evidence studies completed to date are all publically available. The final Submission DPD will be published in September for six weeks (scheduled from 18 September – 30 October 2009) under Regulation 27. This will provide consultation bodies and the general public an opportunity to submit representations on the soundness of the Council's preferred options before submission to the Government.

8. Publicity Considerations

8.1 None

9. Financial implications

9.1 None

10. Human Rights Implications

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

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

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None.

13. Risk Management Implications

13.1 The Development Policies are intended to reduce the risk of inappropriate development. They will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

Background Papers

No additional documents.

Appendix A

Development Policies Submission Document

Introduction and Background

The Development Policies document forms part of the Local Development Framework (LDF) process that came into effect in 2004. This will replace the Local Plan and provide a strategy for the development of Colchester to 2021 and beyond.

The LDF is essentially a portfolio that consists of a collection of individual documents. Together with the East of England Plan (also known as the Regional Spatial Strategy), the LDF will provide the new 'Development Plan' which will over time replace the existing Local Plan and Essex Structure Plan. The Local Development Scheme sets out the details of the documents the Council will prepare in the next few years and when each will be prepared.

The determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise (Section 36(6) Planning and Compulsory Purchase Act 2004). For this reason it is important that the separate documents that contribute to the Development Plan are not read in isolation. Other material considerations can also affect the decision making process when planning applications are determined.

The Development Policies Development Plan Document (DPD) is only one part of the Development Plan and does not repeat national or regional planning policy. Consequently, users must refer to a range of other policies and documents when using the policies. In particular:

- National planning policy contained in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG);
- Regional policies contained in the Regional Spatial Strategy for the East of England (May 2008) and any subsequent reviews;
- The Core Strategy (2008);
- Relevant Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD).

This list is not exhaustive, and a holistic policy approach will be required against all relevant policies available at the time that applications for planning permission are made. Some policies require evidence and background information to be submitted to inform policy judgements; the level of detail required will be proportionate to the size and scale of proposals. Some issues, such as affordable housing and planning contributions, are not covered by Development Policies since they are addressed in principle at the Core Strategy level and guided by very detailed policy at the Supplementary Planning Document level. Applicants are advised to seek preliminary advice from the Council where there is any doubt as to the policy considerations prior to formally submitting their planning applications to ensure all relevant policies are addressed.

A table has been provided at the start of each section of the Development Policies DPD to assist in identifying other relevant national, regional or local policies.

The Development Policies Document and its relationship to other documents

The Development Policies DPD is intended to provide detailed guidance and policy to aid the consideration of planning applications.

Core Strategy DPD: The Core Strategy was the first DPD to be produced. The objectives and policies in the Core Strategy were tested through the process of an examination by an independent Inspector appointed by the Government and the Core Strategy was then adopted by the Council in December 2008. This document sets out the long-term spatial vision for the borough, and the spatial objectives and strategic policies to deliver that vision. The general principles underlying the detailed policies set out in the Development Policies document have accordingly been agreed. The Core Strategy should be consulted for further details about the nature of the LDF system and its national, regional and local planning context. The Core Strategy contains 23 strategic policies which will be used in decision making. The 25 policies in the Development Policies have been developed to further aid the decision making process by providing detail as needed for particular issues and areas dealt with more generally in the Core Strategy.

Site Allocations DPD: The Site Allocations DPD will provide area specific allocations and set out the criteria for the boundaries shown on the Proposals Map. The document is intended to provide further details on where development should occur to assist the delivery of the Core Strategy and the consideration of planning applications. It has been developed in parallel with the Development Policies DPD.

Proposals Map The Proposals Map illustrates the planning strategy for an area by showing the boundaries of allocations and designations set by planning policies. It is revised as each new development plan document is adopted to ensure it always reflects the up-to-date strategy for the area. The Proposals Map in the adopted 2004 Local Plan is now accordingly being revised by the allocations and designations provided in the Site Allocations document and to a lesser extent, by area-specific policies in the Development Policies document.

Sustainable Community Strategy: The LDF provides the primary means of delivering the spatial elements of the prepared by the Local Strategic Partnership, Colchester 2020. The Sustainable Community Strategy provides a vision and action plan for achieving co-ordinated action between partners to deliver sustainable development. The Core Strategy sets out specific links between the documents.

Strategic Plan: Colchester's Strategic Plan (2009 – 2012) identifies nine priorities for action. The Development Policies DPD will be expected to contribute to all the priorities by ensuring development in the Borough is sustainable and of a high quality.

It is important to note that all of the documents that contribute to the LDF must be read in conjunction with one another, as well as national and regional policies, rather than in isolation. In determining planning applications, the Council will require any relevant policies throughout the documents to have been satisfied in order for the proposed development to be considered to be acceptable.

Development Policies - Format of the document

The purpose of the Development Policies DPD is to:

- Set out the criteria against which planning applications for the development and use of land and buildings will be considered; and
- Set local standards for the development of sites.

The Development Policies document is in general conformity with the Core Strategy and follows a similar format. The document is split into a number of sections. At the start of each section a cross-referencing table has been provided to assist in identifying other relevant national, regional or local policies. As with the Core Strategy, the document has been broken down into the following sections;

- Sustainable Development
- Centres and Employment
- Housing
- Urban Renaissance
- Public Realm
- Transport and Accessibility
- Environment and Rural Communities
- Energy, Resources, Waste, Water and Recycling

Some of the 25 development policies apply to all areas of the borough. In the case of others, however, the policy only applies to a specific area (eg. DP5 Colchester Town Centre Uses). The extent of these area specific policies is therefore also shown on the proposals map.

At the rear of the document you will find a section on the monitoring and implementation of the Development Policies DPD. Appendices include a glossary with definitions for some of the common terms used within the Development Policies document and the LDF as a whole as well as a reference list of policies, strategies and studies that comprise the Council's evidence base for the Local Development Framework.

Consultation

One of the key ingredients of the new LDF planning system is the recognition of the need for the earliest and fullest public involvement in the preparation of new planning documents. The Development Policies DPD has been subject to a number of stages of consultation during its production.

Issues and Options

The first consultation on possible development policies, known as 'Issues and Options', took place at the end of 2007. The purpose of the Issues and Options stage was to explore how general principles can be embellished and modified to produce detailed Development Policies sufficient to guide specific development and projects. At that stage no detailed policy wording had been written. The Council wanted to gather people's views about the general direction of proposed policy and the level of detail needed to ensure that new policies addressed local needs while avoiding the repetition of national/regional policy. In some cases, such as affordable housing or planning gain, the option of providing a further level of detail in the form of a Supplementary Planning Document (SPD) was raised. The representations received at this stage informed the production of the subsequent draft policies.

Regulation 25 (Preferred Approach)

The Development Policies Regulation 25 consultation was carried out during January and February 2009. The Regulation 25 document set out the Council's preferred approach to the management of future development in the Borough.

The consultation covered the requirements of the new regulations governing the plan making process (published June 2008). This includes the requirement authorities to consult 'specific' and 'general' bodies (as defined in regulations) on what the 'content' of the strategy should be. The regulations also require authorities to consider whether residents and businesses should be included at that stage. The Council chose to use the Regulation 25 stage to not only seek guidance from the 'specific' and 'general' bodies on whether the current approach is one they support but also to re-consult the public. Because a large scale public consultation exercise had already been undertaken at the Issues and Options stage, the Council advanced the Development Policies DPD to identify its preferred approach. The preferred policies were presented alongside alternative options with the reasons why they had not been included.

Sustainability Appraisal

Sustainability appraisal incorporating the requirements of the Strategic Environmental Assessment has been undertaken at each stage of the document's production. The sustainability appraisal is a systematic process used at each stage of the policy making process to help inform the drafting of the options.

A Sustainability Report has been published for consultation alongside the submission version of this DPD. This sets out the outcomes of the sustainability assessment of the policy options and demonstrates how the options meet the local sustainability objectives.

Submission document

A submission version of the Development Policies document has now been produced. This will be published for public consultation as required by the

regulations before being submitted to the Planning Inspectorate for examination. The work undertaken during previous stages of consultation has been important in the development of this document. The results of the consultation exercises have been collated and analysed and, alongside further evidence base work, have informed the production of the Development Policies submission document. The reports from these previous consultation exercises, the draft Sustainability Appraisal reports, and the evidence studies completed to date are all publically available.

Timetable for the preparation of the Development Policies DPD

Stage	Nov 2007	Jan 2009	Sept 2009	Nov 2009	Summer 2010	Autumn 2010
Issues and Options Public Participation	6 weeks consultation					
Regulation 25 Preferred Approach Public Participation <i>Regulation 25</i>		6 weeks consultation				
Publication of submission document <i>Regulation 27</i>			6 weeks consultation			
Submission <i>Regulation 30</i>				●		
Start of Examination <i>Regulation 34</i>					●	
Adoption <i>Regulation 36</i>						●

Your Comments

As the Development Policies document has already been subject to a number of previous consultations any comments made at this stage are required to be related to issues of soundness. Any comments made at this stage are required to be related to issues of soundness which will form the basis of the Examination in Public scheduled for mid-2010.

When making a representation please indicate which policy or section of the document you are commenting on and if you wish to support or object. If you are objecting you are required to identify which of the tests of soundness you believe the proposed policy fails to meet along with the reasons why you believe this is the case. The three tests of soundness are that a plan should be justified, effective, and consistent with national policy. Any representations received will be submitted to the Planning Inspectorate for consideration by the Inspector at the Examination in Public.

Enclosed is a representation form on which you can record your comments. This is also available on the Councils website www.colchester.gov.uk and can be completed and returned electronically. If you are responding by post, please submit four copies of the representation form along with any additional supporting

information and documents. Four hard copies will be required of all submissions which include supporting information and documents. If supporting information exceeds 4 pages of A4, please provide a summary of the main issues in no more than 500 words. Further consultation details can also be found on the representation form. Completed forms should be returned to Planning Policy using the Freepost address below. All responses need to reach us by 5pm on the 30th October 2009.

**Planning Policy (SP&R)
Colchester Borough Council
FREEPOST NAT4433
PO Box 885
Colchester
CO1 1ZE**

The representation form is also available on the Council's planning website at www.colchester.gov.uk and can be completed and returned electronically.

Please note: Representation forms submitted electronically (either via email or through the Council's online consultation software) are received quicker than via hard copy and are also treated in exactly the same way during the Examination stage.

If you have a query about this document, the representation form or any other matter related to the LDF, please contact the Planning Policy team using the freepost address above or the telephone and email address below:

Tel: 01206 282473 / 282476 / 282480 / 508639

Email: planning.policy@colchester.gov.uk

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Sustainable Development Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Statement 3: Housing (November 2006)
Planning Policy Statement 6: Town centres (March 2005)
Planning Policy Statement 7: Sustainable development in rural areas (August 2004)
Planning Policy Statement 12: Local Spatial Planning (June 2008)

Relevant Regional Policy

SS1: Achieving Sustainable Development
SS2: Overall Spatial Strategy

Core Strategy Policy

SD1: Sustainable Development Locations
SD2: Delivering Facilities and Infrastructure
SD3: Community Facilities

Development Policies

DP1: Design and Amenity
DP2: Health Assessments
DP3 Planning Obligations and the Community Infrastructure Levy
DP4: Community Facilities

DP1: Design and Amenity

All development must be designed to a high standard, avoid unacceptable impacts on amenity, and demonstrate social, economic and environmental sustainability. Development proposals must demonstrate that they, and any ancillary activities associated with them, will:

- (i) Respect and enhance the character of the site, its context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, proportions, materials, townscape and/or landscape setting and detailed design features. Wherever possible development should remove existing unsightly features as part of the overall development proposal;**
- (ii) Provide a design and layout that takes into account the potential users of the site including giving priority to pedestrian, cycling and public transport access, and the provision of satisfactory access provision for disabled people and those with restricted mobility;**
- (iii) Protect existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution (including light and odour pollution), daylight and sunlight;**
- (iv) Create a safe and secure environment;**
- (v) Respect or enhance the landscape and other assets that contribute positively to the site and the surrounding area; and**
- (vi) Incorporate any necessary infrastructure and services including recycling and waste facilities and, where appropriate, Sustainable Drainage Systems (SuDS), and undertake appropriate remediation of contaminated land.**

For the purpose of this policy ancillary activities associated with development will be considered to include vehicle movement.

Explanation

New development can play an important role in achieving a high quality environment. Applicants submitting new proposals will need to demonstrate that new development will relate well to the existing surrounding context, both natural and built, resulting in development of a coherent and interesting character. Requests for information to demonstrate these points will be reasonable and proportionate to the nature and scale of the proposal, in line with the Government's efforts to streamline the planning system. For many applications, a Design and Access Statement will be the main source of justification on the design of a proposal. In simple terms this will explain how the design has come about and what the scheme is trying to achieve. For larger schemes, applicants may wish to refer to the Urban Place Supplement developed by Essex County Council, which provides detailed guidance on the scope of a context appraisal for urban areas and considers the spatial, built form, functional, operational, and community context for new proposals.

Development must positively contribute to the public realm, identifying, preserving or enhancing the existing sense of place, townscapes or streetscapes, key views, roofscapes, landmarks, green links and spaces, and other focal points. Development schemes should protect existing landscape features such as mature trees, hedgerows and ponds, wherever possible. Additional planting may be required to maintain and enhance these features.

Good design also relates to the layout of the development. Giving priority to non-car based modes of transport including pedestrians and cyclists will assist in creating an environment that is both attractive and safe for its intended users, and also helps to promote sustainable forms of development.

Well-thought out site plans include a consideration of how design can reduce anti-social behaviour by orientating and placing buildings, windows and access points to provide clear lines of sight and natural surveillance. Public and private open space should be clearly differentiated, avoiding piecemeal and isolated patches of public space that could be prone to vandalism.

By definition, good quality development should not result in adverse impact on the amenities of nearby properties. The Council's Supplementary Planning Document (SPD) on Extending Your House provides guidance on preserving existing privacy by ensuring that there is not excessive overlooking created by new development and the physical built form of the development does not have an oppressive or overbearing effect that would adversely affect existing outlook or light enjoyed by occupiers of nearby properties. The Essex Design Guide and the Urban Place Supplement published by Essex County Council are further useful sources for detail on achieving appropriate design in new development and avoiding undesirable impacts.

Internal infrastructure and services necessary for a development to function effectively should be provided in conjunction with the commencement of the development so as not to place undue strain on the existing environment and local economy. The Council's Supplementary Planning Document on Sustainable Construction provides further guidance on how to integrate sustainable features into new development, including renewable energy, water efficiency measures, Sustainable Urban Drainage (SuDS) systems, recycling facilities, and sustainable construction techniques.

PPS23 provides guidance on pollution, including land contamination assessments. Colchester's approach to dealing with the development of land that could be contaminated is set out in 'Land Affected by Contamination: Technical Guidance for Applicants and Developers, 2nd Edition (Essex Contaminated Land Consortium Jan 2004).

Policy DP2: Health Assessments

All development should be designed to help promote healthy lifestyles and avoid causing adverse impacts on public health.

Health Impact Assessments (HIA) will be required for all residential development in excess of 50 units and non-residential development in excess of 1,000 square metres. The purpose of the HIA will be to identify the potential health consequences of a proposal on a given population, maximise the positive health benefits and minimise potential adverse effects on health and inequalities. A HIA must consider a proposal's environmental impact upon health, support for healthy activities such as walking and cycling, and impact upon existing health services and facilities. Where significant impacts are identified, planning obligations will be required to meet the health service impacts of the development. Any HIA must be prepared in accordance with the advice and best practice for such assessments.

Explanation

In recent years there has been a growing acknowledgement that the quality of the built environment and its sustainability are key factors in both the direct health of and the life style choices affecting the health of residents, workers and visitors of new developments.

Most development has a potential impact upon the health services and facilities that are provided in the Borough. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health services continue to be provided for the community as a whole. For developments which have relatively little impact upon health services, an initial assessment may be sufficient to satisfy the requirements of this policy. For developments where an initial assessment indicates more significant health impacts, a comprehensive Health Impact Assessment will be required. The Borough Council will liaise with the East of England NHS and Local Primary Care Trust when assessing the scope and scale of likely impacts. Further details on preparing Health Impact Assessments can be found in the Guidance Note on HIAs produced by the Essex Planning Officers Association (March 2008).

Policy DP3: Planning Obligations and the Community Infrastructure Levy

The Council intends to develop proposals to implement a Community Infrastructure Levy (CIL), further to the enabling provisions in the 2008 Planning Act. The CIL will be a charge used to fund necessary local and sub-regional infrastructure which supports the objectives of the Core Strategy and the development of the area. It will involve an agreed charging schedule which will allocate the proposed amount to be raised from CIL to each main class of development. The charge will be related to the scale and type of development proposals. The Council will work with partners to deliver key infrastructure projects, as identified in the Core Strategy. Planning obligations through Section 106 agreements will continue alongside CIL and standard charges will be implemented with details set out in Supplementary Planning Documents.

Explanation

The Planning Act 2008 contains powers for the introduction of a CIL, but detailed regulations have yet to be completely finalised. In the interim period, the Council will continue to develop its understanding of infrastructure needs and overall funding potential from all sectors. The Council has a successful track record in securing and delivering projects using Section 106 funding, and it would be expected to continue to play an important role in the future. The CIL breaks the direct link between the obligation and the development so that a wider range of infrastructure spending can be provided through the planning system. It is noted, however, that while CIL is expected to provide significant additional monies for infrastructure, it will not replace mainstream funding. The Core Strategy (Table 6d – Key Facilities and Infrastructure) identified the key infrastructure needed to support Core Strategy objectives, and the Council continues to work closely with other public and private sector providers to refine the list as necessary and deliver projects. The Council has adopted a number of Supplementary Planning Documents (SPDs) which set out standard charges that will be applied to new development in appropriate circumstances. These are based on robust evidence and will continue to evolve and develop.

Policy DP4: Community Facilities

Support will be given to the provision of new community facilities, and to the retention and enhancement of existing community facilities, where these positively contribute to the quality of local community life and the maintenance of sustainable communities in accordance with other policy requirements.

The involvement of the local community will be sought in identifying the importance of local facilities. Any proposal that would result in the loss of a site or building currently or last used for the provision of facilities, services, leisure or cultural activities for the community, or is identified for such uses by the Site Allocations DPD/Proposals Map, will only be supported if the Council is satisfied that:

- (i) An alternative community facility to meet local needs is, or will be, provided in an equally or more accessible location within walking distance of the locality (800 m); or**
- (ii) It has been proven that it would not be economically viable to retain the site/building for a community use; and**
- (iii) The community facility could not be provided or operated by either the current occupier or by any alternative occupier, and it has been marketed to the satisfaction of the Local Planning Authority in order to confirm that there is no interest and the site or building is genuinely redundant; and**
- (iv) A satisfactory assessment has taken place that proves that there is an excess of such provision and the site or building is not needed for any other community facility or use.**

Explanation

The Council wishes to protect viable community facilities and services that play an important role in the social infrastructure of the area and support sustainable communities. In communities when access to alternatives may be very limited, the presence of key facilities may be very important in maintaining the quality of life. Examples of community sites and buildings include amenity open space, children's play areas, sports fields, village halls, local shops, leisure and cultural centres, public houses, community centres, churches, allotments, post offices, petrol stations, doctor's surgeries, libraries and schools, etc.

The release of any community facilities must be fully justified. The Council will require any application involving the loss of a facility to be supported by written evidence and applicants should contact the Council at the earliest stage to discuss the details. The level of detail to be submitted will vary according to the level of access to alternative facilities and the extent to which the facility contributes towards sustainable communities but could be expected to include such evidence as:

- (i) In the case of a business, the current and projected trading performance;**

- (ii) In the case of a community facility, the current and projected patterns of use;
- (iii) The nature and condition of the building and the cost of repairs, renovations or improvements needed to allow the facility to continue in operation;
- (iv) The extent of the local catchment including the location of the premises in relation to local settlement pattern and accessibility;
- (v) The nature and location of comparable facilities;
- (vi) The potential to relocate the use into other premises in the community;
- (vii) In respect of public houses, the approaches and attempts to transfer from a chain of tied pubs to a free house;
- (viii) In the case of a business, evidence that it has been offered on the open market as a whole (parts having not been identified for separate sale) and at a realistic market value. This should be for a period of not less than six months by a competent agent. Evidence should include sales literature, details of approaches, and details of offers; and
- (ix) Evidence that the local community has been notified in writing of the intention to close the facility and has not, within a period of six months come forward with a realistic proposal to assume operation of the capacity, including its proposals to finance and operate the facility.

The importance of particular facilities will vary between communities, and it is essential that the community is involved in considering the importance of any facility and the suitability of any proposals for alternative forms (and locations) of provision, and in developing means of retaining facilities, should their continued viability of operation be in doubt. Applicants proposing to redevelop or convert facilities valued by the community will be expected to consult local communities about the relative importance of the facilities which could be lost. Not all facilities satisfactorily meet the needs of local communities, and it may be that combining or rationalising facilities might be appropriate. The Council has undertaken a Community Facilities Audit which will be used to assess proposals for the provision or loss of facilities. Sport England should be consulted on any application that is likely to prejudice the use of or lead to the loss of use of land used as a playing field (whether presently used, or used within the last 5 years, or allocated for such use).

Support will be given to the provision of additional facilities where this will enhance the sustainability of community life and will meet the anticipated needs of a growing and changing population. The use of developer contributions and/or the Community Infrastructure Levy may well be appropriate in this respect. Further details of appropriate contributions can be found in the Community Facilities SPD and the Provision of Open Space, Sports and Recreation Facilities SPD.

Centres and Employment Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Guidance 4: Industrial, commercial development and small firms (November 1992)
Planning Policy Statement 6: Town centres (March 2005)
Planning Policy Statement 7: Sustainable development in rural areas (August 2004)

Relevant Regional Policy

SS3: Key Centres for Development and Change
SS4: Towns other than Key Centres and Rural Areas
SS6: City and Town Centres
E1: Job Growth
E2: Provision of Land for Employment
E3: Strategic Employment Sites
E4: Clusters
E5: Regional Structure of Town Centres
E6: Tourism
HG1: Strategy for the Sub-Region
HG2: Employment Generating Development

Core Strategy Policy

CE1: Centres and Employment Classification and Hierarchy
CE2: Mixed Use Centres
CE2a: Town Centre
CE2b: District Centres
CE2c: Local Centres
CE3: Employment Zones

Development Policies

DP5: Appropriate Employment Uses and Protection of Employment Land and Existing Businesses
DP6: Colchester Town Centre Uses
DP7: Local Centres and Individual Shops
DP8: Agricultural Development and Diversification
DP9: Employment Uses in the Countryside
DP10: Tourism Development

Policy DP5: Appropriate Employment Uses and Protection of Employment Land and Existing Businesses

Appropriate employment uses within designated employment sites and zones will include:

- (a) Business (B1), general industrial (B2), storage and distribution (B8);**
- (b) Display, repair and sale of vehicles and vehicle parts, including cars, boats and caravans;**
- (c) Indoor sports uses, exhibition centres and conference centres;**
- (d) A limited element of retailing where this is ancillary to another main use under (a);**
- (e) Services specifically provided for the benefit of businesses based on, or workers employed within, the Employment Zone; and**
- (f) Other employment-generating uses, such as those related to recreation and tourism, which meet local needs and/or promote rural enterprise.**

On certain employment sites and zones in the rural areas and growth areas some of the above uses will not be appropriate. The Site Allocations DPD sets out site specific issues for local employment sites including sites in rural areas where B8 (warehousing) employment uses will not normally be permitted, and includes specific policies setting out appropriate employment uses on strategic sites within the growth areas. In accordance with the Core Strategy B1 office uses will be directed to the town centre.

Sites and premises currently used or allocated for employment purposes will be safeguarded for appropriate employment uses. Any use that may have an adverse effect on employment generation will only be permitted where the Local Planning Authority is satisfied that:

- (i) The supply, availability and variety of alternative employment land is sufficient to meet borough and local requirements;**
- (ii) Evidence can be provided to demonstrate that no suitable and viable employment use can be found, or is likely to be found in the foreseeable future;**
- (iii) There would be substantial planning benefit in permitting an alternative use, for example in removing a use which creates residential amenity problems such as noise or odours;**
- (iv) There are demonstrable economic benefits to the area that would result from allowing redevelopment, for example by facilitating the retention of a business in the area through funding a new site or premises; and**
- (v) The traditional maritime character of the coastal areas would not be adversely affected.**

Where redevelopment of employment land is accepted for a new employment use or an alternative use, particular consideration will be given towards ensuring the future viability of individual businesses (e.g.

tenants of an estate or premises) that might be displaced. Planning contributions towards alternative employment, regeneration and training schemes will be sought where sites are redeveloped and alternative employment land is not provided.

Explanation

Policy CE3 in the Core Strategy sets out the Council's approach to appropriate land uses within the employment zones. The 'B' Use Class has traditionally encompassed the majority of uses considered to constitute employment uses in planning terms, but an expanded list is required to provide clarity on the associated and ancillary employment uses in the Employment Zones set forth in the Core Strategy Centres and Employment hierarchy. Hotels, offices, and assembly and leisure are noted as potential secondary land uses within employment zones.

The uses listed in DP5 are also likely to be appropriate for other sites and premises lawfully used for employment purposes, subject to their impact on residential amenity and other relevant policies in the LDF. New large-scale office development will be directed towards the Town Centre in accordance with the Core Strategy. Employment development proposals within the countryside will also need to have regard to the provisions of Policy DP9, Employment Uses in the Countryside (and DP17 Accessibility and Access).

The loss of employment land, whether in existing employment use or proposed for employment development within the Allocations DPD, could affect the LDF's ability to achieve its employment objectives. The Core Strategy establishes the scale and general location of land for employment purposes and states that as a general principle such land should be safeguarded. Further detail is however required as it may be that local circumstances, reflecting a lack of viability of the existing operation, may give rise to proposals to find an alternative use. Where the local need for employment land can be met elsewhere, it may be that alternative uses could be considered favourably (within the context of the other policies in the LDF).

Exceptionally, an alternative use may be preferable, providing evidence is submitted of marketing the site for a reasonable period of time. The marketing campaign will need to be agreed between the authority and applicant(s) before it begins, including the length of the campaign; asking price; sales particulars; and number frequency and source of advertisements. Applicants will also need to demonstrate that the site is no longer usable and viable for another form of employment use, for example where continuation of the employment use would be detrimental to other planning objectives such as regeneration, protecting or enhancing residential amenity or the appearance of the countryside, or where other economic benefits to the area might result. Consideration of overall economic benefits must also extend to include addressing the future of any firms displaced through the redevelopment, including redevelopment for a new employment use.

In exceptional circumstances that result in the loss of employment land or employment premises, the Council will require suitable employment land to be provided and/or a contribution towards the Council's business incubation/grow-on space needs, employment, training or other regeneration programmes and initiatives in mitigation. Details of what should be submitted with any application for change of use and how commuted sums will be calculated are included as Appendix 3 of this document.

Change of use to residential is very unlikely to be acceptable in the countryside, unless it is for affordable housing in accordance with the requirements of Policy H4 in the Core Strategy and the proposed Affordable Housing SPD (due to be adopted late 2009).

Policy DP6: Colchester Town Centre Uses

A balance will be maintained between retail and non-retail uses in Colchester town centre to retain its vitality and viability. Within the Inner and Outer Cores of the town centre (as defined on the Proposals Map) the primary retail focus will be encouraged and maintained. Within the Mixed Use Areas (as defined on the Proposals Map) surrounding the Inner and Outer Cores, a wider range of uses will be supported in accordance with the requirements of Policy CE2 in the Core Strategy.

- (a) In the Inner Core the Council will seek to maintain a high level of retail use with at least 85% A1 retail use on each street frontage. Alternative appropriate non-retail uses, particularly A3 uses will also be supported provided that they contribute to the vitality of the town centre and would result in: no more than 15% of the street frontage being used for non-retail purposes; no more than two consecutive non-retail uses in the street frontage; and, no loss of active street frontage.**
- (b) In the Outer Core a greater mix of retail and non-retail uses is appropriate. The Council will seek to maintain at least 50% retail use on each street frontage. Alternative appropriate non-retail uses, particularly A2, A3 and D1 uses will also be supported provided that they contribute to the vitality of the town centre and would result in: no more than 50% of the street frontage being used for non-retail purposes; no more than three consecutive non-retail uses in the street frontage; and, no loss of active street frontage.**
- (c) In the Mixed Use Areas appropriate uses will be supported where the proposal will: contribute to the design quality, activity levels and character of the area; complement other uses on the frontage; and, have no significant adverse impact on neighbourhood amenity.**

Within the town centre support will also be given to bringing upper floors back into use, particularly for C3 residential purposes and B1 business uses. Proposals relating to the ground floors must maintain access to upper floors and not prejudice their effective use. Proposals that result in the loss of residential accommodation in the town centre will only be permitted where there are proven over-riding planning benefits.

Within the St Botolphs Regeneration Area support will be given for proposals where they reflect priorities for land uses that are established through local regeneration programmes, and where they will promote a more vibrant and economically successful centre. This will include securing appropriate retail, commercial, cultural and leisure areas, and seeking an appropriate balance between residential and commercial uses.

Note: For the purpose of this policy ‘street frontage’ is the entire length of the relevant side of the road measured in linear metres at ground floor level, except in the High Street where the street frontage shall be the combined length of both sides of the road.

Explanation

The importance of protecting the retail focus in the town centre and balancing priorities between land uses has been well established through policies in the Local Plan. Retail uses are considered to form the core use underpinning the town centre’s viability and vitality. Equally, appropriate levels of other uses such as culture, leisure and restaurants also support town centre activity and health, particularly outside shopping hours. The primacy of retail uses will, however, be maintained in the heart of the town centre. In the mixed use areas a flexible approach requires criteria to balance different priorities such as securing more housing, providing a livelier living environment, creating a mix of uses in the night time economy and improving safety by ensuring a constant public presence. The potential for encouraging additional uses may also be seen more positively, and bringing into use (or back into use) upper floors is an example where supporting mixed residential uses alongside a mix of formal and informal cultural and leisure use is felt to increase the vitality and sustainability of the town centre.

The Proposals Map defines an Inner and Outer Core where retail uses are focussed. Within the Inner Core in the Local Plan (generally bordered by Culver Street East and West, the east side of Head Street, Eld Lane and Short Wyre Street) a retail use in excess of 90% has been maintained. The Proposals Map redefines the Inner Core to include Trinity Street and Sir Isaacs Walk because of their position at the heart of the town centre, even though a lower amount of retail use exists. The Council wish to secure the role of this whole area as primary shopping frontage; however, it also wishes to enable more restaurants to move in, particularly those that will remain open throughout the afternoon and evening hours. The Council consider that a revised figure of 85% retail frontage for the Inner Core maintains an appropriate balance between retaining the centre’s role as a regional shopping centre and promoting vitality within the area. The Inner Core is also shown to include Vineyard Gate and Osborne Street, which are part of the St Botolph’s Regeneration Area, where the Council will encourage regeneration with a strong retail focus.

The Outer Core also has a strong retail element but includes a wider range of services such as banks, pubs and clubs, restaurants and takeaways. The Council recognise that these contribute to the overall shopping experience; however, too high a concentration of non-retail uses can discourage pedestrian footfall toward the retail uses. The Council encourages retail uses within these secondary (Outer Core) frontages, but recognises that a lower percentage of retail use is appropriate than in the primary (Inner Core) frontages. A revised figure of 50% is considered appropriate for the frontages within the Outer Core: High Street, St Botolph’s Street, St Johns Street and the north side of Crouch Street (east of Balcerne Hill).

The Mixed Use Areas include Head Street, North Station Road, North Hill and East Hill, which form important approaches to the town centre as well as a number of backstreets on the periphery of the town centre. These frontages have a much lower retail presence where a range of residential, shopping, office and appropriate leisure uses are likely to be acceptable in keeping with their central location and subject to their impact on local residential amenity. The area to the east of Queen Street is also a part of the St Botolph's Regeneration Area, where the Council will encourage regeneration with a more mixed use focus.

Policy DP7: Local Centres and Individual Shops

Neighbourhood Centres as defined on the Proposals Map will provide shops and some other local services for the needs of residents in the local neighbourhood. Rural District Centres as defined on the Proposals Map will provide a wider range of shops and services for the needs of residents within both the immediate neighbourhood and the vicinity of the district settlement.

Within the Neighbourhood Centres and the Rural District Centres the primary retail role of the centre will be safeguarded. Other uses will be supported where they complement the existing role of these centres, provided that the proposal:

- (a) meets the needs of residents within the local neighbourhood and/or the district settlement; and**
- (b) would not reduce the number of A1 retail units in any centre to below 50% of the units used for commercial purposes.**

Elsewhere, individual shops, not specifically defined on the Proposals Map, will be safeguarded for A1 retail purposes, unless it is demonstrated to the satisfaction of the Local Planning Authority that the existing use and/or any other retail use is no longer viable within that specific location.

Proposals for new retail units will be expected to be provided within the designated shopping centres in the first instance, in line with the sequential test. Elsewhere, proposals for new retail uses would have to demonstrate that they are an appropriate scale for the local area they would serve and would represent no threat to the viability and vitality of existing centres, and shops, or retail uses, planned to serve a new community and identified in a masterplan or planning permission.

Explanation

Policy CE2 in the Core Strategy promotes the role of various types of Centres and sets out the Council's approach to the land uses appropriate to them. Policies CE2a and b and DP6 provide further guidance on the Town Centre. Rural District Centres, Neighbourhood Centres and individual shops are also safeguarded by Policy DP7 but perform a more local role and function. They provide local and convenient facilities for people that are easily accessible by walking and cycling. This policy seeks to provide clarity on the uses appropriate to these more local centres and the Council's approach to the protection of existing retail units. Local shops and services are those that provide primarily for the needs of residents within a radius of 800m of the facility.

The Neighbourhood and Rural District Centres throughout the Borough vary in character, from those established within purpose-built parades to those with a looser grouping where the retail units co-exist with residential units and

community buildings such as libraries and health centres. The uses traditionally found within these centres primarily comprise A1 retail shops (including sub-post offices and hairdressers), but other uses within the 'A' Use Class (including A2 banks and estate agents, A3 cafes, A4 pubs and A5 takeaways) may also be present.

The Council's approach to these Centres is that the primary retail role should be safeguarded, whilst other 'A' Class uses and community uses that complement this role will also be supported, subject also to their impact on residential amenity and other relevant policies in the LDF. For calculating the number of A1 retail units as a percentage of the total number of commercial units within the centre, the Council will not include A3 dwellings or community buildings within the calculation.

The Neighbourhood Centres (previously referred to in the Local Plan as local shopping areas) vary greatly in size. The Council's approach to their designation is that they should normally include a grouping of several small units with an emphasis on retail sales. Individual shops, outside of the defined Centres, can also play a valuable role in contributing toward sustainable communities and should be protected.

The importance of these individual shops will vary between communities. In some communities, particularly the villages a single shop may be considered a community facility as much as a retail service. Elsewhere competition from newer alternative outlets may have raised issues of viability for the existing shop. A financial viability test should therefore support applications for change of use of retail premises and applicants should contact the Council at the earliest stage to discuss the details of the test which will follow the guidelines for community facility viability covered in policy DP4. The level of detail to be submitted will vary according to the level of access to alternative facilities and the extent to which the facility contributes towards sustainable communities.

Proposals for new shops outside of the defined centres would need to be considered in line with the sequential test and relevant provisions set out in PPS6 or the relevant national policy at the time.

Policy DP8: Agricultural Development and Diversification

General support for existing agricultural uses will include particular encouragement to sustainable forms of agriculture which include environmentally sensitive, organic, and locally distinctive food production, together with its processing, packing, marketing and retailing. New agricultural buildings requiring planning permission will be guided to farm locations which are sensitive to their environment.

Appropriate farm diversification proposals will be encouraged where they are compatible with the rural environment and help to sustain the existing agricultural enterprise without the need for subdivision of the holding or separate enterprises unrelated to the existing agricultural use. All proposals must be accompanied by a satisfactory diversification plan according to the scale of proposals, which describes how it will assist in retaining the viability of the farm and how it links with any other short or long term business plans for the farm. Proposals for farm shops as part of a farm diversification scheme must identify the products produced on site or locally and demonstrate that the location of farm-based retailing is necessary to assure farm income where their needs cannot be met within nearby town or district centres.

Proposals for farm diversification schemes will be supported if they are considered to form part of an otherwise acceptable comprehensive scheme and:

- (i) Existing buildings are re-used wherever possible. Schemes involving the re-use of historic farm buildings shall maintain and enhance the historic environment; including the character of the built heritage;**
- (ii) The development is well-related to existing buildings if no suitable buildings are available for re-use;**
- (iii) The development is secondary to the main agricultural use of the farm; and**
- (v) The proposal will not be likely to require new dwellings within the rural area to support the enterprise either at the time of first submission or at any future date.**

Explanation

PPS7 provides guidance on the ways of supporting the changing nature of agriculture, in order to make it more competitive, sustainable and environmentally friendly. This may well involve adaptation to new markets and ways of operation, and diversification of activities.

The agricultural economy in the borough is changing, as increasingly farmers are seeking to diversify in order to remain in farming. Accordingly the Council is seeking to encourage farm diversification schemes that are planned on a comprehensive basis to retain a viable agricultural unit by seeking additional incomes from other sources which still relate to the countryside. Whilst the

Council will support appropriate farm diversification schemes, the Council will resist proposals that would harm the rural area or segregate the existing agricultural use or farm holding. A farm shop selling products produced on the farm unit itself and which does not require a new building is unlikely to require planning permission.

In order to protect the quality and distinctiveness of the local landscape, the Council wishes to prevent uncoordinated development in rural areas and gradual stripping of assets from farms without regard for the viability of the holding. Applicants must also have regard to the policies regarding conversion and replacement rural buildings. Appropriate sustainable business proposals could include tourism, conversion of buildings for employment and other uses related to an activity that would normally be found in rural areas. However, schemes that include or could lead to future pressure for new residential dwellings will not be permitted unless there are exceptional circumstances in line with national policy.

Proposals for farm diversification should also take account of other relevant policy criteria, in particular but not exclusively: DP5 in relation to re-use of existing buildings and appropriate employment uses; DP14 in relation to the re-use of historic farm buildings; and DP17 in relation to access considerations.

Policy DP9: Employment Uses in the Countryside

Employment development proposals within the countryside must contribute to the local rural economy and help sustain rural communities. The proposed use should be of a small scale that does not harm the rural character of the area either by the nature and level of activity (including the amount of additional traffic generation on rural roads) or, any other detrimental effects such as noise and pollution.

The following additional considerations shall also be taken into account where relevant:

(A) Conversion and re-use of existing rural buildings:

Proposals will only be supported where the building is structurally sound and capable of re-use without fundamental rebuilding, and the buildings are deemed to be desirable for retention. In the case of former agricultural or forestry buildings of recent construction (less than 10 years), it will also need to be demonstrated that the original need for the building was genuine and that it is no longer required for agricultural or forestry purposes.

(B) Extension of existing rural employment buildings:

Proposals (other than within the local employment zones identified on the Proposals Map) will only be supported where there are limited to expansion plans which are essential to the operation of the established business. All extensions shall be accommodated satisfactorily in terms of its design, scale and appearance within the existing employment site boundary.

(C) Replacement rural employment buildings:

Replacement buildings will only be supported where the existing development is visually intrusive or otherwise inappropriate in its context and a substantial improvement in the landscape and surroundings will be secured through replacement. Replacement buildings should not significantly increase the scale, height and built-form of the original building.

(D) New rural employment buildings:

Proposals will only be supported in exceptional cases where there are no appropriate existing buildings and the need has been adequately demonstrated.

Explanation

Policies ENV1 and ENV2 in the Core Strategy support rural communities and set out a flexible approach that maintains a balance between environmental considerations and appropriate business growth. The countryside is viewed as a good location for some businesses, partly due to the pleasant environment and the availability of relatively cheaper premises in comparison with built-up areas. The borough is also coming under particular pressure for employment based development in the countryside as a consequence of containing a significant number of large agricultural buildings and other rural buildings that are potentially suitable for conversion to employment use, coupled with the high rental values to be found within the built up area. This demand needs to be considered in the context of environmental impacts, accessibility and relation to local economic needs. The diversity of pressures for employment based development in the countryside requires further detailed policy guidance.

The Local Planning Authority is more likely to be supportive of the re-use and conversion of rural buildings that are adjacent to or closely related to country towns and villages. Conversely, the change of use of isolated buildings is unlikely to be acceptable unless they would ensure the retention and preservation of a heritage building and the use does not result in a significant level of activity and traffic generation. Elsewhere, each proposal would be considered on its merits in line with the policy. Schemes involving the re-use of historic rural buildings should also comply with the provisions of DP14. Proposals that are small-scale in nature are more likely to be supported, whereas those leading to a significant increase in road traffic will not normally be supported.

Preference will always be towards re-use and conversion of existing buildings where this is possible rather than the construction of new buildings. Consequently, where a building is to be replaced applicants will need to demonstrate to the satisfaction of the Local Planning Authority that any available buildings are not capable of renovation and may be requested to submit a structural survey. Where suitable developments can be identified, support may be given to the provision of workspace or incubator units.

There are a number of well-established employment sites in the rural parts of the borough, where some important local companies are located. Companies are often seeking to expand their operations within the site and this can be more appropriate than the company seeking alternative premises outside of the borough, in order to retain the economic and social benefits which can arise from companies located in rural areas. It will be beneficial for application to expand existing operations to be supported by a business plan, depending on the scale of the development proposed.

In some cases for the purposes of business or employment use replacement buildings can be more appropriate than the continued use of existing buildings. There are a number of sites in the rural areas of the borough which are visually intrusive and where redevelopment could significantly enhance the local environment. Landscaping and planting should be used to aid in the reduction of impact on the countryside of development. Proposals for new

isolated buildings in the countryside will not normally be permitted in accordance with national policies.

Policy DP10: Tourism Development:

Tourism development for new and extended visitor attractions and visitor accommodation including hotels, bed & breakfast accommodation, self-catering accommodation, holiday lodges, static and touring caravans and tenting fields will be supported in suitable locations. Proposals for tourism development should promote accessibility by a choice of means of transport and must not cause significant harm to the amenity of people living and working nearby.

In rural areas, locations suitable for tourism development should help to support existing local community services and facilities. The proposals must be compatible with the rural character of the surrounding area and avoid causing undue harm to the open nature of the countryside or designated sites. It is recognised that not all rural locations are readily accessible by public transport. Where accessibility is poor, proposals should be small scale and/or comprise the conversion of suitable existing rural buildings or limited extension to existing visitor accommodation. In locations where residential uses would be inappropriate, developments of visitor accommodation will be limited to periods that will prevent permanent or long-term occupation.

Urban areas of Colchester will be the focus for larger scale tourist accommodation and attractions in line with the need to concentrate development at the most sustainable and accessible locations. The Council will also support proposals for a youth hostel, the preferred location being within Colchester town centre.

Explanation

The future development of tourism is a key issue for the Local Authority. In both urban and rural areas, tourism provides jobs, brings in visitors to the area and provides facilities, attractions and environments that enhance the quality of life for local residents. The Borough's historic Town Centre provides a focal point for visitor attraction and accommodation development, with smaller scale developments appropriate for less accessible, environmentally sensitive rural areas.

Policy CE2 in the Core Strategy recognises a need for additional hotel bedrooms, which would be suitable for urban areas following the sequential approach to sustainable development. A 2007 Study on hotel demand and potential locations for new hotels in Colchester was updated and included in the LDF Evidence Base in summer 2009 in response to several proposals for new hotels.

The issues facing tourism in rural areas are different to those in urban areas, due to the relative remoteness and to the need to avoid undue harm to the open nature of the countryside. The Council recognise that existing visitor accommodation sites in rural areas may be an acceptable location for further small-scale development even though they may not be readily accessible by

public transport. In order to maximise the benefits of tourism to rural economies it is important to locate new tourism development in locations where visitors to such attractions and accommodation can help to support local shops, pubs and other rural services.

Proposals for new or extended tourism facilities will be assessed against their ability to help deliver Core Strategy policies SD1, SD3, UR1 and ENV2. Applications will also be assessed in terms of their impact on traffic generation levels, general amenity, local character, flood risk and impact on important nature conservation or historic assets.

There are a number of static and touring caravan parks in the Borough which make a valuable contribution to the supply of holiday accommodation used by visitors. The Council recognises these sites are an important element of the local tourism industry and their retention and improvement are generally supported. However, caravan parks can be located in environmentally important areas of countryside and coast and because of their location can be vulnerable to flooding. Rural tourism development must be sensitive to and integrate well with its countryside landscape surroundings.

Extensions to existing holiday parks in the Borough, particularly those located at sensitive coastal locations will only be appropriate if a sensitive development approach is followed and mitigation measures provided to manage climate change and environmental impacts on neighbouring Natura 2000 sites.

Extensions to two existing caravan sites on Mersea Island, at Coopers Beach Holiday Resort and Waldegraves Holiday Park have come forward as a result of public consultation which are considered to accord specifically with the Environment and Rural Communities policies within the Core Strategy and Development Policies DP21 (Nature Conservation) and DP23 (Coastal Areas). The proposed extended sites are shown on the Proposals Map. Sites allocated on the Proposals Map for Holiday Parks will be safeguarded for this use against other less appropriate types of development.

It will also be important to avoid adverse impacts on local areas by minimising potential noise disturbance and additional traffic through sensitive design, positioning and layout and through developments that are in scale with their surroundings or existing development.

Housing Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Statement 3: Housing (November 2006)

Relevant Regional Policy

SS1: Achieving Sustainable Development
H1: Regional Housing Provision 2001 to 2021
H2: Affordable Housing
H3: Provision for Gypsies and Travellers
HG1: Strategy for the Sub-Region

Core Strategy Policy

H1: Housing Delivery
H2: Housing Density
H3: Housing Diversity
H4: Affordable Housing
H5: Gypsy and Travellers

Development Policies

DP10: Flat Conversions
DP11: Dwelling Standards
DP12: Dwelling Alterations, Extensions and Replacement Dwellings

Policy DP11: Flat Conversions

Proposals for the conversion and sub-division of existing premises into flats and other self-contained residential units will be considered having regard to the intensity of the use proposed and the accessibility of the location to shops and other services. Within the defined settlement boundaries, proposals will be supported provided that:

- (i) the proposal is not for the conversion of an existing property with a gross floor area of less than 110 square metres;**
- (ii) the conversion will not be detrimental to the appearance of the building by reason of unsympathetic additions or alterations;**
- (iii) appropriate provision is made for parking, private amenity space and refuse storage facilities, in a visually acceptable manner;**
- (iv) the proposal will not either in isolation or because of the cumulative impact be detrimental to the character or amenity of the street frontage;**
- (v) the internal layout minimises possible noise disturbance and/or overlooking to the immediate neighbours; and**
- (vi) the proposal will not result in an unsatisfactory living environment for prospective occupiers.**

Explanation

The increase in the number of small households and rising house prices has increased the demand for small low-cost dwellings, particularly from single people and young couples on modest incomes. Apart from new build, one way of providing this type of accommodation is through the sub-division of existing family sized dwellings.

However, the need to secure an appropriate balance in housing mix includes ensuring that sufficient suitable accommodation is available for young families and others requiring a modest home with a garden. Smaller family homes are in high demand because they represent a more affordable option for first time buyers and young families with children. Accordingly the Council is concerned not to reduce the stock of smaller houses, which are an important source of existing accommodation for first-time buyers and small households, a segment of the housing market expected to increase in size. The Council will therefore resist proposed conversions of dwellings with an existing gross floor area of less than 110 square metres.

The proposed intensification in the use of a property may raise issues of sustainability according to the accessibility of its location. The residential conversion of upper floors over shops and offices within the town centre can increase the stock of small dwellings within a highly sustainable location, and may be supported even where the Council's standard parking and amenity space requirements are not met. However, the conversion of existing dwellings outside defined settlement boundaries is not sustainable and will be resisted. Elsewhere regard will be had to the intensity of the use proposed and proximity of the proposal to services such as shops, community facilities,

places of employment, etc and/or to the adequacy of public transport links to these facilities.

Conversions of single dwellings to flats can also give rise to an increased requirement for off-street parking, as well as provision of adequate amenity space, which is both private and useable, and provision of refuse storage facilities for future occupants. These facilities should be provided in accordance with the standards set out in the relevant policies elsewhere in this DPD and other policy documents, and should be provided in a visually acceptable manner. The effect of a number of changes from single dwellings to multiple units in a street can progressively change its character and appearance for the worse. This is particularly the case for terraced dwellings. Other problems that can arise include noise and overlooking impact on neighbouring households resulting from increased use of upstairs rooms as main living rooms.

Whilst it is accepted that one bed-sitting room within a property may sometimes make the best use of available space, the Council will generally encourage the provision of self-contained flats comprising a separate lounge, kitchen, bedroom and bathroom facilities. The conversion of premises into one or more flats will require financial contributions or planning obligations to be made in accordance with the Council's adopted policies and SPD.

Policy DP12: Dwelling Standards

Residential development will be guided by high standards for design, construction and layout. In considering proposals for new residential development, the Council will have regard to the following:

- (i) The avoidance of adverse overshadowing between buildings or over neighbouring land uses, and of other adverse microclimatic effects resulting from medium and high rise buildings at a high density;**
- (ii) Acceptable levels of daylight to all habitable rooms and no single aspect north-facing homes;**
- (iii) Acceptable levels of privacy for rear-facing habitable rooms and sitting-out areas;**
- (iv) A management and maintenance plan to be prepared for multi-occupancy buildings and implemented via planning conditions to ensure the future maintenance of the building and external spaces;**
- (v) Flexibility in the internal layout of dwellings to allow adaptability to different lifestyles;**
- (vi) Vehicle parking (including secure cycle and motorcycle parking) to an appropriate standard, as set by Essex County Council and policy DP19, and provided in a visually acceptable manner. In the case of flats, secure cycle storage should be incorporated into flat blocks and readily located at the building entrances, and;**
- (vii) An accessible bin and recycling storage area.**

Explanation

It is important to strike an appropriate balance between providing freedom and flexibility for the housing market to operate and ensuring that a range of sites are available for different areas of the housing market. However, the different types of dwelling should be suitably designed to consider the potential needs of their perspective occupiers and the Design and Access statements submitted with planning permissions should cover this point. It is expected that new residential development will address the requirements of Lifetime Homes standards, which incorporate 16 design features providing a flexible blueprint for accessible and adaptable housing to meet the needs of people at all stages of life. All public sector funded housing in England will be built to the Lifetime Homes standard from 2011 (it is a requirement now in Wales and Northern Ireland), with a target of 2013 for all private sector dwellings.

While Lifetime Homes can be converted to full wheelchair accessibility, there is a particular need for housing that is wheelchair accessible from the outset. Given the varying specific needs and locational preferences of wheelchair users, the Council has adopted a flexible approach in seeking wheelchair housing units in new residential schemes, as noted in the Supplementary Planning Document on Affordable Housing. The Council's Housing Assessment & Options Team evaluates the suitability of residential schemes for wheelchair housing and the Council will seek provision of wheelchair units

of an agreed design standard on appropriate sites where a need has been identified. These will then be secured through Section 106 agreements.

Whilst making the most efficient use of land is a core objective of the planning system, this should not forsake all other considerations. Often density pressures lead to poor design, but good design principles and standards can make the difference between a high quality and successful development and a mediocre or unsuccessful development that provides less quality of life for future residents and which declines with more speed than high quality buildings to the detriment of the surrounding built environment. Thus, development at any scale and location should make a positive contribution to making places better for people.

High quality sustainable development also includes adequate arrangements for servicing, storage, and parking for cars and cycles. Policies encouraging shifts to more sustainable behaviour require practical support. To support more sustainable travel patterns, for example, the Essex County Council Parking Standards set out minimum cycle parking standards, and the Council will seek to ensure that this parking is provided in convenient and secure locations. Accessible, well-designed and easy to use waste and recycling facilities will be needed in new developments to help the Council meet its recycling targets. Guidance on appropriate bin and recycling provision can be found in the Sustainable Construction SPD and the Urban Place Supplement published by Essex County Council.

The Council does not wish to stifle innovative design especially in areas where the existing design quality is poor and vernacular design cues are weak or absent. However, innovative design will still be required to follow good design principles and achieve satisfactory standards as set out within the policy. Further detailed guidance is set out in the Essex Design Guide, and the Council's adopted SPD on Sustainable Construction SPD and the External Materials Guide for New Development. Further guidance relating to backland development and infilling is also set out in an adopted SPD.

Policy DP13: Dwelling Alterations, Extensions and Replacement Dwellings

Within the borough's settlement boundaries, residential alterations, extensions and replacement buildings will be supported where they meet other policy requirements, including the adopted SPD 'Extending Your House?'

Outside of the settlement boundaries, development will be supported only where all the following relevant criteria can be met:

- (A) For alterations and extensions, including ancillary outbuildings and garden extensions, where the development:**
 - (i) Respects and enhances the character of the original dwelling and does not significantly alter its size;**
 - (ii) Respects and enhances the landscape character and setting of the site and the wider rural area; and**
 - (iii) Avoids a cramped form of development and retains an appropriate level of private amenity space for the occupants of the dwelling.**

- (B) For replacement dwellings, when development:**
 - (i) Is on a one-for-one basis and the property to be demolished is of permanent construction, recently occupied, and is not derelict or abandoned;**
 - (ii) Is of a satisfactory design that is appropriate to the rural area and does not significantly increase the scale, height and form, of the original dwelling;**
 - (iii) Provides satisfactory landscape value to integrate the new dwelling into the wider rural context with no greater adverse impacts than the existing dwelling; and**
 - (iv) Represents the optimum solution to either preserving or enhancing access, siting and dwelling orientation.**

- (C) For annexes, when the need for additional space cannot be met within an existing dwelling or buildings suitable of conversion on the site in the first instance, if the development:**
 - (i) Is physically attached or closely related to the main dwelling so that it cannot be subdivided from the main dwelling;**
 - (ii) Retains some form of demonstrable dependence on the main dwelling, such as shared access (including both vehicular access and doorways) and communal amenity spaces;**
 - (iii) Does not incorporate facilities that make the annexe capable of use as a separate dwelling**
 - (iv) Respects and enhances both the character of the original dwelling and the context of the surrounding rural area through regard to site characteristics, design, scale, height, form,**

massing, materials and layout within the wider landscape setting.

- (v) The use of ancillary accommodation as a separate dwelling will not be permitted and the desire for annexe occupants to remain independent from existing residents will not be considered as adequate justification to allow isolated annexes.**

Explanation

Not all extensions and alterations require planning permission. Further guidance on the forms of development that do not require planning permission can be obtained from the Government's planning portal: www.planningportal.gov.uk.

This policy together with Policy DP1 set out appropriate criteria for assessing planning applications for development, including alterations and extensions to residential dwellings, when planning permission is required. 'Extending Your House?' the Council's adopted SPD gives more detailed guidance for householder development proposals.

Whilst development in the countryside is not encouraged the Council accepts that development relating to existing dwellings may be acceptable. Development must protect and reflect the rural qualities and landscape character of the area. This policy therefore sets out additional criteria that the Council will apply for extensions and other alterations to dwellings in the countryside (i.e. outside the settlement boundaries) where planning permission is required.

The Council wishes to retain a balanced mix of dwelling sizes and, in particular, to avoid the loss of smaller, more affordable units. Extensions to existing dwellings and replacement dwellings should not significantly alter the size of the original dwelling. The Council is also keen to ensure that dwellings do not grow by a succession of small extensions, which cumulatively can significantly alter the character of the original building. For the purpose of this policy, the "original" dwelling is defined as the building as existed on 4th November 1993.

Proposals for extension of a domestic garden into open countryside will not be permitted if they have a material adverse impact on the surrounding countryside, or result in the loss of good quality agricultural land, or would set a precedent for unacceptable extensions to gardens at one or more neighbouring properties. Where planning permission is granted, applicants will be expected to relinquish their permitted development rights over the new area of garden.

Urban Renaissance Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Guidance 15: Planning and the historic environment (September 1994)
Planning Policy Guidance 16: Archaeology and planning (November 1990)

Relevant Regional Policy

SS1: Achieving Sustainable Development
ENV6: The Historic Environment
ENV7: Quality in the Built Environment

Core Strategy Policy

UR1: Regeneration Areas
UR2: Built Design and Character

Development Policies

DP114: Historic Environment Assets

Policy DP14: Historic Environment Assets

Development will not be permitted that will adversely affect a listed building, a conservation area, historic park or garden or important archaeological remains. Development affecting the historic environment should seek to preserve or enhance the heritage asset and any features of specific historic, archaeological, architectural or artistic interest. In all cases there will be an expectation that any new development will enhance the historic environment in the first instance, unless there are no identifiable opportunities available. In instances where existing features have a negative impact on the historic environment, as identified through character appraisals, the Local Planning Authority will request the removal of the features that undermine the historic environment as part of any proposed development. Support will be given to the provision of creative and accessible interpretations of heritage assets.

Conservation of the historic environment will also be ensured by:

- (i) Identifying, characterising, protecting and enhancing Conservation Areas;**
- (ii) Protection and enhancement of existing buildings and built areas which do not have Listed Building or Conservation Area status but have a particular local importance or character which it is desirable to keep;**
- (iii) Preserving or enhancing Listed Buildings, Scheduled Monuments, Historic Parks and Gardens, including their respective settings, and other features which contribute to the heritage of the Borough; and**
- (iv) Known sites of archaeological importance will be clearly identified and protected, and sites that become known, whether through formal evaluation as part of a Planning Application or otherwise, will similarly be protected according to their importance.**

Heritage Statements and/or Archaeological Evaluations will be required for proposals related to or impacting on the setting of heritage assets and/or known or possible archaeological sites, so that sufficient information is provided to assess the impacts of development on historic environment assets together with any proposed mitigation measures.

Explanation

The need for locally specific policies and variations in guidance is very limited, given the wealth of national guidance contained either within PPG15 and 16, or the legislation surrounding the particular designation. Colchester's importance as a historic town, however, warrants a policy detailing and reinforcing the need to protect and enhance the historic environment. In the local area there are a number of buildings which detract from the appearance

of historic assets and the opportunities for redevelopment should be encouraged.

There will be a presumption in favour of the physical preservation in situ of nationally important archaeological remains (whether scheduled or not). In accordance with national legislation, preservation of remains may require either the refusal of development that could be detrimental, the preservation of the remains in situ, or the recording of the remains prior to removal.

Where appropriate, provision should be made for interpretation and access in situ, and for realising tourism and cultural benefits where public access is possible without detriment to the site.

There are a number of existing buildings and built environments within the Borough, which do not have a statutory basis for protection, but which nevertheless retain a distinctive historical or architectural character that it is considered desirable to keep. The Council, working with local experts, will prepare a Local List of buildings and groups of buildings, which are considered to be of particular historic or architectural merit; this will be used to ensure that when assessing applications for planning permission their particular character is considered. Conditions will be applied to allow for the inspection and recording of buildings on the local list.

There are also a number of neighbourhoods within the Borough that are characterised by spacious properties built at low density within a well-treed setting, or else that retain a particular "period" character. Context appraisals will be required for all development and where a proposal is within a neighbourhood with a distinctive character which it is desirable to keep, the proposal will need to demonstrate that it protects and enhances the special qualities of the area.

Public Realm Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Guidance 17: Planning for open space, sport and recreation (July 2002)

Relevant Regional Policy

SS1: Achieving Sustainable Development
ENV1: Green Infrastructure

Core Strategy Policy

PR1: People-friendly streets
PR2: Open Space

Development Policies

DP15: Retention of Open Space and Indoor Sports Facilities
DP16: Private Amenity Space and Open Space Provision for New Residential Development

Policy DP15: Retention of Open Space and Indoor Sports Facilities

Development, including change of use, of any existing or proposed public or private open space, outdoor sports ground, school playing field forming part of an educational establishment and allotments (as identified on the Proposals Map) will not be supported unless it can be demonstrated that:

- (i) Alternative and improved provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users;**
- (ii) The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general; and**
- (iii) It achieves the aims of the Colchester Parks and Green Spaces Strategy.**

Development proposals resulting in a loss of indoor recreation or sporting facilities must additionally demonstrate that:

- (iv) There is an identified excess provision within the catchment of the facility and no likely shortfall is expected within the plan period; or**
- (v) Alternative and improved recreational provision will be supplied in a location well-related to the functional requirements of the relocated use and its existing and future users.**

In all cases, development will not be permitted that would result in any deficiencies in public open space requirements or increase existing deficiencies in the area either at the time of proposal or likely to result in a shortfall within the plan period. Additionally, development that would result in the loss of any small incidental areas of open space, not specifically identified on the Proposals Map but which contribute to the character of existing residential neighbourhoods, and any registered common, heathland or village green will not be permitted.

Explanation

The existing sport, leisure, public and private open spaces including allotments within the Borough, represent important assets serving the communities in which they are located (or in some instances wider areas). This importance can relate not only to their function, but also to the amenity value and contribution to the character of an area in general in providing a 'green lung', opportunities for a well-designed and inclusive public realm, and visual breaks in the built environment. If such provisions are lost to other uses it can be extremely difficult to find alternative locations particularly as open land is scarce and, therefore, at a premium.

Against this background, it is intended to secure the retention of existing facilities unless a case can be made that alternative provision will be provided in a wholly acceptable manner. Alternative provision could comprise existing

provision in the locality of the type of open space as defined by Planning Policy Guidance Note 17 (PPG17), providing there is not a deficiency in that type of open space in the locality. A full PPG17 Audit and Assessment of the Borough's public open space and sports and recreational facilities was undertaken by consultants PMP and published in 2007, which along with the Colchester Parks and Green Spaces Strategy 2008, will be used by the Council when assessing planning applications relating to proposed development of open space and sports facilities. Sport England should be consulted on any application that is likely to prejudice the use of or lead to the loss of use of land used as a playing field (whether presently used, or used within the last 5 years, or allocated for such use).

Policy DP16: Private Amenity Space and Open Space Provision for New Residential Development

Private Amenity

All new residential development shall provide private amenity space to a high standard, where the siting, orientation, size and layout make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. All private amenity spaces shall be designed so as to avoid significant overlooking.

For the most accessible developments where, in accordance with Policy H2 in the Core Strategy, a density of over 75 dwellings per hectare may be appropriate, a minimum of 25m² of useable private amenity space shall be provided for each home (either as gardens, balconies or roof gardens/terraces). Elsewhere, the following standards shall apply:

For houses:

- One or two bedroom houses – a minimum of 50m²
- 3 bedroom houses – a minimum of 60m²
- 4 bedroom houses – a minimum of 100m²

For flats:

- a minimum of 25m² per flat provided communally (where balconies are provided the space provided may be taken off the communal requirement)

A higher standard of private amenity space may be required for small infill (including backland) schemes, to reflect the character of the surrounding area, in accordance with the adopted 'Backland and Infill Development' SPD. Development will not be permitted if it unacceptably reduces the level of existing private amenity space provision for existing buildings, particularly dwellings.

Open Space

In addition to private amenity space, all new residential development will be expected to provide new public areas of accessible strategic or local open space. Precise levels of provision will depend on the location of the proposal and the nature of open space needs in the area but as a guideline, at least 10% of the gross site area should be provided as useable open space. Where the Council accepts commuted sums in lieu of open space, the commuted sums will be used to provide additional open space or to improve existing open space in the locality of the development. Contributions may be pooled to provide larger areas of strategic open space where a need has been identified.

A commuted sum is only likely to be acceptable in the following circumstances:

- (i) smaller developments of less than 0.5 ha, or where for some other reason strategic open space requirements cannot be met within the site;

- (ii) developments of dwellings for the elderly (where some compensating increase in private amenity space may be required);**
- (iii) in a town centre location or where it is justified by an outstanding urban design approach based on site constraints and opportunities.**

Explanation

Well designed open spaces can deliver multiple functions. As well as their value for wildlife, quality of life, health and recreation, they also provide opportunities for Sustainable Drainage Systems (SuDs) for surface water runoff management.

The Essex Design Guide sets standards for amenity space provision for new residential developments. The Urban Place Supplement recognised these standards were not always helpful for producing good quality development in compact urban developments and this evaluation has informed the requirement of this policy that generally seeks the provision of 25m² of high quality, private amenity space for each dwelling. It is important that new developments avoid the piecemeal provision of small areas of open space and instead provide sufficiently large areas of open space to serve as accessible and attractive zones for residents' leisure activity and recreation. Green links alongside existing hedgerows and tree lines can also have high amenity value.

New development can place increasing pressure on existing open spaces. Developments therefore will be expected to deliver areas of either local or strategic open space to meet the varying needs of residents for recreation and leisure and also deliver attractive high quality neighbourhoods for people to live in. At least 10% of the total gross site area should be provided as local open space as an integral part of new development proposals. Where this is not possible, particularly where a development site is small, the site developer will be expected to provide a commuted sum towards the provision of open space off site. As a guideline, local open space comprises accessible parcels of 0.2 ha and under, while strategic open space comprises larger parcels of over 2.0ha and tends to serve a wider catchment area.

Developments should help contribute to the accessibility, quantity and quality standards set for the different open space typologies defined in PPG17. These standards are set out in Appendices N, P and Q in the Borough Council's PPG17 Open Space, Sport and Recreation Study. All open space shall be provided in a timely manner (so as to enable reasonable and appropriate access by new residents to this facility); should be fully equipped in a satisfactory manner as agreed by the Local Planning Authority; and, laid out at the expense of the developer and where appropriate, dedicated to the Council with suitable provision for ongoing maintenance.

Further guidance on the level of contributions for commuted sums and the methodology for their calculation is set out in the Supplementary Planning Document on Provision of Open Space, Sports and Recreation Facilities.

Transport and Accessibility Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Statement 3: Housing (November 2006)
Planning Policy Statement 6: Town centres (March 2005)
Planning Policy Statement 7: Sustainable development in rural areas (August 2004)
Planning Policy Guidance 13: Transport (March 2001)

Relevant Regional Policy

SS1: Achieving Sustainable Development
T1: Regional Transport Strategy Objectives and Outcomes
T2: Changing Travel Behaviour
T9: Walking, Cycling and other Non-Motorised Transport
T13: Public Transport Accessibility
T14: Parking

Core Strategy Policy

TA1: Accessibility and Changing Travel Behaviour
TA2: Walking and Cycling
TA3: Public Transport
TA4: Roads and Traffic
TA5: Parking

Development Policies

DP17: Accessibility and Access
DP18: Transport Infrastructure Proposals
DP19: Parking Standards

Policy DP17: Accessibility and Access

All developments should seek to enhance accessibility for sustainable modes of transport, by giving priority to pedestrian, cycling and public transport access to ensure they are safe, convenient and attractive, and linked to existing networks. Proposals for development shall incorporate satisfactory and appropriate provision for:

- (i) Pedestrians, including disabled persons and those with impaired mobility;**
- (ii) Cyclists, including routes, secure cycle parking and changing facilities where appropriate;**
- (iii) Public transport and measures that reduce dependency on private vehicles;**
- (iv) Linkages to networks as appropriate including the development of new pedestrian and cycle paths and the development of transit corridors in north and east Colchester**
- (v) Servicing and emergency vehicles.**

Access to all development should be created in a manner which maintains the right and safe passage of all highway users and will only be allowed where there is physical and environmental capacity to accommodate the type and amount of traffic generated in a safe manner. The access and any traffic generated shall not unreasonably harm the surroundings, including the amenity of neighbouring properties and/or the public rights of way network.

A Travel Plan and/or a Transport Assessment will be required for proposals with more significant traffic generation impacts. Transport information and marketing packs including vouchers for free bus travel (or equivalent contribution to a sustainable transport measure) shall be provided by developers.

Explanation

Previous consultations identified the need for a specific policy to ensure developments have good public transport, pedestrian and cycle links. However, there were mixed views on car parking issues. There are parts of the borough where traffic congestion is a problem. Development provides opportunities to make significant improvements to the road network as well as providing suitable alternatives to car based travel. Whilst the Council accept that developments may not be able to overcome existing deficiencies in the transport infrastructure, it needs to ensure that problems are not exacerbated and that improvements are made where possible.

PPG13 sets out the Government's approach, which encourages accessibility of development by sustainable transport options. A number of the Development Policies in this DPD have access and accessibility implications which require specific criteria against which proposals can be considered.

DP17 therefore sets out access and accessibility issues which are relevant for all development proposals.

A Travel Plan and arrangements for its monitoring will be required for any proposal where the Council and Highway Authorities considers it necessary, based on the potential individual or cumulative impact of the proposal in the area. Developers will be required to provide Travel Information and Marketing Packs when a development consists of 10 dwellings or more, and Travel Plans will be required where the Council considers the development capable of providing for 50 employees or more. The Local Transport Plan (LTP) and the Core Strategy both seek to change travel behaviour through “smarter choices” travel plans, amongst other measures. The Travel Information and Marketing Packs should contain, as a minimum, information about walking and cycling routes car sharing, community transport, taxis and school transport plus current timetables. The packs shall also include vouchers for 12 months free bus travel funded by the developer and secured by way of a planning obligation. An equivalent financial contribution may be sought where it is identified by the highway authority towards an alternative sustainable transport measures.

Transport Assessments will be required for all development likely to cause significant traffic generation to assess the potential impact upon transport systems. For major developments that generate 30 or more Passenger Car Units during the peak hour, this will take the form of a comprehensive Transport Assessment. Where significant impacts are identified, development will not be permitted unless satisfactory measures to reduce these impacts to acceptable levels are provided. Transport Assessments must be in accordance with the requirements of Government good practice advice and criteria prepared by Essex County Council and the Highways Agency for their respective areas of responsibility.

The Colchester Cycle Town Delivery Strategy (October 2008) sets out the Borough’s aim for cycling. It is expected that the impetus achieved be maintained beyond the life of the initial funding period so that cycling activity reaches a critical mass necessary to make cycling an important contributor to the future of the borough. Development must support the initiative, through the provision of quality infrastructure, funding the promotion and training of cycling to increase levels of cycling to create a more sustainable and healthy travel patterns. The cycling town partnership is currently developing a proposals map setting out the future network of routes.

Policy DP18: Transport Infrastructure Proposals

Developments that provide transport infrastructure, such as Park and Ride, freight servicing, new highway network improvements and new public transport facilities will be expected to:

- (i) be sited in sustainable locations;**
- (ii) minimise impact on the environment;**
- (iii) enhance connectivity and provide for intermodal transfers; and,**
- (iv) provide a full business case justification, including demand/need and economic sustainability.**

The Borough with its partners will continue to progress Park and Ride and will be seeking further sites to complement the northern site identified in the Core Strategy. As well as the criteria listed above, the following will additionally be considered:

- (v) access to the strategic road network;**
- (vi) distance from a strategic junction and from the town centre;**
- (vii) potential user markets; and,**
- (viii) potential bus routes.**

Feasibility work into the eastern transit corridor is currently being undertaken and routes will be identified either on or off the existing highway. Any land identified that is not on the public highway will be safeguarded for delivery.

Explanation

Policies TA1 to 4 in the Core Strategy set out a number of key sustainable transport projects for the Borough. Whilst a location for a Park and Ride site has been identified for North Colchester, opportunities for East Colchester have yet to be finalised and policy direction is needed to ensure that the most sustainable and deliverable allocations are made to support the Council's priorities for growth and regeneration in this area; DP18 sets out the appropriate criteria against which this and other major transport infrastructure proposals can be assessed.

Policy DP19: Parking Standards

The Council will refer developers to the Essex Planning Officers Association (EPOA) Vehicle Parking Standards which set design standards and provision levels for a comprehensive range of uses and transport modes. The level of parking provision required will depend on the type and intensity of use. For residential uses, specifically, a minimum of 1 car parking space should be provided for each 1-bedroom dwelling or 2 car parking spaces for each dwelling of 2 or more bedrooms, in addition to 0.25 spaces per dwelling for visitors. A lower standard may be acceptable or required where it can be clearly demonstrated that there is a high level of access to services, such as a town centre location. Cycle parking will be required for all developments. Provision must also be made for disabled and motorcycle parking.

Explanation

The EPOA Parking Standards set out a mix of standards for all development. Experience has shown that although maximum parking standards in residential areas has restricted the amount of parking available, the ownership of cars has not accordingly been reduced. The design, appearance and the servicing of many recently completed residential areas has been compromised by lack of off street parking. Highly accessible town centre locations, however, are considered to be examples of appropriate candidates where car free and low car developments could succeed given the ready access to alternatives transport methods to private vehicles. The parking standards will be supported by the requirement for developments to introduce travel plans encouraging and promoting the use of alternatives to the private car.

The revised EPOA Vehicle Parking Standards are being finalised and will be adopted as a Supplementary Planning Document (SPD). The residential standards referred to in the policy will be applied in the interim.

Environment and Rural Communities Policies

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Statement 7: Sustainable development in rural areas (August 2004)
Planning Policy Statement 9: Biodiversity & Geological Conservation (August 2005)
Planning Policy Guidance 20: Coastal planning (September 1992)
Planning Policy Statement 25: Development and flood risk (December 2006)

Relevant Regional Policy

SS1: Achieving Sustainable Development
SS9: The Coast
ENV1: Green Infrastructure
ENV2: Landscape Conservation
ENV3: Biodiversity and Earth Heritage
ENV4: Agriculture, Land and Soils
ENV5: Woodlands
WAT4: Flood Risk Management

Core Strategy Policy

ENV1: Environment
ENV2: Rural Communities

Development Policies

DP20: Flood Risk and Management of Surface Water Drainage
DP21: Nature Conservation and Protected Lanes
DP22: Dedham Vale Area of Outstanding Natural Beauty
DP23: Coastal Areas
DP24: Equestrian Activities

Policy DP20: Flood Risk and Management of Surface Water Drainage

Development will only be supported where it can be demonstrated that the proposal meets requirements in PPS25, recommendations in Colchester's Strategic Flood Risk Assessment and includes satisfactory flood defence measures or flood mitigation measures such as Sustainable Drainage Systems (SuDS) to minimise the risk of increased flooding both within the development boundary and off site in Flood Zones 2 and 3. Proposals that include measures to enhance the flood resilience of new or renovated buildings will be encouraged.

All development proposals shall incorporate measures for the conservation and sustainable use of water. These measures shall include appropriate SuDS for managing surface water runoff within the overall design and layout of the site and measures to conserve water within individual building designs. The use of SuDS will be particularly important as part of green field developments to manage surface water run-off rates, and in areas close to underground aquifers and landfill sites to reduce the risk of pollution.

Explanation

National policy (PPS25) categorises zones of flood risk as Zone 1 (low probability), Zone 2 (medium probability), Zone 3a (high probability), and Zone 3b (functional floodplain). These Flood Zones are defined in Table D.1 of PPS25 and are illustrated by the flood maps produced by the Environment Agency (EA) and available from their website.

PPS25 states that the overall aim should be to steer new development to Flood Zone 1 (low risk), however it does set out a flood risk vulnerability classification for different land uses and provides a 'compatibility' table for allowing particular land uses in the different flood zones (including 3a and 3b) in certain circumstances.

PPS25 identifies the importance of assessing flood risk early in the planning process. It requires the production of Strategic Flood Risk Assessments to assess flood risk at a strategic level and individual Flood Risk Assessments in certain circumstances to assess flood risk at site level. Accordingly Colchester Borough Council commissioned a Strategic Flood Risk Assessment to support the development of the Core Strategy.

PPS25 stipulates that site specific Flood Risk Assessments should be submitted with planning applications for development proposals on sites of 1ha or more in Flood Zone 1 or for all development proposals in Flood Zone 2 or 3. It also sets out the requirements for the use for Sustainable Drainage Systems (SuDS) to minimise the risk of flooding from new development.

The Strategic Flood Risk Assessment (SFRA) for Colchester has demonstrated that certain areas within the Borough are at risk of coastal, river and potentially surface water flooding. It is likely that climate change and

rising sea levels will increase this risk. In response, the Council feels that it is important to take a precautionary approach to new development with regards to flood risk.

The SFRA defines zones 2, 3a and 3b in parts of Colchester. This information was used to inform the application of the sequential test during the preparation of the Core Strategy and Site Allocations Development Plan Documents. Where this information is not available for future development proposals particularly for sites that have not been included in the Borough level sequential test, EA Flood Risk Zones and a site specific Flood Risk Assessment will be used to apply the sequential test.

The SFRA for Colchester has demonstrated that there is a substantial amount of land available in within Flood Zone 1 and development should generally be steered to these locations

The Environment Agency has agreed that for proposals in Regeneration Areas the Sequential Test will only be applied within each regeneration area boundary as defined on the Proposals Map. For sites outside the Regeneration Areas, the Sequential Test will be applied Borough wide.

Development in higher risk flood zones will be restricted to certain categories where an identified need for that type of development in that location exists. The Exception Test allows for development in high risk areas but is only to be applied where there is no other option i.e. where there are large areas of land in Flood Zones 2 and 3 and the Sequential Test cannot deliver acceptable alternative sites, but where some continuing development is necessary.

Small sites (less than 1ha) in Flood Zone 1 that are surrounded by Flood Zone 2 or 3 land i.e. dry islands are likely to be treated in the same way as the surrounding land. Each area will have its unique characteristics and a site specific Flood Risk Assessment may be required even for those sites less than 1ha to ensure that safe access / egress exists for the development and that the land will be sustainable for the duration of the flood period. This could be a number of days in some locations and will depend on the facilities available in that area. Each site will be different and advice should be sought from the Environment Agency.

The use of SuDS to manage water flows can be an important tool in minimising flood risk by increasing permeable surfaces in an area by allowing water to seep gradually into the ground rather than running directly into the drainage network, thereby reducing the risk of overloading the drainage network. SuDS can also help reduce the impact of diffuse pollution from run-off and flooding. The effective use of permeable surfaces, soakaways and water storage areas or SuDS should be incorporated in all new development where technically possible. Early consideration should be given to the potential to use SuDS to identify when/where the use of such technologies is feasible and to also identify which type of SuDS is most appropriate to local site conditions. Developers will be encouraged to enter into early discussions

with the Council and as part of discussions, long term adoption and maintenance responsibilities should be explored and agreed where possible.

Ensuring a continual supply of water in the Borough is likely to become increasingly important in light of climate change. It will be important that water resources continue to be protected for present and future generations. They should be used efficiently to make the maximum use of the resource and to reduce the need for major new water storage facilities and related infrastructure.

Development should be in locations where adequate water resources already exist, or where the new provision of water resources can be made without adversely affecting the environment, and where it coincides with the timing of the development. Every opportunity should be taken to build water efficiency measures into new developments, and innovative approaches should be encouraged. This can range from low flow taps and water butts to advance rainwater harvesting for larger developments and the Council will support developments incorporating the use of such features.

Policy DP21: Nature Conservation and Protected Lanes

Development proposals where the principal objective is to conserve or enhance biodiversity and geodiversity interests will be supported in principle. For all proposals, development will only be supported where it:

- (i) Is supported with acceptable ecological surveys where appropriate. Where there is reason to suspect the presence of protected species, applications should be accompanied by a survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for, their needs;**
- (ii) Will conserve or enhance the biodiversity value of greenfield and brownfield sites and minimise fragmentation of habitats;**
- (iii) Maximises opportunities for the restoration, enhancement and connection of natural habitats in accordance with the Essex Biodiversity Action Plan; and**
- (iv) Incorporates beneficial biodiversity conservation features and habitat creation where appropriate.**

Additionally, proposals for development that would cause direct or indirect adverse harm to nationally designated sites or other designated areas or protected species will not be permitted unless:

- (a) They cannot be located on alternative sites that would cause less harm;**
- (b) The benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats; and**
- (c) Satisfactory prevention, mitigation and compensation measures are provided.**

Protected Lanes of historic and/or landscape value shown on the Proposals Map will be protected from development that would adversely affect their physical appearance or would give rise to a material increase in the amount of traffic using them.

Explanation

Colchester contains a wealth of biodiversity and natural environmental assets and the protection and enhancement of designated areas such as SSSIs and Ramsar Sites is paramount. Such sites are identified on the Proposals Map. Sites identified through international conventions and European Directives are shown, however since these sites have statutory protection they do not require LDF policy protection. Other sites of local importance are shown in the Local Wildlife Survey, compiled by the Essex Wildlife Trust.

Additionally, non designated sites can be rich in biodiversity. Brownfield sites in particular often support rare assemblages of species and can provide important havens for biodiversity. Brownfield land (Open Mosaic Habitats on

Previously Developed Land) has recently been added as a priority habitat to the UK Biodiversity Action list. Development proposals should include an assessment of the biodiversity interest of brownfield sites and identify opportunities for habitat creation as part of the redevelopment of such sites.

The Core Strategy was subject to an Appropriate Assessment (AA) to assess the potential effects of proposed Strategic Policies in the Core Strategy on European Sites both within and adjacent to Colchester. The AA found that the policies would have no adverse affect but did recommend a number of avoidance measures needed to ensure no adverse affect in the future.

The Natural Environment and Rural Communities Act 2006 imposed a legal duty on local authorities to protect and enhance biodiversity. The policy seeks to assist this obligation. All proposals should consider protection and enhancement of biodiversity from the outset and seek to protect features such as trees, hedgerows, ponds, and woodland, design buildings to include roosting or nesting spots and include landscaping within sites and along boundaries which can provide feeding and nesting opportunities as well as acting as habitat corridors aiding the passage of wildlife between sites.

Proposals should particularly seek to contribute towards the objectives for priority habitats and species identified in the Essex Biodiversity Action Plan (BAP). Many BAP habitats in Colchester such as heathland, which used to be widespread, are now fragmented and isolated. This has significant consequences for the long term protection and adaptability of biodiversity and the ability of wildlife and habitats to adapt to climate change. There is a need to expand and re-connect the existing areas and restore habitats where they have been damaged or fragmented.

Development proposals should be accompanied by sufficient information to assess the effects of development on protected sites, species, biodiversity or geology, together with any proposed prevention, mitigation or compensation measures.

The County Council has identified certain lanes that have historic, landscape and biodiversity value which need to be retained and enhanced through appropriate management measures.

Policy DP22: Dedham Vale Area of Outstanding Natural Beauty

Development will only be supported in or near to the Dedham Vale Area of Outstanding Natural Beauty (AONB) that:

- (i) Makes a positive contribution to the special landscape character and qualities of the AONB;**
- (ii) Does not adversely affect the character, quality views and distinctiveness of the AONB or threaten public enjoyment of these areas, including by increased vehicle movement; and,**
- (iii) Supports the wider environmental, social and economic objectives as set out in the Dedham Vale AONB & Stour Valley Management Plan.**

Where exceptionally development is essential, landscape enhancements, mitigation or compensation measures must be provided to the Local Planning Authority's satisfaction. Any existing development that adversely affects the landscape qualities of the AONB will be expected to satisfactorily mitigate this impact as part of any new development proposals.

Explanation

The Dedham Vale AONB has been designated for its national importance in terms of landscape quality, and is further enhanced through its close association with the works of artist John Constable. The quality of the landscape is defined by its natural beauty and the integration of the man-made elements within it, and the primary aim of the designation is to conserve and enhance this character.

It is essential that AONBs are conserved and enhanced. However it is acknowledged that the Dedham Vale is a 'living' landscape which needs to be able to adapt, change and respond positively to changing social, economic and environmental issues (climate change, declining agricultural sector, recreational pressures) to meet the needs of the local community. In exceptional cases development proposals that help maintain the economic and social wellbeing of the AONB will be supported where these do not detract from the special character/quality of the AONB. Minor house extensions may have little opportunity to enhance the landscape qualities of the AONB and accordingly will not be exclusively rejected on this basis where otherwise acceptable. Proposals outside of the AONB will not be supported where, in the opinion of the Local Planning Authority, they will have an impact on the public enjoyment of the AONB.

Policy DP23: Coastal Areas

Within the Coastal Protection Belt and along the undeveloped coast an integrated approach to coastal management will be promoted and, development will only be supported where it can be demonstrated that it:

- (i) Requires a coastal location and is located within the developed area of the coast;**
- (ii) Will not be significantly detrimental to conserving important nature conservation, historic environment assets, maritime uses and the landscape character of the coast;**
- (iii) Will deliver or sustain social and economic benefits considered important to the well being of the coastal communities; and**
- (iv) Provides opportunities and scope for adaptation to climate change.**

In exceptional circumstances, development may be permitted where it is proven that the proposal provides an over-whelming public or community benefit that outweighs all other material considerations. In such instances applications must demonstrate that the site is the only available option and be acceptable in terms of its other planning merits.

Proposals for all development and change of use on both the landward and seaward sides of Coast Road, West Mersea, will be expected to enhance the existing traditional maritime character of the Waterside Conservation Area, and its role as a major yachting, fishing and boating centre. Proposals which result in the development of existing undeveloped areas of foreshore will be refused.

New moorings for permanent residential houseboats will not be permitted in coastal areas because of their landscape and environmental impact. Applications for infrastructure to support existing houseboats including jetties, sheds, platforms and fences and for those replacement houseboats or houseboat alterations considered to result in material alterations will be considered on the basis of their scale and impact on surrounding amenity, environment and landscape.

Explanation

The coastal area of Colchester Borough is an extremely rich, diverse and irreplaceable natural asset in terms of its natural and cultural features. It includes substantial parts of the Colne and Blackwater Estuaries. The ecological importance of the Colne and Blackwater Estuaries is reflected by the variety of international and European designations covering them i.e. Ramsar sites, Special Protection Areas (Birds Directive), and the mid-Essex Estuaries Marine Special Areas of Conservation (SAC) designated under the Habitats Directive. There are also a number of Sites of Special Scientific Interest and Local Wildlife Sites designated around the estuaries.

The Borough's coastline is also home to a number of sizeable communities around Mersea Island, Rowhedge, and Wivenhoe. As a consequence there are a number of diverse and competing interests which all need to be managed in an integrated way within the Borough's coastal belt. These include internationally important habitats, land and water-based recreation, fishing, archaeological and historic environment assets.. Obligations to protect the important natural and cultural assets have to be balanced against the wider socio-economic needs of the Borough's coastal communities. Climate change including sea level rise is likely to present increasing pressure on the management of coastal habitats and coastal communities along Colchester's coastal fringe. Emerging national policy of development at the coast, has highlighted the need to identify 'Coastal Change Management Areas'. The second draft Essex Shoreline Management Plan has shown that the West Mersea coastal frontage is highly vulnerable to the effects of climate change and coastal processes. It will be important that future land uses and developments along this frontage can demonstrate the ability to adopt a roll back approach in response to changing local climatic conditions.

In 1984, Essex County Council produced the Essex Coast Protection Subject Plan. This defined the Coastal Protection Belt. The Coastal Protection Belt aims to protect the rural and undeveloped coastline from inappropriate development that would adversely affect its open character and irreplaceable assets, landward and marine sites of nature conservation importance, and buildings and areas of special architectural, historic or archaeological importance. The Belt's rural and undeveloped coastline is of international, national and regional significance for its open and rural landscape character, historic environment assets, and nature conservation interest. These multiple assets are strongly focussed and interrelated within the defined area, including between the coastline and adjoining inland areas. The Belt has a unique and irreplaceable character which should be strongly protected and enhanced.

National planning policy is relevant including that set out within PPS7, PPS9, PPS25, PPG20 and the emerging PPS on Development and Coastal Change. These contain policy applicable to rural undeveloped areas. However, because the Coastal Protection Belt has a unique and irreplaceable character, there is a local need for greater priority to be given to the restraint of potentially damaging development, than is normally possible under national planning policies. The Coastal Protection Belt adopts the precautionary principle and seeks to restrict development to within the built up areas of the coast. Some developments however require a coastal location and cannot be located elsewhere or are needed to help sustain the socio-economic base of a coastal area or serve the needs of the local coastal community. This may include sustainable tourism or leisure related developments, where they meet the requirements of Policy DP10 on tourism in this DPD.

The majority of the estuarine frontage of West Mersea comprises the West Mersea Waterside Conservation Area and is shown on the Proposals Map. The western end of Coast Road was designated as the West Mersea Waterside Area of Special Character in the Local Plan due to the unique

character of this part of Mersea which has been strongly influenced by maritime, fishing and boating uses. It is proposed to carry this forward in the Site Allocations DPD.

The Council is keen to conserve and improve the character of West Mersea Waterside. Proposals for the expansion, development, redevelopment of, or change of use of existing premises/sites used for boating/marine related uses will only be permitted where they remain compatible with the special traditional maritime character of the area, and there is a related need for the use to be located within the West Mersea Waterside Area of Special Character.

The Borough contains areas of houseboat development at West Mersea and East Colchester. These small scale developments are accepted as part of the character of these areas, but any further extension of houseboat development would be considered to have an unacceptable impact on these sensitive coastal areas. Appropriately scaled and located development essential to the maintenance and sustainability of existing houseboats will be supported to the extent it addresses impact and design criteria as contained in national guidance (PPS1 and PPS9) and local guidance (Core Strategy policies SD1, UR1 and ENV1 and Development Policy DP1)

Policy DP24: Equestrian Activities

Planning permission will be supported for equestrian related development if it can be demonstrated that the proposal:

- (i) Cannot be located within existing buildings on the site through the re-use or conversion of buildings for any related equestrian use before new or replacement buildings are considered;**
- (ii) Is satisfactory in scale and level of activity, and in keeping with its location and surroundings;**
- (iii) Will not result in sporadic development leading to an intensification of buildings in the countryside, particularly in an urban fringe location;**
- (iv) Is related to an existing dwelling within the countryside or will not lead to pressure for the development of a new dwelling.**

Permission will not normally be granted for the conversion or change of use of existing equestrian establishments to a non-equestrian use.

Explanation

Equestrian development includes all forms of horse related activities including the erection of stables through to racing stables, sand schools and all-weather gallops. Its development needs to be monitored carefully to ensure the cumulative effect of the fencing, stabling, ménage and ancillary buildings it needs does not lead to overdevelopment in countryside areas or create conflicts with other rural uses. An equestrian use will not be considered to justify the erection of a dwelling in a location where permission would normally be refused.

Equestrian development should be in keeping with national equestrian standards such as those recommended by the British Horse Society in relation to management, grazing and welfare standards.

Energy, Resources, Waste, Water and Recycling

Relevant National Policy

Planning Policy Statement 1: Sustainable Development (February 2005)
Planning Policy Statement: Planning and Climate Change – Supplement to
Planning Policy Statement 1 (December 2007)
Planning Policy Statement 22: Renewable Energy (August 2004)

Relevant Regional Policy

SS1: Achieving Sustainable Development
ENG1: Carbon Dioxide Emissions and Energy Performance
ENG2: Renewable Energy Targets
WAT1: Water Efficiency

Core Strategy Policy

ER1: Energy, Resources, Waste, Water and Recycling

Development Policies

DP25: Renewable Energy

DP25: Renewable Energy

The local planning authority will support proposals for renewable energy schemes including community level renewable projects, offshore wind farm proposals along with their ancillary land based infrastructure and microgeneration schemes. Applicants will be encouraged to incorporate renewable energy technologies into all development where viable.

Within internationally and nationally designated areas renewable energy schemes will be supported in exceptional circumstances where it can be demonstrated that the designation objectives for the area will not be compromised and any adverse impacts are clearly outweighed by the social and economic benefits provided by the energy proposal.

Schemes should be located and designed in such a way to minimise increases in ambient noise levels and visual impacts should be mitigated through siting, design, layout and landscaping measures.

A condition will be attached to planning consents for wind turbines to ensure that the site is restored when the turbines are taken out of service.

Explanation

Climate change is an important issue, which underpins the Local Development Framework. The Council made a formal commitment to tackling the causes and effects of climate change in February 2007 by signing the Nottingham Declaration. The Council has now adopted a strategy to mitigate climate change, through its own CO₂ emissions and across the borough, and also to adapt to the impacts of climate change. Policy ER1 of the Core Strategy promotes energy efficiency and supports the implementation of the code for sustainable homes through Building Regulations. To tackle climate change it is important for the Council to promote both energy efficiency and renewable energy.

Policy ER1 of the Core Strategy promotes energy efficiency and supports the implementation of the code for sustainable homes through Building Regulations. To tackle climate change it is important for the Council to promote both energy efficiency and renewable energy.

Nationally 15% of energy is required to come from renewable energy sources by 2020. Regional targets included in the RSS state that by 2010 10% of electricity should come from renewable energy sources (820MW) and by 2020 17% of electricity should come from renewable energy sources (1620MW). Whilst these are national and regional targets the Council must contribute to meeting and exceeding them. Regard must be had to any future national and regional targets.

The Renewable Energy Strategy 2009 requires regional planning bodies to identify future broad areas of search for renewable energy schemes such as wind farms. These, however, will not preclude the granting of planning permission for renewable energy schemes elsewhere in the Borough.

The biggest potential for renewable energy in the UK is from wind energy. The Committee on Climate Change released a report in 2008 stating that wind technology could deliver 30% of the UK's electricity by 2020. Wind turbines are large structures and will have a visual impact; however a visual impact does not mean that it will have an adverse landscape impact and it is widely acknowledged that unless tackled effectively climate change is likely to have a severe and widespread impact on the landscape. Where an Environmental Statement forms part of the application this will provide an objective base from which to identify effects and their magnitude, permanence and likelihood.

Offshore wind farms do not count towards the renewable energy target. However, the Council will support any offshore wind farms and look favourably on proposals for associated onshore infrastructure, such as sub-stations.

Monitoring

Continual review of the development plan is a fundamental element of the LDF system. It is necessary for the Council to develop targets and indicators to ensure that plans are delivering the objectives outlined within the Core Strategy and other policy documents such as the Council's Strategic Plan and the Sustainable Community Strategy.

The Council has separated out specific elements of the LDF into individual documents such as this Development Policies document in order to ensure that parts can be reviewed and amended individually to deliver a more rapid and responsive system of forward planning.

The Development Policies document provides more detailed policy guidance on the Core Strategy objectives and policies. The impact of the policies will be monitored through the most relevant Core Strategy indicator targets set out within Appendix C of the Core Strategy and using the Annual Monitoring Report and other monitoring tools such as the Town Centre Land Use Database. Additional targets and indicators may need to be developed to ensure adequate coverage of the impact of all Development Policies.

The Annual Monitoring Report (AMR) is the principal document in the monitoring framework that Council has introduced to accompany the Colchester LDF. The AMR was first published in 2005 and has been continually published each December in line with regulations.

Each AMR looks back over the previous year and assesses how the adopted documents have performed in relation to the aims and objectives set out. Typically the monitoring assessment includes:

- How the policies, targets or milestones are being met through the implementation of the plan, or where they are not being met reasons as to why.
- The impact the policies are having with regards to national, regional and local policy targets and other elements of the LDF.
- Whether any of the policies within the LDF need adjusting because they are not performing as envisaged.
- Whether policies need to be changed to accurately reflect the latest national or regional policy guidance.
- Whether elements of the LDF need to be reviewed and changed and how this can be done.

The Development Policies document will be regularly reviewed to ensure its policies continue to contribute to the delivery of LDF objectives. The Proposals Map which is associated with the Development Policies document will also be updated as necessary when a new DPD is adopted.

Appendix 1 – Glossary

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

Annual Monitoring Report (AMR) – The Annual Monitoring Report sets out how well the Council is performing in delivering the objectives of its Local Development Framework.

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

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

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

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

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

Core Strategy - The Core Strategy, adopted in December 2008, sets out the long-term vision for the sustainable development of Colchester and the strategic policies required to deliver that vision. It provides for the enhancement of the environment, as well and defines the general locations

for delivering strategic development including housing, employment, retail, leisure, community and transport, which are then given precise boundaries in the Proposals Map.

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

Development Policies – The Development Policies document forms part on the Local Development Framework. It provides further details to assist the delivery of the strategic objectives and policies found in the Core Strategy. The Development Policies will affect allocations and designations set by the Site Allocations document and shown on the Proposals Map. The Policies contained within this Development Plan Document, along with other relevant national, regional and Core Strategy policies, will replace the Local Plan Policies and be used to determine planning applications.

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

Employment Zone – Employment Zones are designated on the Proposals Map accommodate business developments including industry and warehousing within the B use class which are not suited to town centre Mixed Use Centres. Employment Zones include both Strategic Employment Zones at North Colchester Stanway and the University of Essex, as well as smaller Local Employment Zones which include existing and proposed concentrations of employment for rural enterprises and local employment.

Evidence Base – The Evidence Base for Colchester's Local Development Framework includes all the documents used to inform its policies and allocations, including studies, strategies, and national, regional and local policies. Evidence Base documents can be viewed via links on the Council's LDF website page.

Flood resistance categories -

Flood resilient (wet-proof)- constructing a building in such a way that although floodwater may enter, its impact is reduced; and

Flood repairable - constructing a building in such a way that, although floodwater enters, elements that are damaged by flood water can be easily repaired or replaced. This is also a form of flood resilience. ,eg. frame

construction with modular panels to allow replacement if required. Ground floor can be an active flood storage area

Flood resistant (dry-proof) - constructing a building in such a way to prevent floodwater entering it and damaging its fabric, eg. waterproofed masonry at ground floor

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

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

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

Lifetime Homes - Lifetime Homes refers to homes designed in line with national guidelines for houses that are designed to suit all stages of life and degrees of mobility. See (www.lifetimehomes.org.uk).

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

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

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

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

Neighbourhood Centre - A Neighbourhood Centre is a collection of local shops, services and community facilities at the centre of both villages and urban neighbourhoods. Neighbourhood Centres could range from a small

parade of shops through to larger commercial areas providing a variety of services and facilities.

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

Planning Policy Guidance Notes (PPG) – Guidance notes issued by Government prior to 2004 setting out planning policy and main land uses. They provide guidance and advice on the application of national policy. They are now called Planning Policy Statements (PPS).

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

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

Proposals Map – The Proposals Map shows all boundaries and designations specified in a Development Plan Document (DPD) such as the Core Strategy, Site Allocations or Development Policies. The Proposals Map included in the 2004 Adopted Local Plan will be superseded upon adoption of the Site Allocations and Development Policies DPDs.

Public Realm – Public realm relates to all those parts of the built environment where the public has free access. It encompasses all streets, square and other rights of way, whether predominantly in residential, commercial or community/civic uses; open spaces and parks; and the public/private spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public has normally has free access.

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

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

Regulations – The identification of a consultation stage in relation to a Regulation, i.e. Regulation 25, 27, etc. refers to the relevant section of the June 2008 amendments to the Town and Country Planning (Local Development) (England) Regulations 2004. These regulations cover the various stages in preparing and consulting on Local Development Framework documents.

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

Retail Frontages – A term given to areas within the Town Centre where shopping is the primary function. The front of the shopping facing the street is used to calculate the percentage guidelines set for primary and secondary frontages in the Development Policies DPD. Boundaries for the primary and secondary retail frontages are shown on the Proposals Map.

Settlement - A settlement is a general term used in planning for a permanent or temporary community in which people live which avoids being specific as to size, population or importance. A settlement can therefore range in size from a small number of dwellings grouped together to the largest of cities with surrounding urbanized areas. The term may include hamlets, villages, towns and cities.

Settlement Hierarchy – A Settlement Hierarchy provides a ranked series of communities. In Colchester, the focus of development is on the Regional Centre, which includes Colchester Town and Stanway. Tiptree, West Mersea and Wivenhoe are included within the next layer of District Settlements and other villages in the Borough fall within the Rural Communities category which is to receive very limited development.

Site Allocations Development Plan Document (DPD)– The Site Allocations document sets out the criteria for the boundaries shown on the Proposals Map and provides area and use specific allocations.

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

Special Area of Conservation (SAC) - A site of European Community importance designated by the member states, where necessary conservation measures are applied for the maintenance or restoration, at favourable

conservation status, of the habitats and/or species for which the site is designated.

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

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

Strategic Housing Land Availability Assessment (SHLAA) – The SHLAA is a document required by Government to identify capacity to deliver new housing within a local authority area. Colchester completed a SHLAA in November 2007 to inform its evidence base, and housing delivery figures have been regularly updated since then to ensure estimates of capacity remain valid.

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

Sustainable Community Strategy - All local planning authorities have a duty to prepare community strategies under the Local Government Act 2000 in conjunction with other public, private and community sector organisations. Community Strategies should promote the economic, social and environmental well being of their areas and contribute to the achievement of sustainable development. Local Development Frameworks provide the spatial expression to those elements of the Community Strategy that relate to the use and development of land. Copies of the Colchester Sustainable Community Strategy can be viewed at www.colchester2020.com

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

Sustainable Communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality

of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

Sustainable Construction – is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and carbon foot print of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems. Full details can be found in the Council's Sustainable Construction SPD.

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

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

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

Appendix 2 – References

National Planning Guidance

Planning Policy Guidance and Statements:

- 1 – *Sustainable Development* (February 2005)
- 3 – *Housing* (November 2006)
- 4 – *Industrial, commercial development and small firms* (November 1992) (consultation July 2009 on consolidating PPS4, 6 and part of 7)
- 6 – *Town centres* (March 2005) (consultation July 2009 on consolidating PPS4, 6 and part of 7)
- 7 – *Sustainable development in rural areas* (August 2004)
- 9 – *Biodiversity* August 2005
- 12 – *Local Spatial Planning* (June 2008)
- 13 – *Transport* (March 2001)
- 15 – *Planning and the historic environment* (September 1994) (consultation July 2009 on consolidating PPS15 and 16)
- 16 – *Archaeology and planning* (November 1990) (consultation July 2009 on consolidating PPS15 and 16)
- 17 – *Planning for open space, sport and recreation* (July 2002)
- 20 – *Coastal planning* (September 1992, consultation July 2009 on becoming a supplement to PPS25)
- 23 – *Planning and pollution control* (November 2004)
- 24 – *Planning and noise* (September 1994)
- 25 – *Development and flood risk* (July 2001)

Regional Policy and Studies

Government Office for the East of England, *East of England Plan*, May 2008
Government Office for the East of England, *Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England, A Revision to the Regional Spatial Strategy for the East of England*, July 2009

Haven Gateway Studies

DTZ Pidea Consulting, *Haven Gateway Employment Land Study*, December 2005
The Landscape Partnership, *Haven Gateway Green Infrastructure Study*, April 2008
Roger Tym and Partners, *Strategic Residential and Infrastructure Study*, November 2005
Royal Haskoning and GHK, *Haven Gateway Regeneration Study*, November 2005
Royal Haskoning, *Haven Gateway Water Cycle Study*, 2008
Haven Gateway Partnership, *Haven Gateway Integrated Development Programme – A Framework for Growth*, December 2008

Essex Level Documents

Essex Chief Executives Association, *Strategic Countywide Economic and Housing Issues, Essex Issues Paper*, July 2009
Essex County Council, *Local Transport Plan*, 2006-11
Essex County Council, *Essex Schools Organisation Plan 2008-13*
Essex County Council, Essex Planning Officers Association, *Essex Design Guide*, October 2005
Essex County Council, Essex Design Initiative, *Urban Place Supplement*, May 2007

Colchester Policy Documents

Colchester 2020, *Community Strategy*, December 2003
Economic Prosperity Strategy 2007-2010
Adopted Local Plan, March 2004
Statement of Community Involvement (adopted 2006, amended in October 2008)
Annual Monitoring Report (December 2005 and annually thereafter)
Supplementary Planning Documents –
 Provision of Open Space, Sport and Recreation Facilities (July 2006)
 Sustainable Construction (October 2007)
 Extending Your House (2005)
Supplementary Planning Guidance
 Affordable Housing – March 2004 (consultation on revision May 2009)
 Community Facilities – March 2004 (consultation on revision May 2009)
 Vehicle Parking Standards – 2001
Core Strategy Issues and Options, March 2006
Core Strategy Preferred Options, November 2006
Strategic Environmental Assessment and Sustainability Appraisal of the Preferred Options, November 2006
Development Policies Issues and Options, November 2008
Development Policies Regulation 25 Consultation, January 2009
Site Allocations Issues and Options, November 2008
Site Allocations Regulation 25 Consultation, January 2009
Draft Parks and Green Spaces Strategy, 2007
Colchester Cycling Town Delivery Strategy, October 2008

Colchester Studies

Chris Blandford Associates, *Landscape Character Assessment*, November 2005
Chris Blandford Associates, *Townscape Character Assessment*, June 2006
Chris Blandford Associates, *Assessment of Open Countryside Between Settlements in Borough of Colchester* (July 2009)
Colchester Borough Council, *Settlement Boundary Review*, July 2009
Essex County Council Historic Environment Branch, *Colchester Borough Historic Environment Characterisation Project*, June 2009

Essex Ecology Services Limited (EECOS), *Local Wildlife Sites Survey*, December 2008
Fordham Associates, *Strategic Housing Market Assessment*, February 2008
GVA Grimley, *North Essex Retail Study, Stage Two Report, Colchester Borough*, February 2007
Humberts Leisure, *Hotel Market Demand Appraisal and Sequential Site Assessment*, April 2007 and update June 2009
Lambert Smith Hampton, *Employment Land Study*, May 2007
PMP Consultants, *Colchester Open Space, Sport and Recreation Study*, November 2007
Roger Tym and Partners, *Strategic Housing Land Availability Study*, November 2007 and June 2008 update
Royal Haskoning, *Colchester Appropriate Assessment*, November 2007
Scott Wilson, *Strategic Flood Risk Assessment*, November 2007

Appendix 3 - Mitigation for loss of employment land or employment premises

Providing jobs for Colchester's growing community is a central objective of the Core Strategy. The East of England Plan set a "floor target" of approximately 14,200 net additional employee jobs to be created over the period 2001-2021. The Council cannot deliver this additional employment directly but it can protect existing employment, stimulate new employment developments and accommodate new developments at the most suitable locations.

Policy DP4 provides:

'In exceptional circumstances that result in the loss of employment land or employment premises, the Council will require suitable employment land to be provided and/or a contribution towards the Council's business incubation/grow-on space needs, employment, training or other regeneration programmes and initiatives in mitigation'.

(Further detail on this approach is contained within the draft SPD: Retention of Employment Land and Provision of Employment Space, August 2009).

The formulae to be applied will be:

Where employment land is lost in a Strategic Employment Zone (as defined in Core Strategy Policy CE3) the Council will assess the value of the land lost based on the Valuation Office's most recent published value for the type of land per hectare in the Borough. The Council will require the developer/applicant to provide mitigation in one of the following ways:

- a) An equivalent value as a commuted sum which the Council will use within five years to purchase replacement employment land
- b) A similar quantum of land (in lieu of a commuted sum) in another suitable location deemed acceptable by the Council
- c) A contribution towards employment, training and regeneration programmes to the same total overall value. The proportion of such a contribution directed to employment and training will be based on:

- The Council's assessment of the overall need to reduce unemployment and worklessness in the Borough
- The number of jobs lost from former employment density on any premises demolished or changed to a non-employment use

The proportion directed to regeneration programmes will be based on verifiable costing of need.

- d) A mix of a), b) or c)

Where employment land is lost in a Local Employment Zone mitigation will be required as set out above but will be based on *50% of the equivalent land*

value. This recognises that the land occupies an important but lower priority in the hierarchy of employment areas within the Borough.

All such payments or transfers to be utilised by the Council as soon as practicable and certainly within five years of the planning gain negotiation having been concluded.

Notes:

- (i) The costs for employment and training initiatives will be based upon objective, benchmarked costs of moving an unemployed person into training and/or employment (using Audit Commission, Jobcentre Plus, Learning and Skills Council and ESF programme standard costs).
- (ii) The costs of regeneration programmes or initiatives will be based on verifiable costing of need.



Local Development Framework Committee

Item

8

26 August 2009

Report of	Head of Strategic Policy and Regeneration	Author	Karen Syrett 01206 506477 Mark Edgerley 01206 282476
Title	Site Allocations Submission Document		
Wards affected	All wards		

The Local Development Framework Committee is asked to agree the content of the Site Allocations DPD and Proposals Map for publication and subsequent submission to the Government.

1. Decision(s) Required

- 1.1 To agree the content of the Site Allocations Development Plan Document (DPD) and amendments to the Proposals Map.
- 1.2 To agree to publish and make available the DPD and all supporting information, including the Sustainability Appraisal, in order that representations relating to issues of soundness can be made.
- 1.3 To subsequently submit the Site Allocations DPD to the Secretary of State for examination.
- 1.4 For the Committee to delegate authority to the Spatial Policy Manager to make minor revisions to the document prior to publication and submission.

2. Reasons for Decision(s)

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

3. Alternative Options

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

4. Supporting Information

- 4.1 In 2004, Colchester Borough Council started work on the production of their Local Development Framework (LDF). The overarching Core Strategy Development Plan Document was the first document to be produced, in line with Government guidance on the priorities for the LDF. The Core Strategy sets out the spatial vision and strategic objectives and policies for the Borough up to 2021. The Core Strategy 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 the Site Allocations submission document.
- 4.2 The Site Allocations document will help manage future development by allocating land for particular uses, based on the principles established in the Core Strategy. These allocations will be illustrated on the Proposals Map. The Site Allocations document sets forth the justification for the boundaries of the areas identified for growth in the Core Strategy as well as noting areas covered by designations ranging from the local to the international such as Conservation Areas, open space, Sites of Special Scientific Interest and RAMSAR sites for nature conservation protection. The Site Allocations DPD and Proposals Map will be used in conjunction with national, regional and local planning policies to determine planning applications, replacing the Local Plan policies previously used.
- 4.3 Changes to Government regulations for the LDF process published in June 2008 mean that the Council needs to publish the final version of a document for 6 weeks prior to submission to Government rather than the 6 weeks immediately after. The Site Allocations DPD and the associated Proposals Map are accordingly to be published for a final 6-week period prior to submission to the Government in November 2009. During this period representations can be made relating to issues of soundness. The submission will include a summary of all representations received. An examination on the document is expected to be held in spring 2010.
- 4.4 The regulations covering the preparation of the LDF require a Sustainability Appraisal to be undertaken for each development plan document that is produced. The Sustainability Appraisal helps Local Planning Authorities (LPAs) identify the relevant economic, social and environmental performance of possible options and policies and evaluate which are the most sustainable. Carrying out a Sustainability Appraisal ensures that LPAs are complying with their duty under the Planning and Compulsory Purchase Act 2004 to contribute to sustainable development. A Sustainability Appraisal for the Site Allocations document has been completed and will be published and submitted with the DPD.
- 4.5 In addition to the Site Allocations document, Appendix A also includes the 34 individual maps that together comprise the Proposals Map. Similar to the Proposals Map associated with the Local Plan, the Proposals Map for the Local Development Framework includes a Borough-wide map and inset maps for the urban area of Colchester, the Town Centre, the three District Centres and 29 villages. The two largest scale maps of the entire Borough and the urban area of Colchester have been reduced to A3 for ease of circulation for the purposes of this report, but the maps will be available at A1 scale at the committee meeting and during the consultation period. A few minor editing matters remain to be completed prior to the consultation period, including the addition of an executive summary and paragraph numbering.

5. Proposals

- 5.1 It is proposed that the Site Allocations DPD and accompanying documents are published and subsequently submitted to the Secretary of State for public examination.

6.0 Strategic Plan References

- 6.1 The LDF helps facilitate the delivery of all the Council's priorities and in particular Homes for All and Enabling Job Creation.

7. Consultation

- 7.1 The Council first consulted on Site Allocations issues in an Issues and Options report in November 2007 which posed questions on the criteria for site allocations and called for developers to submit sites for consideration. Issues and Options for Development Policies were considered at the same time due to the close relationship between sites for future development and the appropriate criteria to determine their location, design and use. Site Allocations and Development Policies were again jointly considered in a consultation, from 16 January – 27 February 2009 (Regulation 25) which provided the public with the opportunity to comment on the Council's preferred options for site allocations. All parishes were invited to comment on the settlement boundaries, allocations and designations for their area and Planning Policy officers met individually with 21 parish councils. The results of the consultation exercises have been collated and analysed and, alongside further evidence base work, have informed the production of the Site Allocations submission document. The reports from these previous consultation exercises, the draft Sustainability Appraisal reports, and the evidence studies completed to date are all publically available.
- 7.2 The final Submission DPD will be published in September for six weeks (scheduled from 18 September – 30 October 2009) under Regulation 27. This will provide consultation bodies and the general public an additional opportunity to comment on the soundness of the Council's preferred options before submission to the Government.

8. Publicity Considerations

- 8.1 None

9. Financial implications

- 9.1 None

10. Human Rights Implications

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

11. Community Safety Implications

- 11.1 None

12. Health and Safety Implications

12.1 None.

13. Risk Management Implications

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

Background Papers

No additional documents.

Site Allocations Submission Document

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Site Allocations Submission Document

Background

The Site Allocations document forms part of the Local Development Framework (LDF) process that came into effect in 2004. This will replace the Local Plan and provide a strategy for the development of Colchester to 2021 and beyond.

The LDF is essentially a portfolio that consists of a collection of individual documents. Together with the East of England Plan (also known as the Regional Spatial Strategy), the LDF will provide the new 'Development Plan' which will over time replace the existing Local Plan and Essex Structure Plan. Upon adoption of the Development Policies and Site Allocations DPD's, all local plan policies will be superseded and the Local Plan will have been 'replaced.' The Local Development Scheme sets out the details of the documents the Council will prepare in the next few years and when each will be prepared.

The determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise (Section 36(6) Planning and Compulsory Purchase Act 2004). For this reason it is important that the separate documents that contribute to the Development Plan are not read in isolation. Other material considerations can also affect the decision making process, so an allocation for a use on a site does not guarantee unconditional approval for all possible categories within that use.

The Site Allocations DPD is only one part of the Development Plan and does not repeat national or regional planning policy. Consequently, users must refer to a range of other policies and documents. In particular:

- National planning policy contained in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG);
- Regional policies contained in the Regional Spatial Strategy for the East of England (May 2008) and any subsequent reviews;
- The Core Strategy (2008);
- Relevant Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD).

This list is not exhaustive, and a holistic policy approach will be required against all relevant policies available at the time that applications for planning permission are made. Applicants are advised to seek preliminary advice from the Council where there is any doubt as to the policy considerations prior to formally submitting their planning applications to ensure all relevant policies are addressed. Some policies require evidence and background information to be submitted to inform policy judgements; these will need to be proportionate to the size and scale of proposals.

The Site Allocations Document and its relationship to other Council documents

Core Strategy: The first document the Council produced was the Core Strategy, which was adopted in December 2008. This sets out the long-term spatial vision for the borough, and the spatial objectives and strategic policies to deliver that vision. The Site Allocations Development Plan Document (DPD) is intended to provide further details on where development should occur to assist the delivery of the Core Strategy and the consideration of planning applications.

The Core Strategy provides an overall spatial strategy which focuses growth on the Town Centre and Growth Areas in North Colchester, East Colchester, the Garrison and Stanway. Development locations are to be coordinated with transport infrastructure and the provision of community facilities, shopping, employment and open space to create sustainable communities.

The overall objectives and policies in the Core Strategy have been tested through the process of an examination by an independent Inspector appointed by the Government, so the general principles underlying the choice of sites in the Site Allocations document have been set. The maps in the Core Strategy, however, only showed indicative locations for growth. The Inspector's Report on the Core Strategy stated that the Site Allocations DPD would need to set the boundaries for Colchester and the three Rural District Centres as well as review the existing village settlement boundaries.

The Core Strategy should be consulted for further details about the nature of the LDF system and about the national, regional and local planning context under which it is being prepared. The Core Strategy contains 23 policies which will be used in decision making. The Site Allocations DPD will also contain policies and is accompanied by a Proposals Map showing the designated use of particular areas along with allocations for different types of future development.

Development Policies DPD: Alongside the Site Allocations document, the Council is also producing a Development Policies DPD which contains 25 additional policies to those contained in the Core Strategy to aid the consideration of planning applications. These policies expand on the general principles set by the Core Strategy and set out the detailed criteria and local standards against which planning applications for the development and use of land and buildings will be considered.

Proposals Map: The Proposals Map illustrates the planning strategy for an area by showing the boundaries of allocations and designations set by planning policies. It is revised as each new development plan document is adopted to ensure it always reflects the up-to-date strategy for the area. The Proposals Map in the adopted 2004 Local Plan is now accordingly being revised to reflect the allocations and designations provided in the Site Allocations document and to a lesser extent, by a few area-specific policies in the Development Policies document.

Sustainable Community Strategy: The LDF provides the primary means of delivering the spatial elements of the Sustainable Community Strategy prepared by the Local Strategic Partnership, Colchester 2020. The Sustainable Community Strategy provides a vision and action plan for achieving co-ordinated action between partners to deliver

sustainable development. The Core Strategy sets out specific links between the documents.

Strategic Plan: Colchester's Strategic Plan (2009 – 2012) identifies nine priorities for action. The sites allocated for future development will be expected to contribute to all the priorities but in particular;

- Homes for all, and
- Enabling job creation.

Site Allocations - Format of the document

The purpose of the Site Allocations DPD is to:

- Set out the criteria for the boundaries shown on the Proposals Map
- Provide area specific allocations in line with the overall strategy set by the Core Strategy.

The Site Allocations document is in general conformity with the Core Strategy and follows a similar format. Site allocations relevant to the following topics are discussed and shown on the Proposals Map that accompanies this document:

- Housing
- Employment
- Urban Renaissance
- Public Realm
- Environment and Rural Communities

The document then looks at the allocations mapped on the Proposals Map for individual areas which are expected to be subject to significant change over the plan period:

- Town Centre/North Station
- North Colchester
- East Colchester
- The Garrison
- Stanway
- Tiptree

The start of each section outlines the policy background which has informed the specific site allocations and policies that are proposed for each topic or area. Each site has been evaluated as part of the Sustainability Appraisal process that weighs up sustainability considerations and compatibility with policy guiding the final view on whether a site should be allocated.

At the rear of the document you will find sections on the monitoring and implementation of the Site Allocations document and Proposals Map. Appendices include a glossary with definitions for some of the common terms used within the Site Allocations document and the LDF as a whole as well as a reference list of policies, strategies and studies that comprise the Council's evidence base for the Local Development Framework.

Consultation

One of the key ingredients of the new LDF planning system is the recognition of the need for the earliest and fullest public involvement in the preparation of new planning

documents. The Site Allocations DPD has been subject to a number of stages of consultation during its production.

Issues and Options

The first consultation on possible Site Allocations, known as 'Issues and Options', took place at the end of 2007. The purpose of the Issues and Options stage was to explore how the general principles set out in the Core Strategy could be fleshed out to provide sufficient detail to guide future site allocations. At that stage no specific sites were identified, although for information sites identified in the Housing Land Availability Assessment were published to show possible future housing sites. The Council wanted to gather people's views about the best approach to site selection and to request the submission of sites for consideration as potential development sites. The comments received at that stage helped to shape the policy direction of this document and sites received as candidates for development were analysed for their suitability using the Sustainability Appraisal process. A full public consultation took place and the Council received upwards of 300 individual site representations which formed the basis for subsequent consultations.

Regulation 25 (Preferred Approach)

The Regulation 25 consultation was carried out during January and February 2009. The consultation covered the requirements of the new regulations governing the plan making process (published June 2008). This includes the requirement of authorities to consult 'specific' and 'general' bodies (as defined in regulations) on what the 'content' of the strategy should be. The regulations also require authorities to consider whether residents and businesses should be included at that stage. The Council chose to use the Regulation 25 stage to not only seek guidance from the 'specific' and 'general' bodies on whether the current approach is one they support but also to re-consult the public. Because a large scale public consultation exercise had already been undertaken at the Issues and Options stage, the Council advanced the Site Allocations DPD to identify its preferred approach. The preferred sites for new allocations were presented alongside a summary of the non-selected sites with the reasons why they had not been included and supported at this stage of the process.

The work undertaken at these previous stages of consultation has been important in the development of this document. The results of the consultation exercises have been collated and analysed and, alongside further evidence base work, have informed the production of the Site Allocations submission document. The reports from these previous consultation exercises, the draft sustainability appraisal reports, and the evidence studies completed to date are all publically available on the Council's website or by request.

Sustainability Appraisal

Sustainability appraisal incorporating the requirements of Strategic Environment Assessment (SEA) was also carried out at each stage of the documents production. The sustainability appraisal is a systematic process used at each stage of the policy making process to help inform the drafting of the options.

A sustainability report has been published for consultation alongside the submission version of this DPD. This sets out the outcomes of the sustainability assessment of the policy options and demonstrates how the options meet the local sustainability objectives.

Submission document

A submission version of the Site Allocations document has now been published which the Council considers sound. The Council has discussed elements of the final draft with key stakeholders including Essex County Council, the Highways Agency, English Heritage, the Environment Agency and Natural England as statutory consultees. The document will be published in order for representations (relating to issues of soundness) to be made as required by the regulations before being submitted to the Secretary of State for examination. Any representations received will also be submitted to the Secretary of State and they will be considered by the Planning Inspector as part of the Examination in Public.

Timetable for the preparation of the Site Allocations DPD

Stage	Nov 2007	Jan 2009	Sept 2009	Nov 2009	Mar 2010	Aug 2010
Issues and Options	6 weeks consultation					
Public Participation <i>Regulation 25</i>		6 weeks consultation				
Publication of submission document <i>Regulation 27</i>			6 weeks consultation			
Submission <i>Regulation 30</i>				●		
Start of Examination <i>Regulation 34</i>					●	
Adoption <i>Regulation 36</i>						●

Your Comments

The Site Allocations document has already been subject to a number of previous consultations. Any comments made at this stage are required to be related to issues of soundness which will form the basis of the Examination in Public scheduled for March 2010.

In order to make a representation please indicate which site allocation, policy or section of the document you are commenting on and if you wish to support or object to the Council's position. If you are objecting you are required to identify which of the tests of soundness you believe the proposed policy fails to meet along with the reasons why you believe this is the case. The three tests of soundness are that a plan should be justified, effective, and

consistent with national policy. Any representations received will be submitted to the Planning Inspectorate for consideration by the Inspector at the Examination in Public.

Enclosed is a representation form on which you can record your comments. This is also available on the Council's website www.colchester.gov.uk and can be completed and returned electronically. If you are responding by post, please submit four copies of the representation form along with any additional supporting information and documents. Four hard copies will be required of all submissions which include supporting information and documents. If supporting information exceeds 4 pages of A4, please provide a summary of the main issues in no more than 500 words. Further consultation details can also be found on the representation form. Completed forms should be returned to Planning Policy using the Freepost address below. All responses need to reach us by 5pm on the 30th October 2009.

**Planning Policy (SP&R)
Colchester Borough Council
FREEPOST NAT4433
PO Box 885
Colchester
CO1 1ZE**

Please note: Representation forms submitted electronically (either via email or through the Council's online consultation software) are received quicker than hard copies and are treated in exactly the same way during the Examination stage.

If you have a query about this document, the representation form or any other matter related to the LDF, please contact the Planning Policy team using the freepost address above or the telephone and email address below:

Tel: 01206 282473 / 282476 / 282480 / 508639

Email: planning.policy@colchester.gov.uk

Centres and Employment

Core Strategy policies CE1 to CE3 outline the Council's strategic position with regards to employment provision across the Borough up to 2021. As directed in the East of England Plan the Council will encourage economic development and will plan for the delivery of at least 14,200 jobs in Colchester between 2001 and 2021 (20,000 in the Essex part of the Haven Gateway Growth Point).

During the plan period the Council will ensure that a wide range of employment sectors and opportunities are encouraged into and retained within the Borough in line with the Centres and Employment Classification and Hierarchy outlined in Core Strategy Table CE1a.

Strategic Context

Core Strategy Centres and Employment Objectives

The Core Strategy sets out three main objectives:

- Create a prestigious regional centre and a vibrant network of district and local centres that stimulate economic activity and provide residents' needs at accessible locations
- Provide for a balance of new homes and jobs to support economic prosperity of our growing community and reduce the need to travel outside the Borough for employment
- Support and promote the growth of tourism

As well as establishing Colchester as a centre for major employment to compete with similar town and cities in the East of England it is essential that the Council ensures a suitable supply of smaller employment sites to meet the needs of the small or start up business. This means a wide range of appropriate sites need to be identified in order to deliver the Core Strategy targets and objectives.

Core Strategy Centres and Employment Policies

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be delivered through specific site provision. The most relevant policies are:

- SD1 – Sustainable Development Locations
- SD2 – Delivering Facilities and Infrastructure
- SD3 – Community Facilities
- CE1 – Centres and Employment Classification and Hierarchy
- CE2 – Mixed Use Centres
- CE2a – Town Centre
- CE2b – District Centres
- CE2c – Local Centres
- CE3 – Employment Zones

The majority of employment land allocated as part of the Local Plan was within the urban area of Colchester which exploited the good transport infrastructure connections and larger population. The Core Strategy continues this approach. The Centres and Employment Classification and Hierarchy outlined the indicative locations of the major employment sites across the Borough. These are shown indicatively on the Core

Strategy Key Diagram with the specific boundaries interpreted accurately on the Proposals Map which is to be read in conjunction with this document.

Centres and Employment Site Allocations

The tables below outline the specific sites which together will provide almost 300 hectares of employment land. The sites include both existing and proposed employment land which is required to deliver the 14,200 jobs to be created within Colchester Borough to meet the East of England Plan target. Each site will be allocated as an Employment Zone and shown on the Proposals Map.

The Local Plan contained a variety of allocations which related to Employment Policies. Land allocated for Employment was shown as being either:

- Existing Employment Zone,
- Proposed Employment Zone, or
- Rural Business Site.

The Site Allocations document intends to combine all these allocations into one annotation to accord with the Core Strategy which uses the generic term Employment Zone. Core Strategy Policy CE3 breaks down these areas into Strategic and Local Zones dependent on their role, size and indicative location. Strategic Employment Zones are to be found in the most accessible locations in the Borough and Local Employment Zones are found in areas which do not score as highly in terms of accessibility but provide a valuable local function and employment opportunities in the rural areas.

The 2004 Local Plan allocated some 98ha of land for a variety of employment uses. The Employment Land Study published in June 2007 reviewed the existing employment allocations and proposed to roll forward the majority of these allocations (both existing and proposed). The Council intends to provide a range of employment sites and opportunities to ensure that the Core Strategy and Sustainable Community Strategy objectives are met with regards to the local economy and the standing of Colchester within Essex and the East of England.

The Local Plan also identified eight Rural Business Sites. As part of the Site Allocations document the Council is proposing to carry these forward into the LDF and allocate them as Local Employment Zones along with a number of new rural sites.

The tables below identify which Employment Zones are considered to be strategic and which are local along with those sites which are to be allocated as Mixed Use sites in accordance with Core Strategy Policies CE1, CE2 and CE3. Future uses of all sites will be guided by Core Strategy Table CE1b and Development Policy DP5 which sets out the appropriate uses for allocated employment land and provides detail on how allocated land will be protected. More specific policies for allocated employment sites within the growth areas are contained in the growth area sections of this document.

Strategic Employment Zones

The following sites are allocated as Strategic Employment Zones in accordance with Core Strategy Policies CE1 and CE3. Development Policy DP5 and Site Allocations Policies SA NGA3 and SA STA3 provide detail on the acceptable uses within these areas.

Site	Area in Ha	Comments
Stanway	31.20	<ul style="list-style-type: none"> • Various sites including Tollgate, Stane Park, Westside Centre, Wyvern Farm and land off London Road (including new site at Evergreen House) • Wide range of employment opportunities expected to be delivered including Business Incubation Units.
University Research Park (The Knowledge Gateway)	11.80	<ul style="list-style-type: none"> • Development expected to support development of the University of Essex as a key centre for Research and Development. • Future uses to be closely connected with the University and to provide some Business Incubation Units.
North Colchester	109.90	<ul style="list-style-type: none"> • Comprises of Severalls Business Park, Cuckoo Farm and Crown Interchange • Some development is restricted until completion of new A12 junction.
TOTAL	152.90	

Local Employment Zones

The following sites are allocated as Local Employment Zones. Development Policy DP5 sets out the appropriate uses for allocated employment land subject to the site specific requirements listed below.

Site	Area in Ha	Comments
East Gates/Moorside	7.33	Existing allocation
Davey Close	5.40	Existing allocation
Whitehall Industrial Estate (including extension)	37.31	Existing site and extension
Gosbecks Road	9.53	Existing allocation
Maldon Road	3.19	Existing allocation
Barrack Street	1.91	Existing allocation
Brook Street, Colchester	0.44	Existing allocation with revisions to boundaries
Middleborough Area	1.91	Existing allocation
Chandlers Row, Port Lane, Colchester	1.29	Existing allocation
COLBEA Business Centre	0.43	New allocation also covered by special policy area within East Colchester Growth Area
North of St Peters Street	0.25	Existing allocation
South of St Peters Street	0.18	Existing allocation
Fairfax House/Digby House, Causton Road	0.74	Existing allocation
Big Yellow, Bruff Close	0.92	Existing allocation
Sheepen Road	1.41	Existing allocation

Southway	0.99	Existing allocation
Clarendon Way	1.29	Existing allocation
Cowdray Avenue	0.73	Existing allocation
Berechurch Hall Road	3.03	New allocation. See also the Garrison chapter and the Garrison Master Plan
Lightship Way (B&Q)	3.77	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Travis Perkins, Hawkins Road	0.56	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Hythe Quay	0.98	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Former Paxmans Site, Port Lane	3.21	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Boat Yards, Coast Road Mersea	0.40	New allocation. Appropriate uses include boat building, boat storage, sail making, chandlery and sailing school. Site also falls within West Mersea Special Protection Area.
Rushmere Close, Mersea	1.52	Existing allocation
Jam Factory, Tiptree	8.95	Existing site and new extension
Kelvedon Road, Tiptree	7.48	Existing allocation
Tower House, Tiptree	4.12	Existing allocation
Tey Brook Farm, Great Tey	0.79	Existing allocation
Anderson's Site, Marks Tey	8.03	Existing site and new extension Further development of site will require; <ul style="list-style-type: none"> • Contributions to assist with any junction improvements required by Highways Agency and Essex County Council • A Travel Plan • Contributions to increase capacity of Copford Sewerage Treatment Works. • Retention of hedgerows • Incorporation of SuDS scheme
Waldegraves Farm, West Mersea	1.89	Proposals Map shows existing site and new extension covering area with lawful development certificate.
Langham Airfield, Langham	2.43	Existing allocation
Hill Farm, Boxted Cross	1.23	Existing allocation
Tiptree Basketworks site, Tiptree	0.89	Existing allocation
Alexander Cleghorn Ltd, Tiptree	2.11	Existing allocation
Wormingford Airfield –	2.83	Existing allocation

(Packards Lane, Fordham Road North and South)		
Queensmead, The Folley, Layer de la Haye	0.34	<ul style="list-style-type: none"> • New allocation - to be limited to existing agricultural buildings. • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape • Redevelopment of the site expected to incorporate SuDS scheme.
Depot, Old Ipswich Road, Dedham	1.06	<ul style="list-style-type: none"> • New allocation - to be limited to existing buildings. • B8 distribution uses not considered appropriate. • Site is located within a Groundwater Vulnerability Area Zone so any re-development is expected to incorporate a SuDS scheme on site. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape and the Dedham Vale AONB.
Picketts Farm, Abberton Road, Fingringhoe	0.55	<ul style="list-style-type: none"> • New allocation - to be limited to former agricultural buildings on the site. • B8 distribution uses not considered appropriate • Redevelopment of the site expected to incorporate SuDS scheme. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape.
Pantiles Farm, Peldon Road, Abberton	0.47	<ul style="list-style-type: none"> • New allocation - to be limited to former agricultural buildings on the site. • B8 distribution uses not considered appropriate • Redevelopment of the site expected to incorporate SuDS scheme. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape and Pete Tye Common Land Local Wildlife Site
Powerplus Engineering and Whitnell Contractors Site, School Road, Langham	1.06	<ul style="list-style-type: none"> • New allocation - to be restricted to existing buildings on the site. • Future uses to exclude B8 distribution. • Order securing diversion of existing definitive Right of Way to be agreed and new route constructed • Site should be well screened to reduce the detrimental impact the site could have

		on the surrounding landscape and protect the environment as outlined in the Langham Village Design Statement.
30a Straight Road, Boxted (known as the Classic Pot Emporium)	0.74	<ul style="list-style-type: none"> • New allocation - to be limited to cover the existing site. • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape
Straight Road, Boxted (known as Tin Bins Ltd)	0.47	<ul style="list-style-type: none"> • New Employment Zone allocation to be limited to existing buildings. • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape
Poplar Nurseries, Coggeshall Road, Marks Tey	2.5	<ul style="list-style-type: none"> • New allocation - limited to cover the existing permanent buildings on the site. • Site to be well screened to limit the impact any future uses have on the landscape.
Land south of Peldon Common, Lower Road, Peldon	0.09	<ul style="list-style-type: none"> • New allocation - restricted to existing buildings on site • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape
TOTAL	128.8	

Mixed Use Sites

Policy SA CE1 Mixed Use Sites

The following sites are allocated as Mixed Use Development sites. Any development on these sites will be required to be comprised of a mix of uses. Sites are also required to meet the requirements set out in the table below.

Site	Area in Ha	Comments
Betts Factory, Ipswich Road, Colchester	3.29 within Colchester Borough (additional land in Tendring)	<ul style="list-style-type: none"> • Comprehensive redevelopment required including land with Tendring District • Future uses guided by a detailed Development Brief. • Mixed use will be expected to include employment and 200 dwellings. • Re-development of the site will have regard to Bullock Wood SSSI and the adjacent orchard. • Site is over a minor groundwater aquifer zone and a SuDS scheme is expected to

		be developed on site to ensure any potential flood risk is minimised.
Cowdray Centre, Cowdray Avenue, Colchester	10.19	<ul style="list-style-type: none"> • Site within North Station Master Plan area and future uses will be informed by this Supplementary Planning Document. • Part of the site to be safeguarded to provide an important Green Link between Highwoods Country Park and Castle Park as well as future road links to Petrolea Close if proved viable. • SuDS scheme to be incorporated into the scheme to reduce future flood risk.
Cuckoo Point, Severalls Lane	2.04	<ul style="list-style-type: none"> • Mixed use development subject to applications 05/0889 and 072570 under construction. • Any future change of use on the site to accord with Core Strategy Table CE1b
Napier Road	2.25	<ul style="list-style-type: none"> • Mixed use development subject to application 080717. • Any future change of use on the site to accord with Core Strategy Table CE1b and the Garrison Master Plan.
TOTAL	17.77	

Centres Hierarchy

The Proposals Map shows boundaries for the hierarchy of mixed use centres set out in policy CE1 of the Core Strategy. The policy puts the town centre at the top of the hierarchy as the preferred location for new town centre uses including retail, offices, leisure and entertainment uses, with Edge of Centre locations and District Centres following in the sequential approach. The Core Strategy provides that Neighbourhood Centres as defined on the Proposals Map will provide shops and some other local services for the needs of residents in the local neighbourhood. Development Policies provide detail on the mix of uses and the safeguarding of retail uses in primary and secondary town centre areas as well as more detail on Rural District and Neighbourhood Centres.

The Proposals Map identifies the boundary for the Town Centre and is expected to be the primary location for retail, office, leisure and entertainment uses. Further information on the allocations within this area is provided in the separate Town Centre and North Station section.

The Rural and Urban District Centres are outlined in the Core Strategy Table CE1a and the boundaries of these are shown on the Proposals Map. Any re-development of sites within these areas will have to demonstrate that they accord with Core Strategy Policy CE2b and that they enhance the important role these Centres provide to the local community.

The Neighbourhood Centres (previously referred to in the Local Plan as local shopping areas) vary greatly in size. The Council's approach to their designation is that they should normally include a grouping of several small units with an emphasis on retail

sales. Individual shops, outside of the defined Centres, can also play a valuable role in contributing toward sustainable communities and are protected by Development Policy DP7. Neighbourhood Centres shown on the Proposals Map include the following areas:

- Crouch Street, Christchurch
- London Road, Lexden
- Villa Road, Stanway
- Blackberry Road, Stanway
- The Commons, Prettygate
- Icen Way, Shrub End
- Homefield Road, Shrub End
- William Harris Way, Berechurch
- Queen Elizabeth Way, Berechurch
- Mersea Road, Berechurch
- The Willows, Berechurch
- Old Heath Road, Harbour
- Granville Road/Military Road, New Town
- Barrack Street, New Town
- Hythe Quay, New Town
- Haven Road, Harbour
- Hunwicke Road, St Andrew's
- Hawthorne Avenue, St Andrew's
- Bromley Road, St Anne's
- St Christopher Road, St John's
- Nayland Road, Mile End
- Vine Parade, Wivenhoe
- London Road, Marks Tey

Phasing and Implementation

Providing jobs for Colchester's growing community is a central objective of the Core Strategy. However the Council cannot deliver this employment directly, but it can protect existing employment, stimulate new employment developments, and accommodate new developments at the most suitable locations. There is no specific phasing for the delivery of employment land during the plan period.

The Council will plan, monitor and manage the delivery of employment land to ensure that a continuous supply is available to encourage employment development across the Borough.

Housing

The Core Strategy outlines the Council's overall strategic housing policies along with the key areas where housing will be focused between 2001 and 2023. The Core Strategy seeks to direct the majority of housing development within identified regeneration areas and urban extensions to the north and south west of Colchester. The Core Strategy Key Diagram and the Settlement Hierarchy guide the overall housing distribution which is shown in Table H1a.

The Council's Annual Monitoring report has demonstrated that in recent years a very high percentage of new housing has been delivered on previously developed land. The East of England Plan has set Colchester an ambitious housing target but delivery in previous years has demonstrated that the annual requirement can be satisfactorily met. A large proportion of the land shown in the Housing Trajectory and in the Strategic Housing Land Availability Assessment (SHLAA) is already allocated as residential or benefits from a current planning permission for residential use which has put the Borough Council in a good position to achieve the East of England target.

Strategic Context

Core Strategy Housing Objectives and Relevant Policies:

The Core Strategy identifies two main housing objectives;

- Provide decent and affordable housing at accessible locations to accommodate our growing community
- Provide a range of housing options to meet the diverse needs of the whole community.

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be delivered through specific sites. The most relevant policies are:

- SD1 – Sustainable Development Locations
- SD2 – Delivering Facilities and Infrastructure
- SD3 – Community Facilities
- H1 – Housing Delivery
- H2 – Housing Density
- H3 – Housing Diversity
- H4 – Affordable Housing
- H5 – Gypsies, Travellers and Travelling Showpeople

Housing Site Allocations

The Local Plan contained a series of housing allocations in order to meet the housing target set within the Essex and Southend-on-Sea Structure Plan. These allocations ranged from large sites such as Colchester Garrison and Severalls Hospital to smaller plots of land on sites in rural locations. The vast majority of the land allocated for housing in the Local Plan was within the urban area of Colchester and this is an approach which has been continued in the LDF.

Each of the sites identified in the Housing Trajectory and the fifteen year supply tables in the SHLAA will be shown as predominantly residential land on the Proposals Map. Existing residential allocations will be carried forward from the Local Plan. Other sites identified for regeneration within the Local Plan and expected to deliver housing but

without a specific residential allocation have also been assessed and if appropriate have been allocated for future residential use. Examples include Rowhedge Port and sites in east Colchester. All of these have been assessed as part of the Sustainability Appraisal to ensure they continue to be appropriate for residential use.

The Proposals Map also allocates additional, new housing sites. These have been identified as a result of extensive public consultation and detailed work that has been undertaken to form the comprehensive evidence base which underpins the Colchester Local Development Framework. Sites have come forward primarily through identification in the SHLAA or have been put forward by interested landowners/stakeholders in response to various rounds of public consultation and stakeholder engagement.

The Proposals Map which accompanies this document shows the land which the Council considers appropriate for residential allocation to deliver regional housing targets in accordance with the framework set out in the Core Strategy. It is not practical to list every site within this document and it would merely repeat information contained within the Housing Trajectory and the SHLAA, which are updated annually and provide a comprehensive picture of current housing land supply. The document does however list the main sites which the Council expect to deliver housing targets. Further information is included within the Housing Delivery Topic Paper, which forms part of the Council's evidence base.

The Council will require that each site is developed in accordance with policies set out in the Core Strategy and Development Policies DPD as well as any relevant Supplementary Planning Documents and Master Plans for specific sites.

Whilst large areas are allocated as predominantly residential on the Proposals Map not all land and buildings within them are considered suitable for residential development. Examples such as community, leisure and educational buildings, allotments and playing fields should be retained for those purposes. Policies within the Core Strategy and Development Policies DPD seek to resist alternative use of these sites.

Many of the housing units to be delivered over the next 15 years are within Regeneration and Growth Areas. Further details relating to site allocations for these areas are covered in the area specific sections to the rear of this document. In addition to the Growth and Regeneration Areas there are a number of other sites, listed in Policy SA H1 below, which are expected to deliver new housing. Many of the sites are under construction or have extant planning consents. Others are covered by adopted master plans and development briefs. Where new proposals come forward they will be considered against policies in the Core Strategy and the Development Policies DPD. There are also large areas allocated as predominantly residential on the Proposals Map which are not specifically identified in the list below but where further residential development may be appropriate.

Policy SA H1 Housing Allocations

Within Colchester Borough (outside of the Growth and Regeneration Areas) the following sites are allocated as predominantly residential on the Proposals Map to deliver housing targets identified in the Regional Spatial Strategy and the Council's Core Strategy;

- 1. The Willows Shopping Parade, Mersea Road**
- 2. Former Bypass Nurseries site, Cowdray Avenue (appeal site)**
- 3. Darkhouse Lane, Rowhedge**
- 4. Former Rowhedge Port**
- 5. Land at Tilehouse Farm, Great Horkesley**
- 6. Darcy Road, Colchester**
- 7. Former snooker club, King Cole Road**
- 8. Land off Brook Street, Colchester**
- 9. Co-Op Education Centre, 6 New Town Rd**
- 10.5 Military Road**
- 11. Co-op Society, Wimpole Road**
- 12. Former Allotments, Bourne and Barrington Roads**
- 13. 34 Fingringhoe Road, Langenhoe**
- 14. Land at Lordswood Road**
- 15. Layer Road Football Ground**
- 16. Betts Factory, Ipswich Road**
- 17. Railway Sidings, Halstead Road**
- 18. All Saints Church, Halstead Road**
- 19. Land at East Road, West Mersea**
- 20. Warehouse, Bath Street, Wivenhoe Quay**
- 21. Former Cooks Shipyard, Wivenhoe**
- 22. Former Cedrics coach depot, The Avenue, Wivenhoe**
- 23. Garages and land, East Bay Mill**
- 24. Land at Tufnell Way (former Woods factory)**

Additional sites, within areas allocated as predominantly residential, that come forward during the lifetime of the DPD will be considered in relation to adopted policies in the Core Strategy and Development Policies DPD.

Gypsies, Travellers and Travelling Showpeople

The East of England Plan has been subject to a Single Issue Review into Gypsy and Traveller Accommodation in the East of England. The final policies were published on 20 July 2009 and require Colchester to have a total provision of 30 pitches in 2011 and contribute towards a 3% compound increase in the total regional provision thereafter. This required level of provision is considerably higher than that proposed in the draft policy originally submitted to the Secretary of State. Whilst the Council was able to plan to meet the provision identified in the submitted policy recent increases recommended by the Panel Report and further increases subsequently made by the Secretary of State mean that further study work will now be needed to meet these higher targets. This was made clear in the Council's response to the consultation on the Secretary of State's proposed changes in May 2009. The Council is currently able to identify 33 pitches which meets the 2011 requirement. Additional work will be required to identify sites to meet provision post-2011.

As East of England Plan Policies H3 (Provision for Gypsies and Travellers) and H4 (Provision for Travelling Showpeople) now identify the numbers of additional transit pitches and plots required county-wide, provision for transit pitches and travelling showpeople will also need co-ordinated study work to determine an equitable division of allocations between districts. In the interim period the Council will seek to meet any identified need in accordance with Core Strategy Policy H5.

The Essex Gypsy and Traveller Accommodation Assessment (Fordhams, 2009) indicates the need for Gypsy and Traveller pitches in Colchester is low. The revised version of East of England Plan Policy H3 (Provision for Gypsies and Travellers), however, requires Colchester to have a total provision of 30 residential pitches for Gypsy and Traveller caravans by 2011. The Council will allocate land in the following locations for gypsy and traveller accommodation, as shown on the proposals map. These sites are either existing sites, have the benefit of planning permission or are subject to a current planning application which is considered acceptable.

Policy SA H2 Gypsy and Traveller Accommodation

The Council will allocate land in the following locations for gypsy and traveller accommodation, as shown on the proposals map. The sites will be considered suitable for the number of pitches listed below.

1. Severalls Lane, Colchester	12 pitches
2. Clearview, Rectory Road, Aldham	1 pitch
3. Colt Farm, Tiptree	2 pitches
4. Emmanuel, Kelvedon Road, Tiptree	1 pitch
5. Nunns Farm, Lower Road, Layer Breton	1 pitch
6. The Paddocks, Kelvedon Road, Tiptree	2 pitches
7. Stableview, Newbridge Road, Tiptree	2 pitches
8. Bridge Side, Turkey Cock Lane, Stanway,	3 pitches
9. Ponys Farm, Kelvedon Road, Tiptree	1 pitch
10. Land adj. to Gwynlian, Kelvedon Road, Tiptree	2 pitches
11. Vernons Road, Chappel	6 pitches

Total 33 pitches

Provision post-2011 will have regard to the need identified in the Essex Gypsy and Traveller Accommodation Assessment (Fordhams, 2009) and the regional 3% compound increase in pitch provision required by East of England Plan Policy H3. Core Strategy Policy H5 provides criteria to assist in the identification of sites and determination of planning applications.

As the requirements of East of England Plan Policy H3 are expressed in pitches it has been necessary to make some assumptions with regards to pitch sizes. Existing sites may commonly have permission for a specific number of caravans but how many pitches this relates to is sometimes less clear. It is also necessary to make assumptions when estimating the potential number of pitches that could be accommodated by a site.

The assumptions on size of pitch have been based on guidance within the Communities and Local Government Good Practice Guide on '*Designing Gypsy and Traveller Sites*' (May 2008).

This makes clear at paragraph 7.9 that there is no one-size-fits-all measurement of a pitch as, in the case of the settled community, this depends on the size of individual families and their particular needs. Paragraphs 7.12 and 7.13, however, specify that as a general guide a family pitch should be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers, drying space for clothes, and a lockable shed), parking space for two vehicles and a small garden area. Smaller pitches should also be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle. A density of 1 pitch per 500sqm over a whole site has therefore been used as a guide when estimating pitch numbers. This allows for the on-pitch and communal space required by the facilities listed in paragraphs 7.12 and 7.13 of the Good Practice Guide. The potential capacity, however, has also been adjusted to take account of the type and character of the site, and any constraints such as existing built development. The existing planning permission at Severalls Lane, Colchester, for example, allows for a large site with 12 caravans on plots with associated amenity buildings and has therefore been counted as 12 pitches. The site at Vernons Road, Chappel, however, proposes 12 caravans on a much smaller site occupied by 6 families, so this has only been counted as 6 pitches.

The pitch numbers listed in the policy attempt to reflect the maximum number of pitches that the site reasonably has potential to accommodate. Some sites may also have scope for future physical expansion, subject to planning permission, in order to meet the required provision post-2011.

A Topic Paper has been prepared which provides further detail on the identification and allocation of the sites.

Phasing and Implementation

Providing decent and affordable housing at accessible locations as well as a range of housing options to meet the diverse needs of the whole community are central objectives of the Core Strategy and the Council's Strategic Plan. The Council can play a key role in ensuring that sufficient land is released at appropriate times in order to achieve these objectives. The Housing Trajectory, the Strategic Housing Land Availability Assessment and the Annual Monitoring Report will be key components of the monitoring which will be continually reviewed during the plan period, to ensure sufficient land is available.

The Core Strategy provides detail on targets and phasing for housing delivery and previously developed land further to the Council's objectives of adding to the housing stock, making efficient use of land, and encouraging regeneration of previously developed land. It is accepted that the amount of previously developed land will reduce over the plan period but the target for the final stages of the plan still exceeds those set nationally in Planning Policy Statement Three (PPS3): Housing.

Urban Renaissance

The Core Strategy's Urban Renaissance policies UR1 and UR2 seek to support urban regeneration in Colchester by revitalising key areas, enhancing its historic character and promoting high quality design. Maximising the potential of regeneration areas and the Town Centre will help to stimulate the urban renaissance of Colchester by protecting the historic character of the Borough and ensuring high standards of urban design in new developments.

Colchester is the oldest recorded town in England with evidence supporting successive periods of settlement from prehistoric times, through the Bronze and Iron Ages, the Roman period, Saxon, medieval/post medieval to the present day. Consequently the Borough has a wealth of important historic and archaeological features such as historic buildings, ancient monuments and less visible assets buried underground which makes the Urban Renaissance in Colchester especially important.

The Core Strategy along with the Development Policies DPD intends to protect the historic assets of the Borough by conservation, enhancement and protection from inappropriate development and change.

Strategic Context

Core Strategy Urban Renaissance objectives and policies:

The Core Strategy identifies two key objectives related to urban renaissance;

- Revitalise rundown areas and create inclusive and sustainable new communities
- Promote high quality design and sustain Colchester's historic character, found in its buildings, townscape and archaeology.

The following Core Strategy Policies are considered relevant:

- UR1 – Regeneration Areas
- UR2 – Built Design and Character

Development Policy DP14 – Historic Environment Assets is also relevant when considering the Urban Renaissance of Colchester.

Urban Renaissance Site Allocations

The Planning (Listed Buildings & Conservation Areas) Act 1990 requires that Local Planning Authorities should designate Conservation Areas, keep designations under review and prepare proposals for preserving and enhancing these areas. Further policy guidance for Conservation Areas is contained in Planning Policy Guidance 15 on Planning and the Historic Environment (pending consolidation with PPG16 on Archaeology).

The boundaries of Colchester's 22 Conservation Areas are shown on the Proposals Map. Conservation Area Appraisals for Wivenhoe and the Town Centre have recently been undertaken and form part of the evidence base to support the Colchester LDF. Further reviews of the designated Conservation Areas may be undertaken as needed to ensure the boundaries are appropriate and where necessary new Conservation Areas will be created.

Where detailed work is undertaken specifically with regards to Conservation Area Appraisals these changes will need to be formally adopted by the Council before they can be shown on the Proposals Map and become a material consideration in the planning application process. When a Conservation Area Appraisal is adopted as outlined by the Planning (Listed Buildings and Conservation Areas) Act 1990 the Council will update the Proposals Map at the next examination to reflect the most up to date designations with the background material becoming part of the evidence base which supports the LDF.

There are approximately 1700 Listed Buildings in Colchester protected through the Planning (Listed Building and Conservation Areas) Act 1990. The Borough contains a number of Grade I, Grade II and Grade II* buildings which are an important element of Colchester's unique heritage and contribute towards the historic character. It is impractical to show each Listed Building on the proposals map but the Register of Listed Buildings is a key material consideration in the determining of planning applications and any future proposals will have to take account of the building's listing where appropriate. English Heritage must also be consulted during the application process to ensure proposals accord with the Act.

Colchester has a rich and varied history which can be dated back to Palaeolithic times but perhaps the most important period was during the Roman Invasion when Colchester (Camulodunum) was the country's capital. The varied history has left an important legacy of forty Scheduled Ancient Monuments which have been designated across Colchester Borough by English Heritage. Many of these have been designated for a number of years but in recent times new monuments have been found including the Roman Circus near the Garrison which demonstrate that these are important assets that need to be protected and preserved. The key piece of legislation protecting these monuments is the Ancient Monument and Archaeological Areas Act 1979 and English Heritage play a key role in ensuring proposals accord with this Act. The Proposals Map outlines Scheduled Ancient Monuments, the boundaries being set by English Heritage.

The Borough also contains four Historic Park and Gardens which are included on the Register of Parks and Gardens in Colchester. These sites (shown on the Proposals Map) are graded in a similar way to Listed Buildings (grade I-III) and are recognised for their important historic interest. English Heritage plays a key role in assisting the Council determine any proposals which affect these sites.

In addition to the proposals map, further information on historic areas of the Borough can be found in the Historic Environment Characterisation Study which provides a map-based classification system for different historic character areas across the Borough. The Historic Environment Characterisation Study was published 2009 and forms part of the evidence base along with the Townscape Character Study published in 2006 which also considers Urban Renaissance issues. Similar to all documents in the evidence base these will be updated periodically to ensure the Council has the most up to date information available.

The Proposals Map also includes boundaries for each of the five regeneration areas at East Colchester, St. Botolphs, North Station, the Garrison and North Colchester which are supported by Core Strategy Policy UR1. Further detail on these areas is provided in separate sections later in this document.

Town Centre and North Station

Colchester's historic Town Centre is the economic, social and cultural hub of the Borough. National planning policy supports focussing many types of new commercial development in town centres. This approach has been carried forward in the Core Strategy, which puts the Town Centre at the head of the Centres and Employment hierarchy as the favoured location for new retail, office, leisure and entertainment uses. The Core Strategy provides that the Town Centre 'will be enhanced through regeneration, public realm improvements, and a balanced mix of uses that sustain activity throughout the day and evening.'

The North Station area adjacent to the Town Centre serves as a key gateway to the town given that it is the location of Colchester's main train station. The Core Strategy designates it as a regeneration area where priorities include improving its connectivity to the town centre and identifying and delivering opportunities for redevelopment of key sites for appropriate office, commercial and residential uses.

Town Centre and North Station Regeneration Area

Boundaries for the Town Centre and North Station Regeneration Area are provided on the Proposals Map. The boundaries for the Town Centre were shown in the 2004 adopted Local Plan as including the historic core and its inner and outer shopping areas. The new boundaries also include the full extent of the St Botolphs Regeneration Area and its flagship projects including the Firstsite art gallery, Vineyard Gate shopping centre, the Cultural Quarter, public transport facilities, and new Magistrates Court. The North Station area comprises the station and surrounding area, North Station Road (which links the station to the Town Centre), Turner Rise retail park, and the Cowdray Centre commercial area.

The Core Strategy provides that consideration of proposals for new development will have regard to the Centres Classification and Hierarchy in the Core Strategy (Table CE1a). In accordance with the sequential approach provided in national policy, the Town Centre is at the head of the Centres hierarchy, followed by edge of centre locations at the Urban Gateways (North Station, Colchester Town Station and Hythe Station) and the Town Centre fringe.

Further guidance for the enhancement and development of these key areas will be provided in an Area Action Plan for the Town Centre as well as in a Supplementary Planning Document for the North Station area. Detail on Town Centre uses will be provided in the Development Policies DPD, which contains a policy guiding the appropriate balance of retail and other uses in Inner and Outer Core Areas and the surrounding mixed use area of the town centre.

Strategic Context

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy and other documents will be applied to the Town Centre and North Station.

National Policy

PPS6, Planning for Town Centres, provides that local planning authorities should adopt a 'positive and proactive approach to planning for the future of all types of centres within

their areas' including identifying centres and defining the extent of the primary shopping area.

East of England Plan

The East of England Plan identifies Colchester as a Key Centre for Development in Change where future growth is to be focused. The Town Centre provides the concentration of economic activity and infrastructure that is the basis for that designation, and North Station provides a main gateway for the Borough. Policy SS6 on City and Town Centres provides that Local Development Documents should 'ensure that land is allocated or can be made available to meet the full range of the city or town centre's identified needs'.

Core Strategy

The most relevant policies are:

- S1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Hierarchy and Classification
- CE2a Town Centre
- UR1 Regeneration Areas
- UR2 Built Design and Character
- PR2 People-Friendly Streets
- TA1 Accessibility and Changing Travel Behaviour
- TA2 Walking and Cycling
- TA3 Public Transport
- TA4 Roads and Traffic
- TA5 Parking

Development Policies

- DP1 Design and Amenity
- DP6 Colchester Town Centre Uses
- DP14 Historic Environment Assets
- DP17 Accessibility and Access
- DP18 Transport Infrastructure Proposals
- DP19 Parking Standards

Sustainability Appraisal

The Town Centre was identified as a growth area in the Core Strategy. The preferred policy option sought to direct development towards accessible and previously developed locations, and to encourage regeneration. The Sustainability Appraisal for the Core Strategy determined that the preferred option would actively enhance the Town Centre and key Gateways and therefore help to develop a prestigious regional centre.

The Sustainability Appraisal accompanying the Site Allocations DPD has looked in detail at the significant sites within the Town Centre and North Station area being proposed for mixed use housing and commercial development. Sites within the Town Centre and North Station area are in accordance with the encouragement of compact and mixed use development at accessible locations.

General Development Principles

It is important to note that all policies contained within this chapter must be read alongside the Development Policies DPD. This document sets out the standard planning criteria applicable to all forms of development. The relevant criteria will be used to assess the suitability of any proposal in addition to the following detailed policy guidance.

The allocations for the Town Centre and North Station area made in the Site Allocations document reinforce the importance of the centre as the preferred location for new office, retail and cultural/leisure facilities. Allocations for new development, however, are made in the context of the need to preserve and enhance the centre's rich historic resources. Congestion will need to be managed through a combination of measures that include provision of excellent walking and cycling facilities, reducing through traffic, and managing parking to accommodate sufficient short stay spaces while promoting alternatives to help address the demand for long stay parking.

Policy SA TC1 Appropriate Uses within the Town Centre and North Station Regeneration Area

Within the Town Centre and North Station Regeneration Area as shown on the Proposals Map the following mix of uses will be considered acceptable. These levels of development should not be considered prescriptive but a guide to inform development proposals.

**Residential (minimum number of homes 2001-2021) – 2000
Employment;**

- 67,000 sqm (net) retail floorspace
- 40,000 sqm (gross) office floorspace
- Up to 270-390 hotel rooms

This development will be accommodated as follows:

1. **Mixed Use – The following areas have been specifically designated for mixed use, ie. a mixture of residential and commercial uses. Proposals for single uses will be evaluated for their contribution and effect on the overall mix of uses in the area. Further detail on appropriate uses for specific sites will be provided through master plans and/or the Town Centre Area Action Plan:**
 - i. **Area of the Town Centre specifically designated as ‘mixed use’ – Selected streets leading to the heart of the Town Centre and adjacent to the retail core are designated as ‘mixed use’ on the Proposals Map where a range of residential, shopping, office and appropriate leisure uses are supported.**
 - ii. **Cowdray Centre – The Cowdray Centre is designated for ‘mixed use redevelopment’. This should provide a range of uses within the categories of retail, residential, leisure, hotel, and employment. The residential element shall comprise no more than 50% of the site area and existing businesses will be encouraged to remain. Development of the site should also deliver improved connectivity to the Town Centre and North Station for vehicles (especially public transport), pedestrians and cyclists; and a green link between Highwoods Country**

Park and Leisure World/Castle Park. In addition land should be safeguarded for a potential future vehicular link under the railway to Turner Rise.

- iii. **Turner Rise – The retail park at Turner Rise is designated as a District Centre in the Core Strategy. As detailed in Core Strategy Policy CE2b proposals for new development should provide an improved public realm, urban character and a more diverse mix of uses.**

2. **Residential - Upper floors in appropriate Town Centre mixed use developments and infill sites in the town centre fringe and North Station master plan area will help deliver the Council's housing targets.**

Specific sites programmed to deliver the housing identified in the Core Strategy include the following sites (at 1.4.08):

- **36-40 Crouch Street**
- **Former Jarmin Road Depot**
- **East Lodge/Central Clinic, East Hill**
- **Mercury Flats, Balcerne Gardens**
- **Sites in Clarendon Way**
- **101 to 104 High Street and 6-12 Museum Street**
- **21 St Peters Street**
- **2 Queen Stret and 1-5 Culver Street East**
- **Former St. Mary's Hospital**
- **Sites within the Cultural Quarter, St. Botolphs**
- **The Cowdray Centre, Cowdray Avenue**
- **Former Britannia Works site**
- **Land at Middle Mill, St. Peters Street**

3. **Employment-**

- i. **Retail – new retail proposals will be focused in the Inner and Outer Core of the Town Centre, including Vineyard Gate (approx 55,000 sqm. gross). Local retail facilities will be concentrated in St. Botolph's (Queen Street), Crouch Street and North Station Road.**
- ii. **Office development will be concentrated in the Town Centre and North Station Masterplan area**
- iii. **Hotels – the preferred sites for new hotels are St. Botolphs/Cultural Quarter. There is scope for additional provision at edge of centre/out of centre sites in Sheepen Road/Middleborough and the Cowdray Centre.**

All new development will be expected to contribute to the enhancement of public realm, streets and open spaces.

Uses within the Town Centre will be further defined by the work detailed below, with the general support for mixed uses tailored to ensure that future development builds on the strengths of existing uses and local character. The master plan for the St. Botolphs area, for example, provides for a Cultural Quarter to the east of the town centre core underpinned by the new Firstsite art gallery, while retail uses are focused in the core areas of the town centre. The Council is giving careful consideration to the balance of uses in the town centre to maintain levels of street activity throughout the day and evening as well as preservation of amenity and character. This is to be achieved through

traffic management and public realm improvements as well as by directing new development to the most appropriate locations for different uses. Town centre sites are the most sustainable locations for new hotel capacity, but a Hotel Study commissioned by the Council has also identified potential edge of centre and out-of-centre sites at Sheepen Road/Middleborough and the Cowdray Centre which could provide capacity if a town centre site was unavailable. Residential uses will be supported where compatible with surrounding uses, in particular in new mixed use developments and in order to bring upper floors back into use. Upper floors of commercial premises may also be appropriate for office use. The Development Policies DPD provides more detailed guidance on the appropriate percentage of retail uses within primary and secondary shopping areas of the Town Centre as well as criteria for judging appropriate uses in the surrounding mixed use areas. The boundaries for these areas are illustrated on the Proposals Map.

The North Station master plan will refine the preferred uses for specific areas within the North Station Regeneration Area. In general, mixed commercial and residential uses are considered appropriate for the area given its good links to rail and bus transport and its proximity to the Town Centre. The Core Strategy identifies it as a preferred location to help deliver 40,000 sqm of office space. The Cowdray Centre and Turner Rise are identified as specific sites for mixed use (Core Strategy Tables CE1a and b.) The Council values existing businesses within the Cowdray Centre and will look to retain or relocate them within any redevelopment proposals.

Design for new development within the Town Centre and North Station Regeneration Area should result in sympathetic high quality designs which create active street frontage and contribute to the enhancement of the public realm in line with Core Strategy Policies UR1 (Urban Regeneration), UR2 (Built Design and Character) and PR2 (People-friendly Streets); Core Strategy Transport Policies TA1, TA2, TA3, TA4 and TA5; and Development Policy DP14 (Historic Environment Assets).

Key Areas within the Town Centre and North Station Growth Area

General guidance for key areas will be supplemented by more detailed master plans and guidance as follows:

Town Centre – An Area Action Plan for the Core Area and St Botolphs quarter of the Town Centre is proposed, providing a comprehensive approach to the phasing and delivery of a number of projects and strategies for the area which include:

- Public Realm Strategy – This will provide a unified approach to streetscape improvements, lighting, landscaping and frontages.
- Historic Town Centre Improvements – The Council, in partnership with the County Council and transport operators, is developing a co-ordinated plan for traffic management and improvements to public transport, pedestrian and cyclist facilities for the core area of the Town Centre. Cycle improvements will be developed in line with the Colchester Cycling Town Strategy. The work will also look at using ‘smarter choices’ travel plan techniques to change travel behaviour assist in management of traffic and make best use of the transport infrastructure.
- Further detail on the guidance provided in the Development Policies on specific appropriate uses within the Inner and Outer Core Areas of the Town Centre and Town Centre fringe (including St Botolph’s).

St. Botolph's - A master plan for the south-east area of the Town Centre was adopted by the Council in 2005 as supplementary guidance and has provided the foundation for the phased enhancement and mixed use redevelopment of the area. The Area Action Plan noted above will provide an opportunity to revisit the master plan and adjust elements of it to account for changing circumstances and new approaches to the coordinated delivery of public realm and transport infrastructure. Key projects for the area include:

- Firstsite Building – community arts centre
- Berryfields Park – new open area behind Firstsite and the Town Wall
- Cultural Quarter – includes creative business hub, hotel, retail, residential and restaurants
- Public space enhancement at St Botolph's Priory ruins
- New Magistrates building
- Vineyard Gate retail development including provision of a new pedestrian/cycleway bridge across Southway
- Public transport facilities including improvements to Colchester Town station and replacement facilities for the bus station
- Redevelopment of Britannia car park for low carbon housing
- Magdalen Street Multi Storey Car Park to reinstate parking capacity lost during regeneration.

North Station - A master plan is currently under development and scheduled to be adopted as a Supplementary Planning Document in 2010. The vision for the area is to create a welcoming 'front door' to the town, set within a balanced mix of uses focused around four distinct places:

- **North Station Gateway:** The main station providing rail links to London and beyond currently suffers from poor visual and physical connectivity to the town centre. The master plan considers potential enhancement to the station forecourt area, ways to increase access and visibility of the Victorian era southside building, and improvements to connectivity between the station and the town centre. The train operating company will make investment in the station through the National Station Improvement Programme (NSIP) with funding from the Cycling Town Strategy. In partnership with ECC and National Express East Anglia a station Travel Plan has been developed to promote rail use and encourage rail users to come to and from the station by more sustainable means of travel.
- **Cowdray Centre:** The Cowdray Centre is currently a mix of commercial uses separated by vacant land created by the demolition of fire damaged industrial buildings. This key redevelopment site provides an opportunity for a mixed use office, commercial and residential area supported by improvements to the road network and pedestrian/cyclist/public transport access to the Town Centre.
- **Turner Rise:** The master plan addresses possible options for ways to better integrate this car-dominated big box retail development into the surrounding area.
- **North Station Road and Station Way:** The master plan seeks to change and modify the street environment around the station and road junctions to rebalance the priority between the car and other road users; create a strong "welcome" to Colchester and by removing the barriers encourage use of more sustainable modes of travel, as well as accommodate growth in North Colchester. North Station Road serves as both a key public transport, walking and cycling link from north Colchester and the station to the town centre as well as a neighbourhood shopping centre. The master plan identifies opportunities to redevelop key sites and to improve the public realm.

Delivery and Implementation

Colchester Borough Council's Regeneration team is responsible for guiding the delivery of key projects in the five regeneration areas, including the St. Botolph's area of the Town Centre. The Council is working in partnership with a number of other organisations as follows to progress a co-ordinated programme of enhancement and development.

1. Essex County Council – Measures to reduce Town Centre traffic are under development which provide for comprehensive traffic management, as well as improvements to public transport and cycling/pedestrian improvements to support the Town Centre's vitality. The work will look at using "smarter choices" travel plan techniques to change travel behaviour, assist in management of traffic and make best use of the transport infrastructure. Consultation will take place with transport providers and town centre users, including the Cycling Town Partnership, and businesses.
2. Developers – The Council seeks to ensure that a corporate and interdisciplinary approach is applied to working with developers on major schemes. Dedicated project teams are led by the Regeneration Team to coordinate Council action and help implement development. Contributions will be sought from developers to fund infrastructure, public realm and travel plans.
3. Town Centre businesses – The Council's Enterprise and Regeneration Team works closely with both individual businesses and business associations such as the Chamber of Commerce.
4. Statutory and other stakeholders – Colchester's prominence as an historic town means that the involvement of English Heritage is an essential element of Town Centre development. The Council also seeks guidance from Inspire East, via their Design Review Panel sessions, on proposals from developers or third parties. The Environment Agency is a key consultee for Town Centre fringe developments in areas at risk of flooding.
5. Network Rail and the Train Operating Company – these two bodies have been closely engaged in the development of the North Station master plan. They have influenced the plan, and are to make investment in the station to make it more welcoming. Initial investment is to be made through joint National Station Improvement Programme and Cycling Town funding. Further enhancements will need to be funded through private/public sector funding.

East Colchester Growth and Regeneration Areas and the University of Essex

This area of Colchester has experienced considerable change in recent years. Large residential schemes have been built, are under construction or have been granted consent and a number of commercial developments have also been built including B&Q and smaller premises.

Despite all this activity, much remains to be done in the area. Many former industrial sites still lie dormant and there are problems of pollution and environmental decay at the Hythe. Through traffic levels remain high and alternative transport options and traffic management measures need to be introduced, particularly to help with improving public transport. By the end of the plan period it is expected that approximately 2600 new homes will have been built in East Colchester. Plans for the University Knowledge Gateway are also at an advanced stage.

East Colchester Regeneration and Growth Areas

These areas are defined on the Proposals Map and include the large industrial redevelopment area along the Hythe riverside together with the former commercial quays and land adjacent to the University, including the Knowledge Gateway. The future academic expansion of the University itself is just outside the Growth Area but a policy covering the development is included within this section.

Strategic Context

Core Strategy

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to East Colchester. The most relevant policies are;

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Hierarchy and Classification
- CE3 Employment Zones
- H1 Housing Delivery

East of England Plan

The Core Strategy is consistent with the East of England Plan and along with other Development Plan Documents, including the Site Allocations DPD, will implement the regional policies and targets as they relate to Colchester. The East Colchester Growth and Regeneration Area will help deliver the following;

- A minimum of 17,100 new homes between 2001 and 2021
- The provision of 20,000 new jobs across the Essex part of the Haven Gateway (approx. 14,200 in Colchester)
- The identification of Strategic Employment Sites.

Sustainability Appraisal

Redevelopment in East Colchester will contribute to the regeneration objectives for this area and the Borough's housing and employment figures. Regeneration of brownfield

sites will reduce the need for development on greenfield land, which will help to protect landscape character. The area is currently untidy and under used, redevelopment will improve the character, appearance and attractiveness of the area. There are a number of services and facilities already in the area which can be enhanced through further development and the town centre is approximately 1.5 km away. There is good access to employment, education and food retail facilities. Hythe railway station has been upgraded to allow 12 car trains to stop, allowing a more frequent train service to the area, enhancing access for people to and from the area. There are frequent bus links to the town via a number of routes which go on to serve the University and the major residential area of Greenstead.

A significant part of the area is within flood zone 3, where there is a high probability of flooding. The sequential test has been applied within the Regeneration Area and has demonstrated that there are no reasonably available alternative sites in areas of lower flood risk and so development is acceptable in principle. Residential uses should be directed to upper storeys and commercial development should be included on the ground floor. Flood Risk Assessment will be required for all development proposals which will need to demonstrate that development will not increase flood risk and that safe access and egress can be provided.

Land has been allocated for expansion of the University of Essex. Despite being greenfield land, this option makes efficient use of land in that it retains all University buildings together at one location close to the other academic departments, student facilities and services. This can help reduce the need to travel and dependency on the private car as the primary mode of travel. This will prevent the need to allocate other areas of land at alternative locations in the Borough. Allocating the site will help support Core Strategy employment targets and improve educational opportunities by increasing the range of courses available at the University. Landscape and biodiversity enhancements will be important considerations in any future planning application for the site and the proposal must demonstrate how the impact of settlement coalescence has been minimised.

General Development and Design

It is important to note that all policies contained within this chapter must be read alongside the Development Policies DPD which sets out the standard planning criteria applicable to all forms of development. The relevant criteria will be used to assess the suitability of any proposal in addition to the following detailed policy guidance.

The Local Plan sought the creation of a suitable balance and mix of appropriate uses in all developments in the East Colchester Regeneration Area. Although it is still desirable to achieve a mix of uses and a sustainable new community the previous approach was not successful. It applied to all individual sites and did not take account of the high development costs in the area and a lack of market demand for commercial premises.

A more pragmatic approach will be taken in the Site Allocations DPD which recognises the role of Whitehall Industrial Estate and the future University Knowledge Gateway as providing the main centres of employment in the area. There is however a place for uses other than residential and these will be actively encouraged. The flood risk requirements will also ensure that a satisfactory overall balance of uses is achieved by preventing residential uses on ground floors in higher flood zone areas (See 'Making Space for

Water', DEFRA). Flexibility in planning for areas of brownfield land prone to flooding will be built in to allow for adaptation over time and to respond to changing conditions - e.g. time-limited permissions, the inclusion of flood resilience measures in building designs and site allocations according to risk. Planning for flood risk (both fluvial and from surface runoff) and climate change management is better provided at a master planning stage, where development location, use, layout and design can be organised according to risk and certainly prior to the submission of any planning application. As part of this requirement to promote mixed use schemes, the following types of development will be required or promoted in the area:

Housing – In recent years there has been a high proportion of flatted developments in the East Colchester area. In future a more balanced mix of type, size and tenure will be required in accordance with the Strategic Housing Market Assessment.

The Core Strategy identifies that approximately 2600 new dwellings will be built in East Colchester between 2001 and 2021. A number of developments have been completed, such as Albany Gardens and the remaining sites identified below are shown on the Proposals Map as being allocated for predominantly residential or mixed use purposes. There are other smaller areas allocated as predominantly residential on the Proposals Map. They are not specifically listed below but may be acceptable for additional housing.

Policy SA EC1 Residential development in East Colchester

Residential development should be located beyond the flood risk area where possible, and should demonstrate wider sustainability benefits. Layouts that encourage walking and cycling, architecture adaptable to flooding, and other solutions for flooding reduction, e.g. green roofs and SUDS should be designed for each development site, to suit the context.

The following sites will deliver housing in accordance with the Core Strategy. Sites and figures are indicative and represent estimated capacity or number of units outstanding at 1.4.09 and shown in the housing trajectory and SHLAA;

1. **Bridge House, Hythe Quay**
2. **Gas Works Site, Hythe Quay**
3. **Garden House, Hythe Quay**
4. **King Edward Quay**
5. **Paxmans Social Club, Hythe Hill**
6. **28 Hythe Quay**
7. **26 Hythe Quay**
8. **30 Barrack Street (Bugle Horn)**
9. **Land to North of Magdalen St.**
10. **Paxmans/Man B&W, Port Lane**
11. **University, Salary Brook Meadow**
12. **Aim Hire, Hawkins Road**
13. **Land in Hawkins Road**
14. **Ballantyne Centre/Land Hawkins Rd**
15. **Jewsons, Hawkins Road**

Commercial – retail, industrial and offices – The Hythe area has long been the location for traditional industries, many associated with the former port operations. Whilst these uses remain valuable, especially for local employment, they are unlikely to attract the necessary economic and environmental benefits required for the regeneration initiative. Proposals for such types of industry are therefore likely to be directed to the Whitehall Road Employment Zone. Within the regeneration area small and medium sized commercial units will be encouraged to provide employment and local services and facilities for residents. Small-scale community-based facilities could complement mixed use schemes throughout the area. Uses such as cafés, restaurants, galleries and clubs would also complement the objectives of the regeneration area, especially along the riverside. To be compatible with national policies and the Core Strategy, no further major retailing is to be allocated within the area within the plan period. Local, small-scale shopping facilities however, would benefit the area and will be encouraged. These should be aimed at local shopping trips or linked to water recreation proposals. Areas within Flood Zone 3 (King Edward Quay and adjacent sites) should accommodate less vulnerable uses, e.g. offices, retail, civic, commercial and industrial, which provide a good means of integrating with other uses in this area and ensuring active frontages at ground floor level. Buildings within this area should be water resilient, water resistant or elevated, and provide a degree of flexibility for adaptation to climate change and flood risk environment over time. Care will be taken to ensure the overall retail and leisure provision does not prejudice the Town Centre as the main retail and leisure focus of the Borough.

Leisure – This range of uses could make a major contribution to the regeneration objectives for the area. East Colchester is in need of an urban park/public space as a major community facility and a focus for the area. A multi-functional space incorporating soft and hard landscaping and indoor/outdoor sports and recreation facilities is planned for the area and is expected to be delivered during the lifetime of the plan. Sports-based leisure development – to provide for such facilities as indoor tennis, cricket, and football – requiring large buildings, may be suitable on large sites within substantial areas allocated for mixed use developments, subject to design/townscape requirements.

The river itself will provide a major opportunity for leisure use and associated development, which it is intended to promote as far as practicable and environmentally desirable. The river also provides an opportunity to improve and develop the Borough's Strategic Green Infrastructure network. Developments which, abut the river, will be expected to include provision for such development or indicate how they will contribute towards the promotion of river-based recreation.

The existing network of pedestrian/cycle green links will be improved and extended to facilitate and improve accessibility within the East Colchester Growth Area and beyond. Extending these links to the improved King Edward Quay, the regenerated Hythe Station and all the way to the Town Station and Rowhedge will encourage a transportation modal shift, healthy lifestyles and will attract leisure users to the area.

Community uses – These types of uses will be important in enabling community activity to take place especially where that activity meets the needs of the local community, creates community cohesion, and enables volunteering and community led activity to thrive. They will also be important in enabling agencies to deliver their services locally especially where those services meet the needs of the local community. An existing community centre has been built and is well established within the area but during the lifetime of the plan this facility is likely to need extending to meet increased demand.

Additional provision can be met in community halls; youth centres; converted houses, flats or shops; scout huts or halls; or rooms attached to faith, school or medical buildings. Development proposals will be expected to show how they will provide or make satisfactory contribution towards them.

Policy SA EC2 Development in East Colchester

Development within the East Colchester Regeneration and Growth Area will be permitted provided it complies with all the relevant key criteria, as set out below:

- 1. All developments shall provide for a balanced and integrated mix of uses that are compatible with the comprehensive regeneration of East Colchester as set out in the Core Strategy.**
- 2. In and around areas of flooding (Zone 3) uses should be organised according to risk, to provide good flood risk management, to create a greater flexibility for adaptation over time, and to respond to changing conditions. Less vulnerable and water compatible uses could be accommodated within the flood zone.**
- 3. Development of sites fronting the river will be expected to include uses which attract a significant number of people including visitors, residents or workers. Public access to the riverside should be provided so as to create a continuous riverside walkway and cycleway.**
- 4. Contributions will be required from all developments towards the provision of infrastructure and/or environmental improvements as mentioned in this chapter and the Core Strategy. Where contributions have already been made in respect of a particular site, the size and type of those contributions will be taken into account in determining what additional contributions, if any, are required in connection with further phases of development. There are several planning contributions which are specific to East Colchester. Where appropriate, contributions will be sought to address the following;**
 - a. Works to enhance the river environment and create full public access to riverside areas. This will involve the provision of public pedestrian rights of way within development sites fronting the river. Schemes will be required to be designed to provide such access in attractive environments with the aim of creating a continuous footpath and cycleway as well as an attractive area for sitting.**
 - b. The East Colchester Rapid Transport Corridor.**
 - c. Environmental enhancements in the form of urban improvements, nature conservation and landscape measures to improve green links” through the area.**
 - d. The creation of an urban park.**
- 5. All applications for development will be required to include, where appropriate; a transport impact assessment; flood risk assessment; proposals to provide and/or enhance infrastructure for the community or the environment; proposed decontamination measures.**

Proposals which it is considered would not support, or would prejudice, the objectives of the Regeneration or Growth Area will be refused.

Key Areas within the Regeneration and Growth Areas

Within East Colchester, certain key areas are defined which will make major contributions to the area's future development. The following policies set out specific requirements for these areas, particularly with regard to land uses, transport and enhancement measures.

Area 1: Former Timber Dock and adjacent sites

This site was originally the focus of shipbuilding at the timber dock and yards, when the Hythe operated as a port. The area now comprises some industrial buildings, a scrap yard, and the former gas works. Part of the site near Haven Road and Hythe Quay is within flood zone 3 and is also prone to surface runoff flooding. There are significant topographic changes, generally with land sloping down from the west to the east. There is a network of footpaths linking to the wider area in a north-south and east-west direction.

Land Uses

Development will be required to provide for a mix of uses to include housing, together with small-scale commercial and community facilities to serve local needs (in the flood zone and accessible from the main roads). The development shall have regard to the character of the site and its setting in the Hythe. All development will be expected to contribute towards infrastructure and environmental enhancements. The East Colchester transit link is shown through the site, and there is also a desire line for pedestrian/cycle movement.

Enhancement measures

The existing network of pedestrian/cycle green links through the area will be improved and extended to facilitate and develop accessibility across and within the area. Green link connections between the various residential developments, the future urban park, the community centre, Hythe Station and the University of Essex should be facilitated for the benefit of existing and future residents in East Colchester and adjoining areas. The existing green/wildlife corridor from Distillery and Bourne Pond Local Wildlife Site will be strengthened and extended through new and improved green links.

Policy SA EC3 Area 1: Former Timber Dock

Within Area 1, development will be required to provide for a mix of uses to include housing, small-scale commercial and community uses. Development must have regard to the character and context of the site, and provide a contribution to infrastructure provision and environmental enhancements, including green links and the urban park.

Area 2: King Edward Quay, Coldock and adjacent sites

This area formed the old core of Colchester Port, but commercial use of the quays has now ceased. The surrounding area is a mix of small traditional industrial uses but a number of sites are vacant, derelict, or contain unsightly uses which would need to be redeveloped or relocated to promote the overall regeneration objectives.

For any industrial uses which remain, e.g. the electricity transformer site, the relationship with new development will be important, and uses which provide a suitable interface to those should be encouraged.

Most of this area lies within Flood Zone 3 which poses constraints to the use and nature of new developments. To provide for the most effective way of dealing with risk from flooding, developments within this area should accommodate less vulnerable uses, e.g. offices, retail, civic, commercial and industrial. These uses also provide a good means of integrating with residential uses in this area. Buildings within this area should be water resilient, water resistant or elevated, and provide a degree of robust flexibility for adaptation to climate change and flood risk environment over time. Residential development should be protected on upper levels. Parks, recreation areas and public spaces can be situated within the Flood Zone 3 as they are less vulnerable to flood risk, are water compatible, and provide a valuable flood storage function as well as a good means of integrating with other uses in this area.

Of particular importance will be the relationship of development to the river both in visual and use terms. Small-scale leisure, business and community uses will be preferred, although residential and small-scale retail/service uses (to serve the local area only) may also be acceptable. Landmark buildings of more significant height will be appropriate to mark the entrance gateway at Colne Causeway and the termination of the site at Coldock.

The quay surface and part of the river wall have been regenerated, with new block paving, lighting and seating to create quality public open space, and set an exemplar for developments which will front the quay. The quay itself remains public highway with a speed limit of 30mph, and it is likely that this status will need to change to facilitate development along the river frontage, although a public right of way on foot and on bike, at least, would need to be retained.

The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as falling into the Wivenhoe/Greenstead and Garrison/Rowhedge sectors. The National Cycle Network uses the Wivenhoe Trail to link together Wivenhoe, the University, the growth area and the Town Centre. There is mix of segregated on and off road routes. Internal cycle linkages rely mainly on unsigned residential roads. Improved connections to National Cycle network are required. The cycling town strategy seeks to improve the connectivity and facilities to the Hythe Railway station.

The existing network of pedestrian/cycle links should be improved and extended to facilitate and improve accessibility across and within the area and to facilitate a modal shift. Green link connections between the various developments fronting the river, the future urban park, Hythe Station, Rowhedge and the University of Essex should be facilitated for the benefit of existing and future residents in East Colchester and adjoining areas. Development adjacent to the river front will be expected to provide a continuous footpath and cycle route linking to Rowhedge and contributions from other developments in the vicinity will help facilitate this. Pedestrian/cycle bridges across the river will be encouraged to facilitate a better integration of the area.

Developments in this area will be expected to contribute proportionately towards infrastructure and environmental enhancements. Flood Zone 3 would be a suitable location for a minimum of 2.5 acres/1 hectare of urban multi-functional space incorporating soft and hard landscaping and indoor/outdoor sports and recreation facilities. This space should be robustly designed to accommodate more frequent and higher volume floods in the future with minimal maintenance. Parking can also be accommodated, but should be incorporated creatively so that it does not dominate the space.

Policy SA EC4 Area 2: King Edward Quay

Within Area 2, development will be required to provide for a mix of leisure, business and community uses. Residential uses will also be appropriate on upper floors and small-scale retail and service uses can also be provided. Contributions to infrastructure provision and environmental enhancements will be sought from new developments. In addition to generic Borough wide requirements, contributions will also be sought towards the following local infrastructure;

- **Public urban park,**
- **Improved green links and pedestrian/cycle routes.**

Area 3: Magdalen Street

A number of recent developments, such as housing and the Foyer Project, together with the abandonment of the Eastern Approaches road, have begun the process of regeneration. A new food store has been built which partly addresses a need for local shops identified in the Local Plan. Any further retail development proposed shall be of a scale to serve the local area only and shall not prejudice other nearby local shopping centres.

The Plan seeks to continue these initiatives by consolidating and extending the residential area to the north of Magdalen Street and retaining the mix of small-scale commercial and local service uses elsewhere.

One of the main issues in this area is the high volume of through traffic, which is likely to continue to grow in the future. Measures are being investigated, as part of the overall Eastern Rapid Transport Corridor Study, to reduce car traffic and promote public transport to support growth. Walking and cycling routes are being enhanced through the Cycling Town Initiative with improved links to the Hythe Station. This is important in both transport and environmental terms, especially as the amount of housing in the area grows. New developments should therefore produce the minimum amount of car traffic and maximise the potential for public transport use, cycling and walking. Land is safeguarded on the proposals map for future rapid transit links into the town centre serving East Colchester and beyond.

A development brief has been adopted as a Supplementary Planning Document, which sets out in more detail the locational, design, townscape and transport criteria, which will be applied to proposals.

Policy SA EC5 Area 3: Magdalen Street

To the north of Magdalen Street, housing areas will be extended and consolidated, but other small-scale uses will be permitted provided they are compatible with the overall housing proposals. Development of sites adjacent to the railway line will be expected to safeguard land for a future rapid transit link. New development on the south side of Magdalen Street shall continue the existing mix of commercial, industrial, service and retail uses. Proposals must not adversely affect the amenity of neighbouring housing areas.

Development shall accord with the more detailed criteria set out in the adopted SPD.

Area 4: Hawkins Road

The Hawkins Road area is of considerable employment significance, accounting for around a third of all firms and employees working within the East Colchester area. Clearly, heavy vehicle movements into and out of the Hawkins Road area combined with relatively low-value economic activities (metal fabrication, wholesale, etc) represent growing “bad neighbour” uses in comparison to adjacent retail, office and residential growth. The area should be retained in a mix of employment uses, but regenerated to provide sites and an environment suited to the needs of modern industry

The Colne Harbour SPD by David Lock Associates Ltd makes the following observation about the Hawkins Road area:

‘Reconfiguration of the existing industrial uses to accommodate a greater density of employment activities will be (a) key development aim, enhancing the employment quarter with improved transport accessibility and a strong relationship with the Hythe Railway Station’ (para. 6.164, p. 85)

Proposals elsewhere within the SPD imply that the proximity of Hawkins Road to a refurbished Hythe Station and adjacent leisure amenities will create increased upward pressures on land values which will act to drive spatial use in the area towards office-centred and residential growth.

Future plans for the Hawkins Road area must therefore recognise the following:

- The importance of the area as an “island” of economic activity for residents of adjacent wards – especially for residents of St Andrew’s Harbour and New Town Wards; and
- That the current level of employment within the area is maintained, and ideally increased. It is, however, recognised that the nature of the sectors providing that employment will shift towards the service sector and towards commercial accommodation which is office-based rather than industrial.
- The potential for the area to accommodate a Business Incubator Unit to support local enterprise development.

This whole area is within Flood Zone 3 which requires less vulnerable uses on the ground floor of new developments and/or the use of flood resistant buildings etc. A vertical mix of uses would be an option in this area, e.g offices, light industrial units and community uses on the ground floor with residential above. Riverside sites on the western side of Hawkins Road are likely to be developed with mixed-use but predominantly residential accommodation. There is an opportunity to plan for a more intensive employment use of the sites on the eastern side of Hawkins Road. This could enhance the range of employment opportunities, attract residents to the Hythe area, and help to create a sustainable community.

An extension of the green links network to connect across the river and to Hythe Station is planned and a cycle route will be provided along an upgraded Hawkins Road during it’s redevelopment.

Policy SA EC6 Area 4: Hawkins Road

To the west of Hawkins Road housing areas will be extended and consolidated, and other small-scale uses will be encouraged provided they are compatible with the overall housing and regeneration proposals. New development on the eastern side of Hawkins Road shall continue the existing mix of commercial and industrial uses, and encouragement will also be given to office based employment and business incubation space. Proposals must not adversely affect the amenity of neighbouring housing areas. New development should incorporate public realm enhancements focused on providing improved pedestrian and cycle routes.

University of Essex

The Council recognises the important role of the University and how it can support the future development and economic prosperity of the town. The Knowledge Gateway is an integral part of the East Colchester Growth Area and is allocated as a Strategic Employment Zone. Constraints within the existing campus make academic expansion there difficult if not impossible. The need for new buildings to accommodate new academic developments and maintain the University's high reputation is recognised and reflected in the allocation on the Proposals Map. The Council also recognises the importance of retaining settlement separation between Colchester and Wivenhoe, which is supported in the Assessment of Open Countryside & Settlement Report (2009). Built development is therefore restricted to the area closest to existing buildings. No additional land has been allocated for residential development as this location does not accord with the housing strategy in the adopted Core Strategy and there are sufficient sites elsewhere in the borough. In accordance with PPS7 the facilitation of appropriate sport and recreation uses maybe appropriate in the countryside particularly where they improve public access. It is not therefore considered necessary to allocate additional land for sports use in the vicinity of the University.

Approximately 1.2ha of the allocated site falls within Flood Zone 3. Any development proposal will need to be supported by a Flood Risk Assessment and satisfy the Sequential Test and the Exceptions Test as this type of development is 'more vulnerable' in the flood risk vulnerability classification (table D2) in PPS25. A well designed scheme which restricts development to Flood Zone 1 land within the site curtilage and which provides open space areas towards the river frontage could help reduce the future flood risks both to people and the buildings. Buildings should incorporate flood resilience measures as good practice and the use of SuDS should be explored.

The Open Countryside Assessment Report suggested that development south of the campus could lead to visual coalescence with existing campus buildings but also that this issue could be mitigated through a high quality landscape enhancement scheme and therefore any future development will be expected to incorporate this.

The site is situated immediately beside the Colne Estuary. It falls approximately 3km from the boundary of the Essex Estuaries SAC and is located within 0.4km of the Upper Colne Marshes SSSI. Wivenhoe Park is a designated Local Wildlife Site (Co148) and this covers the north-west part of the allocation. As this is greenfield land inevitably there will be an adverse impact on local biodiversity and any future development of the site will be

expected to include biodiversity enhancements that help support habitats and species targets included in the Essex Biodiversity Action Plan.

Policy SA EC7 University of Essex Expansion

Permission will be granted for academic expansion within the area denoted by UE on the Proposals Map provided that it relates satisfactorily to its setting on the edge of the built up area of Colchester. Proposals within the existing campus will be acceptable providing they have full regard to the landscape setting and nature conservation interests. All proposals for development will need to include the following information;

- **A Flood Risk Assessment; it should satisfy the Sequential Test and the Exceptions Test of PPS25 and provide open space to the river frontage;**
- **A comprehensive landscaping scheme;**
- **A biodiversity enhancement plan.**

Transport and Access

In addition to complex movement patterns within the area from a wide range of land uses and high-density housing, East Colchester also acts as the main through route from the eastern side of Colchester and the Tendring Peninsula into Whitehall Industrial Estate and the Town Centre.

To try to address these issues the Council is working closely with the County Council on the East Colchester Rapid Transport Corridor Study. The study has identified additional transport improvements that are required in the short, medium and long term.

In the short term these include protecting and enhancing the current major bus corridors in the area:

- Elmstead Road, Greenstead Road, East Street, East Hill, High Street
- Greenstead Road, Hythe Station Road, Hythe Hill, Barrack Street, Magdalen Street
- Colne Causeway

These include bus priority measures, improved bus shelters and real-time bus information, increased off bus ticketing (eg. vouchers, pre paid tickets), increased service frequencies, extended operation and modern high quality buses. Bus priority routes have been identified on the Proposals Map and land will be safeguarded for a future rapid transit link into the Town Centre. The existing railway line between East Colchester and the Town Centre is under-used as a transport link and it is recognised that the branch to Colchester Town has great scope as a link to the Town Centre from the east to cater for growth upto 2023 and beyond. A 12m strip of land to the south of the existing rail line should be safeguarded.

The provision of an associated park-and-ride facility serving East Colchester and Tendring is being investigated and will form part of a borough-wide park and ride strategy following delivery of a northern site. In addition station improvements have recently taken place at Hythe Station which will improve capacity and service.

Due to the proximity of East Colchester to the Town Centre, the University, and the Whitehall Industrial Estate, a significant proportion of local trips are made by walking and

need to be preserved. As part of the development in the area a network of shared use foot/cycle paths will be delivered for both commuting, shopping and leisure trips. Provision will be made within and beyond the regeneration area for the proposed Rowhedge Trail to connect into the river front public realm areas, the existing network and the new bridges across the River Colne, connecting the east and west banks of the river and the surrounding area. A cycle/foot path link between Colne Causeway and Recreation Road will also be delivered. The Colne Harbour SPD sets out these links.

Contributions will be sought from private development and other funding sources including Growth Area Funding towards these transport improvements and others that may be identified as part of the East Colchester Rapid Transport Corridor Study. All new developments will be expected to fund improvements to public transport, cycling and walking as well as contribute towards the East Colchester Rapid Transport Corridor Study.

A comprehensive programme of Travel Planning and promotion of “smarter choices” is required. Residential Travel Packs will be required for developments of 10 or more units. For non-residential development, organisations with 50 or more employees will need a Travel Plan.

The Council’s transport strategy for East Colchester is pre-dominantly based on access to sustainable modes of transport. There will however also be a need to provide improvements to the highway network which new development will contribute towards. Some schemes have already been agreed including substantial improvements to Greenstead Roundabout funded through the University Research Park transport contribution.

Policy SA EC8 Transportation in East Colchester

It is proposed that a comprehensive package of public transport improvements will be provided from the Town Centre to the Hythe and the University. This is to include appropriate traffic management measures in order to facilitate improvements to bus services through the area, to improve conditions for cyclists and pedestrians, and to benefit the local environment. Land will be safeguarded for the Rapid Transport Link between Colne Causeway and Recreation Road and land should be safeguarded alongside the south side of the railway from Hythe Station (Station Road) to Colchester Town.

All new development will be expected to deliver and contribute towards improvements to public transport (including the East Colchester Rapid Transport Corridor Study), cycling and walking as well as the highway network. Travel Plans and Travel Packs will also be required.

Protecting and enhancing the Natural Environment

Although East Colchester is largely urban, there are important green links providing attractive spaces and wildlife corridors along the upper River Colne. Parts of the area are protected by national and local environmental designations.

The level of protection effectively precludes virtually all development on the marshes and would have a significant influence on any proposals that would alter the regime of the river. These areas (especially the SSSI) are particularly valuable for their nationally scarce and otherwise diverse plants. They also support varieties of invertebrates together with breeding and wintering birds.

Delivery and Implementation

The successful implementation of all these initiatives in a comprehensive and integrated manner is likely to depend upon the involvement of a range of external organisations and funding sources, in both the public and private sectors. These could include agencies such as the Homes and Communities Agency, Essex County Council, the East of England Development Agency, English Heritage, Natural England and the Environment Agency, and funding sources such as Growth Area Funding and the Heritage Lottery Fund.

The Council is investigating the potential for, and where appropriate will pursue, initiatives such as joint ventures and development trusts. If necessary, and in the interests of the proper planning of the area, the Council will consider using its compulsory purchase powers to achieve the policy objectives for the area in a comprehensive and integrated manner.

The Council recognises that several schemes for important sites have already been granted planning permission. Where detailed schemes have yet to be granted planning permission, or where revised proposals are put forward, the Council will seek to secure the community benefits specified below and in the Colne Harbour SPD as appropriate for each site development by means of legal agreements before any permissions are granted. Where it is considered that proposals would or could prejudice the overall strategy of the LDF, these will be refused as being prejudicial to the proper planning of the area.

Garrison

Over the last decade, the Garrison area in the south of Colchester has experienced extensive redevelopment which includes a new purpose-built garrison. The existing garrison site is being redeveloped to provide a new urban village based around Abbey Field, including new homes, new employment uses, and additional sports, leisure and community facilities. The redevelopment has been guided by an adopted master plan which has determined the boundaries for the area and the uses within it. Work is largely finished on the new garrison and a number of housing units have been completed, but further work remains to be carried out on the urban village, supporting transport infrastructure and community facilities which will ensure the Garrison integrates into the surrounding area as a sustainable new community. The Core Strategy provides for the continued progress of this redevelopment and supporting infrastructure.

Garrison Regeneration Area and South Growth Area

The Core Strategy designates the Garrison both as a brownfield Regeneration Area (Policy UR1), as well as a Growth Area (Policy SD1 – South Growth Area) where growth is focussed to deliver new sustainable development. These two areas, which have the same boundaries, are defined on the Proposals Map. The boundaries for the Garrison are carried forward from those defined by the master plan and shown on the 2004 Adopted Local Plan. The Garrison area extends from the southern edge of the Town Centre down to Berechurch Hall Road and incorporates significant amounts of open space including Abbey Fields.

Strategic Context

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the Garrison. The most relevant policies are:

Core Strategy

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Classification and Hierarchy
- H1 Housing Delivery

Development Policies

- DP1 Design and Amenity
- DP4 Community Facilities
- DP12 Dwelling Standards
- DP16 Private Amenity Space and Open Space provision for new residential development
- DP17 Accessibility and Access
- DP19 Parking Standards

East of England Plan

The Core Strategy is consistent with the East of England Plan and along with other Development Plan Documents, including the Site Allocations DPD, will implement the

regional policies and targets as they relate to Colchester. The Garrison Growth and Regeneration Area will help deliver the following:

- A minimum of 17,100 new homes between 2001 and 2021
- The provision of 20,000 new jobs across the Essex part of the Haven Gateway (approx. 14,200 in Colchester)

Sustainability Appraisal

Redevelopment in the Garrison will contribute to the regeneration objectives for this area and the Borough's housing and employment figures. Regeneration of brownfield sites will reduce the need for development on greenfield land, which will help to protect landscape character. There are a number of services and facilities already in the area which can be enhanced through further development. The Garrison is a sustainable location for new development given that the town centre is adjacent on the northern edge of the area.

General Development and Design

It is important to note that all policies contained within this chapter must be read alongside the Development Policies DPD. This document sets out the standard planning criteria applicable to all forms of development. The relevant criteria will be used to assess the suitability of any proposal in addition to the following detailed policy guidance.

Policy SA GAR1 Development in the Garrison Area

Within the Garrison Area as shown on the Proposals Map the following mix of uses will be considered acceptable. These levels of development should not be considered prescriptive but a guide to inform development proposals. Further guidance on approved uses and layouts is provided in the approved master plan for the Garrison.

- **Residential – Planning permissions and associated legal agreements currently allow for 2600 units. There is scope for a further 400 units to be developed over the plan period subject to acceptable mitigation and these will be expected to contribute to infrastructure and facilities in the area**
- **Employment – B1: 8485 sqm**
- **Retail - 2 Local Centres**

This development and associated open space, transport infrastructure and community facilities will be accommodated within the following areas which are illustrated on the Proposals Map:

Residential - The masterplan provides for the phased development of an urban village comprising a number of residential and mixed use sites in the Garrison. The areas shown as predominantly residential will also include leisure, community and health uses.

Employment -

Business Uses

- **3485 sqm B1 floorspace within the mixed use commercial/residential development at Flagstaff and Napier Roads**
- **5000 sqm B1 floorspace, off Berechurch Hall Road**

Retail

- **Butt Road – 1000 sqm retail - foodstore and three small shops**
- **William Harris Way, off Berechurch Road – children’s nursery plus five small shops (300 sqm retail)**

Open Space

- **Public open space including Abbey Fields (29 ha)**
- **North-south green link network**
- **Cemetery extension (2.5 ha)**

554 housing units were delivered at the Garrison as of April 2008 in line with the adopted master plan for the area. The economic downturn has slowed progress of residential development, but the long term aspirations and designations in the master plan are considered to remain appropriate guidelines for future development. Residential development encompasses a range of densities within the housing areas to provide a wide variety and mix of dwelling types and tenures including a target of 25% affordable housing. The master plan provides for relatively higher densities at the northern end, given the site’s location near the town centre and with access to good public transport connections.

In addition to the employment provided within the part of the Garrison area retained for military use, employment uses are also allocated on the Proposals Map at a site on Berechurch Road and within a mixed commercial/residential development at Flagstaff and Napier Roads.

Retail uses to serve local convenience shopping and service needs are provided for at the main Garrison neighbourhood centre off Butt Road as well as at a smaller centre to the south of the area. The neighbourhood centres also include a nursery at the smaller centre. A number of other community, education, health and leisure uses, not allocated specifically but identified in the master plan, are spread throughout the predominantly residential areas of the Garrison to support the objective of creating a sustainable urban village. In particular, several buildings within the old Garrison are to be transferred to the Council for community uses such as sports facilities, theatre, meeting spaces and health (including the Arena Site which was identified in the Regulation 25 Consultation document). Abbey Fields is to be retained as a key landscaped open area which forms an important element in a north-south green link through the Garrison. The Proposals Map shows a 2.5 ha extension to the existing cemetery. The need for this was originally identified in the Local Plan and the master plan subsequently set a boundary for the extension.

The Garrison area incorporates a number of important historical and archaeological features such as the historic buildings of the Garrison itself as well as underlying remains, including the only Roman circus ever found in Britain. Redevelopment of the site needs to ensure enhancement and preservation of these features, which in the case of the Roman circus has involved reworking of plans to avoid building over the site.

The planning permission including S299A Agreement for the Garrison Urban Village includes substantial works and financial contributions towards improvements to the highway network as well as public transport in the vicinity of the site and South Colchester. The permission also requires the delivery of a substantial package of improvements to existing and provision of new cycle and pedestrian links, in particular to help overcome the severance of the inner ring road separating the Town Centre from the northern edge of the Garrison area. The permission also includes the need to provide Travel Plans and Travel Packs.

Delivery and Implementation

A range of external organisations in both the public and private sectors have been involved in the successful delivery of comprehensive and integrated growth in the Garrison area. In addition to the Ministry of Defence and the lead housing developer, these include agencies such as Essex County Council, the East of England Development Agency, English Heritage, Natural England and the Environment Agency; and funding sources such as the Heritage Lottery Fund.

North Growth Area

As set out in the adopted Core Strategy, North Colchester is expected to be the focus of significant new development over the next 15 years. Existing allocations for both employment and residential development have been rolled forward from the Local Plan and additional housing growth is supported in the Core Strategy.

North Colchester is identified as a Strategic Employment Zone in the Core Strategy and the Haven Gateway Framework for Growth, in accordance with Policy E3 of the East of England Plan. There is approximately 100 hectares of employment land allocated, which provides good access to the strategic road network – the A12 and A120.

Housing allocations are expected to deliver at least 5000 new homes between 2008 and 2023 including provision made in the Core Strategy for an urban extension to deliver a minimum of 2200 homes.

Strategic Context

Core Strategy

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the North Growth Area. The most relevant policies are;

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Classification and Hierarchy
- CE3 Employment Zones
- H1 Housing Delivery
- TA1 – 5 Transport and Accessibility Policies

East of England Plan

The Core Strategy is consistent with the East of England Plan and along with other Development Plan Documents, including the Site Allocations DPD, will implement the regional policies and targets as they relate to Colchester. The North Growth Area will help deliver the following;

- A minimum of 17,100 new homes between 2001 and 2021
- The provision of 20,000 new jobs across the Essex part of the Haven Gateway (approx. 14,200 in Colchester)
- The identification of Strategic Employment Sites.

Sustainability Appraisal

North Colchester was identified as a Growth Area in the Core Strategy. The preferred policy option sought to direct development towards accessible and previously developed locations, and encourage regeneration. The Sustainability Appraisal accompanying the Site Allocations DPD has looked in more detail at the actual sites being proposed for development.

The Sustainability Appraisal accompanying the Site Allocations DPD has looked in more detail at the new sites being proposed for development which for North Colchester can be summarised as follows;

A substantial part of the new allocations comprise greenfield sites where there is a higher likelihood of large areas of open space; sustainable construction and renewable energy technologies being provided; and contributions being secured towards open space, education, affordable housing and sustainable transport infrastructure. These facilities and infrastructure will also have the additional effect of benefitting the existing population of north Colchester. The Accessibility Study carried out as part of the Sustainability Appraisal of the Core Strategy identified that the average distance from the new housing area to key facilities is 2.1km and that all facilities are accessible by walking and cycling. The area has good access to the town centre, transport interchanges and other facilities and development will provide the opportunity to complete and improve transport connections. Particular improvements include the new junction on the A12, the northern approaches road and busway, and improvements to the complex road network around the station.

All the allocated housing sites within the growth area are very close to the established large job generators such as Severalls Business Park, the hospital, and the town centre. Additional land will also be allocated for employment purposes, so future residents will be provided with good access to employment opportunities. The Open Space, Sport and Recreation Study identifies that north Colchester has a poor provision of both allotments, and facilities for children and young people, and therefore the need for these will be considered. Open space will be required and consideration will need to be given to a strategic area of open space. The Haven Gateway Green Infrastructure Study identifies the opportunity to provide a green corridor and this will be explored as part of the Master Plan. Chesterwell Wood will be protected and the Landscape Character Assessment also identifies visually significant trees within the urban extension area. The landscape north of the A12 is important for maintaining separation between Colchester and Great Horkeley and no development (except relocation of a service station, park and ride and appropriate recreational uses) will take place north of the A12.

General Development and Design Principles

Policy SA NGA1 Appropriate Uses within the North Growth Area

Within the North Growth Area as shown on the Proposals Map, the following mix of uses will be considered acceptable. These levels of development should not be considered prescriptive but a guide to inform development proposals:

- **Residential (minimum no. of dwellings) – 5000**
- **Employment – 47,600 sqm B1 business uses, 29,900 sqm for B2 industrial purposes and 70,500 sqm for B8, storage and distribution uses.**

This development will be accommodated predominantly within the following areas;

Residential;

- a. **Severalls Hospital Redevelopment**
- b. **North Growth Area Urban Extension (Land off Nayland Road and Mile End Road) ***
- c. **Land at Axial Way ***
- d. **Land at Turner Rise**
- e. **Land at Severalls Lane (Cuckoo Point)**

f. Land at Mill Road (Former Royal London sports facility)

Employment:

- a. Cuckoo Farm**
- b. Severalls Business Park**
- c. Crown Interchange**

All new development should seek to draw on the character of the existing landscape, within and adjacent to individual sites. Proposals should seek a comprehensive integration of identified existing and new green links and desire lines which link both public and private open spaces.

(* greenfield sites)

Housing

Six main areas have been shown on the Proposals Map to accommodate residential development in the North Growth Area. There are other smaller areas allocated as predominantly residential on the Proposals Map but which are not individually listed below. If developed these will also contribute to the housing delivery targets.

The Housing Delivery Report, accompanying the Site Allocations DPD, sets out how the sites are expected to be delivered taking into account existing planning consents and information in Planning Policy Statement 3. Using this as a basis for calculating housing delivery it has been possible to establish that the seven main sites within the growth area will deliver the required number of new homes, in accordance with the Core Strategy. Several scenarios are set out in the Housing Delivery Paper but an average density of between 35 - 40 dph depending on site specifics has been used to establish housing numbers on those sites without planning permission. Taking account of existing permissions, the outstanding number of units at 1.4.08, together with the new allocations, it is anticipated that approximately 5000 dwellings will be constructed in the North Growth Area.

Severalls Hospital Redevelopment

Outline permission has been granted for the site for 1500 new homes in accordance with an adopted master plan/design brief.

A S106 agreement that is already in place includes a requirement for the construction of a new junction on the A12, construction of the Northern Approach Road and bus corridor, and provision of a primary school and community facilities.

North Growth Area Urban Extension (NGAUE)

A broad area of land in North Colchester was identified in the Core Strategy to deliver new housing. The actual boundaries to the sites are now defined on the Proposals Map. The area comprises approximately 100 hectares and will deliver a minimum of 2200 new dwellings. In addition to housing the new development will provide enhanced open space, including the retention of Chesterwell woods, and new education and community facilities which integrate with the existing community. The development is intended to commence later in the plan period when the new A12 junction and Northern Approach Road are in place. A Supplementary Planning Document is being prepared which will guide the future development of this site.

Land at Axial Way

The allocation in Axial Way is a new greenfield site which has previously been allocated for employment purposes. The site was put forward by the owners of the land and supported by the Council in view of surrounding developments and site constraints. The site measures some 2.3ha and is therefore likely to deliver in the region of 70 new units based on the assumptions made about density and gross/net site areas.

Land at Turner Rise

This allocation comprises a number of parcels of land with extant planning permissions. Approximately 200 units had been built by 1.4.08 and a further 467 units remain outstanding. The development will also deliver the Queen Boudicca Primary School which is currently under construction.

Land at Severalls Lane (Cuckoo Point)

Planning permission was granted in 2005 for a mixed use scheme including the erection of 173 flats, 3430sq.m of floorspace for B1 (business) purposes and 3 shops. Work has commenced on site although no units had been completed by 1.4.08.

Land at Mill Road (Former Royal London facility)

A number of planning permissions have been granted for this residential scheme and as at 1.4.08 a further 123 units were still to be delivered.

Housing Strategy

There is sufficient immediately developable land to exceed the dwelling targets set out in the Core Strategy.

The Core Strategy includes some indicative phasing for the residential elements of the North Growth Area. The new greenfield sites in North Colchester are not expected to come forward until 2016 to ensure the Council's regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands, and to ensure delivery in accordance with the East of England Plan targets.

In particular an SPD is being prepared for the North Growth Area Urban Extension to inform the layout of development, general planning requirements and transportation improvements. Work has commenced on this and the Supplementary Planning Document is expected to be adopted in 2010. The future development will incorporate a neighbourhood centre to the north which will include a range of facilities and will provide a focus for the new and existing community. The new A12 junction has been designed to allow for this greenfield development.

Policy SA NGA 2 Greenfield Sites in the North Growth Area

Residential development of the greenfield sites identified in Policy SA NC1 is not expected to commence delivery until 2016. However, some flexibility will be allowed in phasing to allow development to be brought forward where monitoring proves it necessary to ensure housing delivery in accordance with agreed targets.

NGAUE Development will incorporate the following;

- **A minimum of 2200 new dwellings**
- **The creation of a neighbourhood centre**
- **The retention of Chesterwell Woods and other visually significant trees**
- **The retention of Mile End playing fields unless suitable alternative provision is made**
- **The provision of additional sports pitches and open space including allotments, green links and a landscaped buffer to the A12**
- **New primary school(s)**
- **New community facilities**
- **Sustainable transportation and highway improvements such as continuous links through the site for public transport, cycling and pedestrians**
- **Comprehensive travel planning to reduce the need to travel by private motor car**
- **Provision of a convenient, cohesive, safe and attractive walking and cycling network to ensure local facilities are accessible**
- **Provision of public transport infrastructure and services to meet local needs and link into the wider network**

The main focus of development will be the NGAUE, however all sites will be expected to contribute by either on site provision of infrastructure or financial contributions to ensure growth area objectives are achieved.

Employment

North Colchester is identified as a Strategic Employment Zone in the Core Strategy.

The Colchester Employment Study 2007 indicates a need for approximately 106,000sqm of office floor space (use class B1a & B1b) in Colchester between 2004 and 2021. Approved developments already provide adequate capacity for projected office (B1) development during the plan period, including schemes in North Colchester. Although these approvals have not yet all been constructed no further additional office space will be permitted during the plan period in employment zones at the urban fringe. The strategy will seek to facilitate the delivery of new office development in and around the Town Centre in accordance with PPS6.

The Colchester Employment Land Study indicates a need to accommodate 45,100sqm of gross new floor space of manufacturing (B2) and warehouse (B8) developments between 2004 and 2021. Assuming a floor space to land ratio of 0.4:1 is achieved in these developments, then a maximum of 11.3ha of land will be required.

Manufacturing and warehousing developments need good access to transport infrastructure, as well as being accessible to the workforce catchment. These developments also involve impacts that are not consistent with residential or mixed use environments (e.g. noise and heavy vehicles). In broad terms, the employment zone in the North Growth Area offers good access to the strategic road network and North Station, and is also reasonably well connected to the town centre and workforce catchments. The Colchester Employment Land Study considered that sites in this area

offered good opportunities for business development. Furthermore, infrastructure improvements such as the new A12 junction will significantly improve access to the trunk road network.

At present, there is an ample supply of undeveloped employment land in North Colchester, predominantly at Cuckoo Farm but including smaller land parcels within Severalls Business Park and at Crown Interchange. Policy SA NGA3 sets out the type of uses that will be appropriate within the North Growth Area including the indicative uses that have planning permission.

Policy SA NGA3 Employment Uses in the North Growth Area

Within the Strategic Employment Zone allocated on the proposals map, the following uses will be considered appropriate;

- a) Research and Development, Studio's, Laboratories, Hi-tech (B1b), Light industrial (B1c), General industrial (B2), Storage and Warehousing (B8). Any such development will be restricted by way of condition to prevent change of use to B1a.**
- b) Display, repair and sale of vehicles and vehicle parts, including cars, boats and caravans**
- c) Indoor sport, exhibition and conferencing centres**
- d) A limited amount of retailing only where this is ancillary to another main use in Class B1b, B1c, B2 or B8**
- e) Services and facilities to meet the needs of employees in the Employment Zone**
- f) Business uses (B1, B1a) only where already consented**
- g) At Cuckoo farm planning permission exists for a range of uses including an hotel (C1), a public house/restaurant (A3/4), a health and fitness centre (D2) and business units (B1).**

Transport Infrastructure

North Colchester is well located in relation to the town centre, the strategic road network and rail station. However, to accommodate the growth proposed successfully, it is important that an effective and integrated transport network is incorporated into development proposals. Table 6d in the adopted Core Strategy provides further details of the infrastructure to be provided in the North Growth Area. The Council will work in partnership with Essex County Council, the Highways Agency and developers to ensure the efficient circulation of traffic within the growth area and to improve connectivity with the surrounding area. The new A12 junction, the Northern Approaches Road, and the North Colchester Transit corridor are subject of an approved planning application and will be joint funded by the public and private sector.

As part of the Severalls development a package of transport measures has been agreed to provide road and public transport infrastructure. The Northern Transit Corridor will provide buses with a dedicated corridor to the station from the stadium and Cuckoo Farm employment area.

Working with the County Council park and ride will be delivered to the north of the A12 accessed from the strategic road network via the new junction 28. This will be the

borough's first park and ride site and will help to reduce traffic flows on radial routes into Colchester and will also support regeneration of the town centre, reducing the need for town centre car parking. It is envisaged that the frequent park and ride bus service will use the new transit corridor, and the North Station Master Plan SPD will promote measures to improve the operation of buses in that area, and through to the town centre. Adjacent to the park and ride site provision will be made for the relocation of the North Colchester service station to allow the junction to be constructed.

The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as part of the Highwoods sector. Development in the area will be expected to provide and promote cycling in line with this strategy. The current cycle network relies mainly on unsigned routes on residential roads. Around the station area there are a number of signed and segregated facilities, however, the road network in the station area is complex, heavily congested and unattractive for pedestrians and cyclists. Except near the railway at the south end of the area, there are no dedicated east west routes which could provide access to the major employment areas, the hospital, schools and leisure opportunities. The main Colchester rail station is well located to serve the north growth area and journeys to work by train from the areas north of the station is high. The council in partnership with the County Council and the Train Operating Company has developed a station travel plan to encourage greater use of rail and travel to the station by more sustainable modes.

There are frequent radial public transport services from the station northwards along Mile End Road and Turner Rise to the hospital and onto Highwoods and Severalls. There is a lower frequency of service along Bergholt Road heading west. West to east movement from the major development areas will be difficult if the existing services are to be relied upon; new west to east services should be provided. Service patterns will need to be increased and greater penetration will be required into the Greenfield development areas.

A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised travel planning. For the scale of development envisaged, area wide travel planning will be required. Residential Travel Packs will be required for developments of 10 or more units and measures delivered. Contributions to the Colchester station Travel Plan will be sought. For non-residential development, organisations with 50 or more employees, will need Travel Plans and to join an area wide Travel Plan. Work has already started on developing an area wide travel plan for the existing Severalls Business Park.

Policy SA NGA4 Transport measures in North Growth Area

All proposed development in the North Growth Area will be expected to contribute to a package of sustainable transport measures including walking, cycling and public transport. Convenient, cohesive, safe, and attractive walking and cycling networks will be provided to connect to major external attractors such as the railway station, the town centre, the hospital, major employment areas, schools and the Country Park. Improvements to public transport infrastructure and services in terms of frequency, accessibility and quality will be sought. Improvements to the highway network will also be required, including demand management and access control measures to the A12.

A comprehensive programme of Travel Planning and promotion of “smarter choices” will be required. Residential Travel Packs will be required. Contributions to the Colchester Station Travel Plan will be sought and for non-residential development organisations will need Travel Plans.

In addition the following schemes shown on the Proposals Map will be delivered;

- a) New A12 junction 28**
- b) Northern Approaches Road (Phase 3)**
- c) North Transit Corridor**
- d) North/South Capacity improvements (A133/A134)**
- e) Park and Ride and service station**
- f) Improvements to the A133 Central corridor**

Policy SA NGA5 Transport Infrastructure related to the NGAUE

Through development of the Core Strategy a statement of common ground was signed between the developers, the planning and transport authorities. It was agreed that the following infrastructure would be linked to the release of the greenfield land, the exact scale and nature being determined through a more detailed assessment as the planning process develops:

- Enhancements to the new A12 Junction 28**
- A12 demand management and access control measures**
- A comprehensive package of Travel Planning measures**
- The North Transit segregated busway**
- Completion of the Northern Approaches Road**
- A133 Central Corridor (stage 1 short term measures)**
- North South Capacity Improvement (A134/A133)**

Other Infrastructure

A range of infrastructure is expected to be provided including additional primary school capacity; allotments; strategic open space; green links including Tower Lane, connection to the Essex Way, and Cymbeline Meadows; community facility improvements; and youth recreation facilities. The emerging North Colchester SPD and the existing Severalls Hospital master plan set out details for the delivery of these facilities within the relevant areas. Standard charges will be applied across the North Growth Area to ensure delivery of infrastructure. Indicative green links are shown on the Proposals Map, the exact location will be determined by SPD's or planning applications.

Phasing

The Core Strategy includes some indicative phasing for the residential elements of the North Growth Area. The additional units on greenfield sites are not expected to be delivered until 2016 to ensure the Council's regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands; and to ensure delivery in accordance with the East of England Plan targets.

There is no phasing planned for the employment elements of the growth area.

Stanway Growth Area

As set out in the adopted Core Strategy, the western and south western fringes of Stanway are expected to be the focus of significant new development over the next 15 years. Existing allocations for both employment and residential development have been rolled forward from the Local Plan and additional growth is supported in the Core Strategy. Stanway is identified as a Strategic Employment Zone in the Haven Gateway Framework for Growth, in accordance with Policy E3 of the East of England Plan. There is approximately 16 hectares of employment land which provides good access to the strategic road network – the A12 and A120.

Existing housing allocations are expected to deliver approximately 1000 new homes by 2021 and provision is made in the Core Strategy for urban extensions to deliver a further 800 homes as a minimum by 2023.

Strategic Context

Core Strategy

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the Stanway Growth Area. The most relevant policies are;

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Classification and Hierarchy
- CE3 Employment Zones
- H1 Housing Delivery

East of England Plan

The Core Strategy is consistent with the East of England Plan and along with other Development Plan Documents, including the Site Allocations DPD, will implement the regional policies and targets as they relate to Colchester. The Stanway Growth Area will help deliver the following;

- A minimum of 17,100 new homes between 2001 and 2021
- The provision of 20,000 new jobs across the Essex part of the Haven Gateway (approx. 14,200 in Colchester)
- The identification of Strategic Employment Sites

Sustainability Appraisal

Stanway was identified as a Growth Area in the Core Strategy. The preferred policy option sought to direct development towards accessible and previously developed locations, and encourage regeneration. The Sustainability Appraisal accompanying the Site Allocations DPD has looked in more detail at the actual sites being proposed for development.

In the Stanway Growth Area several sites have been identified which will contribute to the delivery of housing and new jobs in the Stanway Growth Area. As part of the growth area the need to travel will be reduced by encouraging compact and mixed use development at accessible locations. The sites will also support sustainable travel behaviour, investment in sustainable transport infrastructure and reduce car dependence. Owing to the size of the residential sites new community facilities will be required to support new residents. A

master plan should be prepared for the sites to ensure that development in Stanway is comprehensively planned and that all necessary infrastructure is in place.

Greenfield sites should be more viable than brownfield sites which will ensure the provision of new facilities. Although the sites are greenfield they are located adjacent to existing development and the existing community will benefit from new facilities. As major housing developments, 10% of the site area will be provided as open space which will increase the amount of open space in the borough, support healthy lifestyles and reduce the fear of crime.

Landscaping will help to soften the approach into Stanway and existing hedgerows should be retained where possible in addition to visually significant areas of trees and woodland (as identified in the Landscape Character Assessment).

Major improvements will be needed to the existing sewer system to provide capacity; without major improvements the sewer system is likely to flood either internally or externally. This issue will need to be resolved before development commences on any of the new housing sites. Land between the A12 and B1408 London Road is served by Copford sewage treatment works (STW), which is already operating at capacity, development should not commence until there is an increase to the discharge consent at this STW. Sustainable drainage systems should be provided to protect groundwater quality and levels, and reduce the risk of flooding.

Buffer zones should be created along the southern boundary of the sites in Warren Lane to protect Warren Lane Pit Local Wildlife Site and a buffer zone should be created between the A12/B1408 London Road to avoid settlement coalescence between Colchester and Copford.

General Development and Design Principles

Policy SA STA1 Appropriate Uses within the Stanway Growth Area
Within the Stanway Growth Area as shown on the Proposals Map, the following mix of uses will be considered acceptable. These levels of development should not be considered prescriptive but a guide to inform development proposals.

1. Residential (minimum no. of dwellings) – 800
2. Employment – 36,500 sqm (gross) B1 Business uses and up to 45,100 sqm Industry and Warehousing.

This new development will be accommodated within the following areas:

Residential:

- a. Lakelands – existing allocation
- b. Land at Fiveways Fruit Farm – new greenfield allocation
- c. Land between Dyers Lane and Warren Lane – new greenfield allocation
- d. Land between the A12 and London Road – new greenfield allocation

Employment:

- a. Tollgate
- b. Stane Park
- c. Westside Centre

All development will need to have regard to the following:

- 1. The use of SuDS to reduce pollution levels in the water, recharging minor aquifers in the area and also to enable surface water to percolate into them keeping water levels maintained;**
- 2. For sites within 250m buffer zones of closed landfill sites there is the possibility of landfill gas migrating from the landfill sites into the strata below the proposed development. Any developer should appoint a suitably qualified and experienced engineer to carry out a site investigation prior to the submission of any planning application;**
- 3. Where the site area exceeds 1 hectare or more in Flood Zone 1, or falls within flood zone 2 or 3, the applicant should provide a Flood Risk Assessment that complies with Planning Policy Statement 25;**
- 4. Applicants should check if there would be a requirement for archaeological field evaluation before submitting a planning application. If nationally important archaeological remains are discovered the development would need to be designed to ensure that these were preserved *in situ*. If archaeological remains of lesser importance are discovered, these would require excavation (preservation by record) prior to development;**
- 5. Public open space will be required immediately to the west of the Gryme's Dyke, a scheduled ancient monument, in order to secure its management and improved public access;**
- 6. Where protected species are known or suspected to be present on a proposed development site then an ecological survey by an appropriately qualified consultant must be submitted prior to the planning application being determined;**
- 7. Planning permission will not be granted for development unless it can be demonstrated that the sewerage treatment infrastructure can accommodate the development within the confines of existing consents.**

Housing

Four main areas have been shown on the Proposals Map to accommodate residential development in the Stanway area. There are other smaller areas allocated which appear in the Housing Trajectory and Strategic Housing Land Availability Assessment but are not individually listed below.

The Housing Delivery Report, accompanying the Site Allocations DPD, sets out how the sites are expected to be delivered taking into account information in Planning Policy Statement 3. This sets out how net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided. It therefore excludes normal requirements for public open space (10%), schools, community uses etc. A minimum of 15% of gross site area should therefore be discounted. Using this as a basis for calculating housing delivery it has been possible to establish that the four main sites within the growth area will deliver the required number of new homes, in accordance with the Core Strategy. Several scenarios are set out in the Housing Delivery Paper but

an average density of between 35 - 40 dph depending on site specifics has been used to establish housing numbers on those sites without planning permission.

Lakelands

Outline permission has been granted for the site and 200 units have already been completed on this site as phase 1. Phase 2 has not commenced and will be the subject of a reserved matters application for approximately 600 dwellings.

A S106 agreement that is already in place includes a requirement for the construction of a by-pass, provision of a primary school site and community centre site/building, sports building contribution and open space.

Site between the A12 and B1408 London Road

A boundary has been drawn following existing development of substantial depth in London Road. Part of the site is currently used for employment purposes and there is an extant permission for B1 use and open space on approximately 3 hectares of the land. It is proposed that an equivalent area within the overall site will be retained for employment purposes and open space with the location being determined through the Stanway master plan SPD. There will remain a site of approximately 10.5 hectares for residential purposes.

The Haven Gateway Water Cycle Study reports that the Copford Sewage Treatment Works (STW) is at consented capacity. This allocation is within the Copford catchment area. Whilst the Council are confident that Anglian Water Services will apply for increased consent within the plan period for this STW as it already exceeds capacity, on a precautionary basis Policy SA STA1 makes it clear that development of this site cannot come forward until there is capacity to cope with the development at Copford STW.

Site between Dyers Road and Warren Lane

This site in its entirety covers approximately 8.9 hectares. However, it is understood that the site is currently in several ownerships and is affected by plans to extend the quarry. To be realistic about delivery it has therefore been necessary to phase the development as it is not certain that the full site area will be both deliverable and developable within the plan period.

The first phase of development comprises 3.3 hectares of land which is free of any ownership constraints and outside the standoff distance for a proposed extension to the boundary of Colchester Quarry (Minerals DPD Issues and Options Site A13 Fiveways Fruit Farm.)

Once the mineral workings have been completed a further 1.5 hectares of land will become available for residential purposes.

In addition various smaller parcels of land totalling about 3.7 hectares adjoin the site and may be available for residential development in the future. They do however contain numerous trees which are subject to Tree Preservation Orders and any development will need to conserve and protect them.

A statement of common ground was agreed between the planning, highway authorities and the developer for the development of this area.

Fiveways Fruit Farm

This site measures approximately 17.5 hectares but 6.3 hectares is constrained due to standoff requirements until further quarry work has taken place. A further 14 hectares of land is planned to be available for strategic public open space in future years.

The site is affected by plans to extend the quarry and accordingly it is proposed to phase development to reflect the need for a standoff distance. Post restoration of the quarry land a strategic area of public open space is planned to be provided integrated with other restoration proposals.

The site lies in an area of some archaeological sensitivity being close to Gryme's Dyke (a Scheduled Ancient Monument,) Gosbecks and only 600 metres north of the important Stanway Burial site. There would be a requirement for archaeological field evaluation prior to any development. If nationally important archaeological remains are discovered the development would need to be designed to ensure that these were preserved *in situ*. If archaeological remains of lesser importance are discovered, these would require excavation (preservation by record) prior to development.

Natural England is aware of a population of Jersey Cudweed *Gnaphalium luteoalbum* present on land comprising orchards and arable grassland within the quarry site. Jersey cudweed is protected under Schedule 8 of the Wildlife & Countryside Act 1981 (as amended). Accordingly the following information should be provided in the form of an ecological survey by an appropriately qualified consultant, prior to any planning application being determined;

- What is the species concerned?
- What is the population level at the site, or affected by the proposal?
- What impact is the proposal likely to have upon the species present?
- What can be done to mitigate against this impact?
- Is the impact necessary or acceptable?
- Is a licence required from Natural England/Defra?

Housing Strategy

There is sufficient immediately developable land to exceed the 800 dwelling target. Additional land (phase 2) could come forward once the quarry extension has been dealt with. An area of strategic open space that would come forward post the quarry extension is also shown on the proposals map.

The Core Strategy includes some indicative phasing for the residential elements of the Stanway Growth Area. The 800 additional units on greenfield sites in Stanway are not expected to come forward until 2016 to ensure the Councils regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands; and to ensure delivery in accordance with the East of England Plan targets.

A master plan will be prepared for the Stanway Growth Area to govern layout of development, detailed design considerations and general planning requirements. It is anticipated that work will commence in 2009 and the master plan will be adopted as a Supplementary Planning Document in April 2011.

Policy SA STA2 Phasing of Greenfield sites in Stanway Growth Area

Residential development of the greenfield sites identified in Policy SA STA1 is not expected to commence until 2016. Two sites are partly constrained by proposals to extend Stanway Quarry and will not therefore be released until after 2021. A standoff distance is shown on the Proposals Map. However, some flexibility will be allowed in phasing to allow development to be brought forward where monitoring proves it necessary to ensure housing delivery in accordance with agreed targets.

Employment

Stanway is identified as a Strategic Employment Zone in the Core Strategy.

The Colchester Employment Study 2007 indicates a need for approximately 106,000sqm of office floor space (use class B1a & B1b) in Colchester between 2004 and 2021. The Core Strategy indicates that 36,500sqm of this office floor space should be provided in Stanway. Development at Stane Park (approved subject to S106 being completed) contains approximately 36,560sqm of floorspace. There are also a number of other uncompleted approvals for office development, including land at Tollgate.

Therefore, approved developments in the Stanway Growth Area already provide adequate capacity for projected office (B1a) development during the plan period, although these approvals have not yet been constructed. No additional office space will be permitted in Stanway during the plan period. It is important, for both sustainability and town centre vitality reasons, to ensure that new offices and business are delivered in the town centre and not only at the urban fringe. Therefore the Site Allocations DPD does not support further office development in employment zones at the urban fringe. The Strategy will seek to facilitate the delivery of new office development in and around the Town Centre in accordance with PPS6.

The Colchester Employment Land Study indicates a need to accommodate 45,100sqm of gross new floor space of manufacturing (B2) and warehouse (B8) developments between 2004 and 2021. Assuming a floor space to land ratio of 0.4:1 is achieved in these developments, then a maximum of 11.3ha of land will be required.

Manufacturing and warehousing developments need good access to transport infrastructure, as well as being accessible to the workforce catchment. These developments also involve impacts that are not consistent with residential or mixed use environments (e.g. noise and heavy vehicles). In broad terms, the employment zone at Stanway offers good access to the strategic road network and is also reasonably well connected to the town centre and workforce catchments. The Colchester Employment Land Study considered that sites in this area offered good opportunities for business development. Furthermore, infrastructure improvements, such as the Western Bypass at Stanway, will significantly improve access to the A12.

At present, there is an ample supply of undeveloped employment land in Stanway, including:

- Tollgate, Stanway – 11.37ha
- London Road, Stanway – 4.75ha

Policy SA STA 3 Employment and Retail Uses in Stanway Growth Area

No further office development will be permitted within the Stanway Growth Area. There are considered to be sufficient services within the Stanway area to serve businesses and employees within the Employment Zones so no additional services and facilities will be required. Within the Strategic Employment Zone allocated on the proposals map, the following uses will be considered appropriate;

- a) Research and Development, Studio's, Laboratories, Hi-tech (B1b), Light industrial (B1c), General industrial (B2), Storage and Warehousing (B8). Any such development will be restricted by way of condition to prevent change of use to B1a.**
- b) Display, repair and sale of vehicles and vehicle parts, including cars, boats and caravans**
- c) Indoor sport, exhibition and conferencing centres**

New retail uses will not be permitted within the Stanway Growth Area. A limited amount of retailing will be permitted only where this is ancillary to another main employment use in Class B1b, B1c, B2 or B8. Small scale retail uses may also be permitted if they can be demonstrated to meet identified local needs and not compete with the town centre.

Existing Retail uses within areas of land allocated for employment and/or retail uses, will be permitted to relocate within these allocated areas of Stanway provided there is no net loss in available employment land.

Transport Infrastructure

Stanway is well located in relation to the strategic trunk road network. However improvements to the A12/A1124 Eight Ash Green junction 26 as well as the surrounding highway network are required to accommodate the forecast growth in the area. The Stanway/Shrub End area is served by regular bus services feeding into the town centre but local bus services connecting to the major retail and employment area at Tollgate are poor. Future development must make provision to link residential developments to these key areas.

The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as part of the Lexden/Shrub end sector. The National Cycle Network passes through the existing community using a mix of on and off road routes. Development in the area will be expected to provide and promote cycling in line with this strategy. Internal cycle linkages rely mainly on unsigned residential roads. The design of the road network and high traffic volumes in parts of Stanway restrict cycle and pedestrian access. Access to the major retail and leisure opportunities in the area i.e. Tollgate, Colchester Zoo and the Gosbecks Archaeological Park by foot and cycle are limited and need improvement.

To accommodate the growth proposed, it is important that an effective and integrated transport network is incorporated into development proposals to create better linkages to employment, educational, health, retail, and leisure opportunities both locally and in the town centre. The Council will work in partnership with Essex County Council, the

Highways Agency and developers to ensure development makes provision for alternative modes of transport to the car to manage traffic within the growth area and to improve connectivity with the surrounding area. Developments will require Travel Plans to deliver a programme of 'Smarter Choices' initiatives.

A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised travel planning. For the scale of development envisaged here area wide travel planning will be required. Residential Travel Packs will be required and measures delivered. For non-residential development organisations will need to adopt Travel Plans and become part of an area wide Travel Plan, especially those in the Tollgate employment and retail park. Working with Essex County Council, the Highways Agency and existing businesses experience has been gained on developing an area wide travel plan for Severalls Business Park in north Colchester. A similar approach will be used in Stanway.

Policy SA STA4 Transportation in Stanway Growth Area

All developments in the Stanway Growth Area will be expected to contribute to a package of sustainable transport measures including walking, cycling and public transport. A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised travel planning. For the scale of development envisaged area wide travel planning will be required. Residential Travel Packs will be required and measures delivered. For non-residential developments organisations will need to become part of an area wide Travel Plan.

In addition the following road schemes shown on the Proposals Map will be delivered as required;

- a) Completion of the Stanway Western Bypass**
- b) Improvements to the A12/A1124 Junction 26 as well as the surrounding highway network**
- c) Stanway Road Improvements**
- d) Widening of the Stanway Western Bypass**

Open Space

There are four separate areas of land between Church Lane and Maldon Road (B1022) that are considered to have substantial potential for recreational uses in the short to longer-term. These are as follows:

1. The O & H Holdings Ltd site. This area of 19.83ha, formerly worked for sand and gravel, has been split by legal agreement between a sub-area for private sector leisure development (7.69ha) and a zone for public recreational use (12.14ha). By legal agreement the housing developer at Church Lane should provide a financial contribution of £325,000 (index-linked) towards the building of a sports hall, community centre or similar facility with associated car parking facilities on 0.8ha of land for the benefit of residents in Stanway and Colchester;
2. Tarmac site west of Warren Lane (Bellhouse Pit). This site is in active use, partly as the location for Tarmac's area office, in part for the processing of sand and

gravel, but predominantly as a privately operated County Council waste landfill site. It is likely that these uses will remain over most of this zone;

3. Tarmac site east of Warren Lane (Stanway Hall). This site is being progressively exploited for its sand and gravel reserves, and once the extraction process is complete 49 hectares of land will become public open space.
4. Land at Fiveways Fruit Farm. This site of approximately 14 hectares is intended to be used to extend the Tarmac quarry in the short term. The allocation of this land will be confirmed through Essex County Council's Minerals Development Document (MDD). The Borough Council have allocated the land as open space which is expected to be delivered towards the later stages of the plan period.

The recreational potential of these four sites is recognised by the Council as having an important role in meeting the leisure needs of local residents in Stanway and Colchester.

In particular, it would more than fulfil the individual quantity standards recommended in the PPG17 study for the various open space typologies and sports facilities required in the Borough including Stanway to meet existing and future population needs up to 2021. It would also serve to keep pressures off more sensitive areas of countryside surrounding Stanway and Colchester such as the nearby Roman River Valley.

There are several important considerations in realising this potential:

- While the site at Church Lane is likely to be available in the short term, the three Tarmac sites will in general not be released from their present uses until towards the end of the plan period;
- There are other existing or potential attractions which are in close proximity to these four sites, including Colchester Zoo, Gosbecks Archaeological Park and the Roman River Valley itself. Any detailed proposals for the three-site recreational zone will need to recognise and be in harmony with the presence of the Zoo and the Park as an important commercial visitor attraction; the Park as a significant archaeological and informal recreational resource; and the Roman River Valley as an area vulnerable to further visitor pressures;
- Ecological assessments will be required as part of the formulation of proposals to ensure that any nature conservation interests are accounted for.

The Council's general view is that there is scope within the Church Lane/Maldon Road leisure area for a balanced mix of informal and more formal outdoor leisure activities. It is proposed that the informal component should predominate, and should include water-based activities and a nature conservation element. Any formal indoor and outdoor leisure element will be limited in extent and be closely related to the housing and employment land allocations north and south of Church Lane, so as to keep built recreational development out of the more open countryside. However, more detailed proposals will be developed in the Stanway Master Plan SPD following consultation with relevant interests, including landowners, the County Council and Stanway Parish Council.

Policy SA STA5 Open Space in Stanway Growth Area

Land between Church Lane and Maldon Road, including Stanway Hall Farm and Bellhouse Pit, is allocated as Open Space for informal and formal outdoor leisure uses, as shown on the Proposals Map. Any formal indoor and outdoor leisure provision will be limited in extent, and closely related to allocated employment and housing areas at Church Lane.

Other Infrastructure

A range of infrastructure is expected to be provided in the Stanway Growth Area as detailed in the Core Strategy, Table 6d. This includes increasing primary school capacity, allotments, strategic open space, village hall improvements and youth recreation facilities. The Stanway master plan SPD will set out details for the delivery of these facilities and standard charges and/or the Community Infrastructure Levy will be applied to ensure delivery.

Tiptree

As set out in the adopted Core Strategy, Tiptree is expected to be the focus of limited new development over the next 15 years. Existing housing allocations have already delivered just under 500 new dwellings (as at 31st March 2008) at which point in time planning permission existed for a further 173 units. Since that time some planning applications have lapsed and others built out. Provision is made in the Core Strategy for a minimum of 680 units to be built in Tiptree over the plan period so accordingly a new residential allocation is shown on the Proposals Map. Additional open space will be allocated as part of the housing development.

Some of the employment land allocated in the Local Plan but not yet developed will be rolled forward and additional land will be allocated for employment purposes adjacent to Wilkin & Sons factory. The District Centre is expected to be enhanced through an additional 245 square metres of net retail floorspace.

Strategic Context

Core Strategy

The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the Stanway Growth Area. The most relevant policies are;

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE2b District Centres
- H1 Housing Delivery

East of England Plan

The Core Strategy is consistent with the East of England Plan and along with other Development Plan Documents, including the Site Allocations DPD, will implement the regional policies and targets as they relate to Colchester. Development in Tiptree will help deliver a minimum of 17,100 new homes between 2001 and 2021.

Sustainability Appraisal

Tiptree was identified to take some limited growth in the Core Strategy. Several sites have been put forward to accommodate residential development and all sites adjacent to the existing settlement boundary have been assessed in the Sustainability Appraisal. Land is needed to deliver a small number of dwellings in Tiptree and the SA concluded that the allocation of one large greenfield site is more likely to deliver a range of housing types, including affordable housing, and other planning gain benefits than the allocation of several smaller sites. The site in Grange Road will also result in benefits to the community through the improved provision of recreational facilities and open space. There is a business park to the north of this site and further uses along Kelvedon Road becoming more sporadic towards Feering. The development of this site will help tie the business park into the settlement pattern of Tiptree. Part of this site is allocated in the Local Plan for employment development and this potential for employment development would be lost by the development of this site. However, the Employment Land Study concluded that this site is unlikely to come forward in the plan period. SuDS will be essential to reduce flood risk, replenish groundwater levels and reduce the likelihood and amount of pollutants entering the groundwater system. The wildlife area, landscaping

scheme, allotments and open space are an important part of the scheme and development should avoid the area designated by Essex Wildlife Trust as a 'living landscape'.

New land has been allocated for employment purposes adjacent to Wilkin & Sons factory. Wilkin & Sons is an important part of Tiptree's culture and heritage and the loss of the factory and associated uses would bring many adverse affects to Tiptree, and the borough as a whole if Wilkin's moved outside of Colchester. It is therefore considered that to maintain Tiptree's local distinctiveness and economy the proposal should be supported in principle.

Housing

Previous Development

Between 2001 and 31st March 2008 almost 500 new dwellings were built in Tiptree, predominantly on two sites at Grove Road and the former Tiptree Book Service site off Church Road.

Existing commitments

In April 2008 there were a number of sites with planning permission for residential development on which 118 units remained to be built. Since then some of these units will have been built, some will no longer have planning permission and new permissions will have been granted. April 2008 is taken as the base year for the Core Strategy and for consistency is used in this document.

Proposed Allocations

To achieve the Core Strategy target of 680 new dwellings, which is a minimum figure, additional land will need to be allocated. The preferred location for this development is at Grange Road, tied in to community benefits in the form of public open space and allotments. The Housing Delivery Paper demonstrates how the new site could be developed, at a low density in keeping with the edge of village location. The expected number of dwellings on the site is 72. All sites larger than 5 dwellings and expected to be delivered in the plan period are shown on the Proposals Map and in the Policy below. Smaller sites with planning permission (PP) on 1.4.08 have been grouped together. There are other areas in Tiptree allocated as predominately residential that are not specifically listed in the policy but where further residential development may be appropriate.

Policy SA TIP1 Residential sites in Tiptree

Within Tiptree the following sites are allocated as predominantly residential on the Proposals Map to deliver housing targets identified in the Regional Spatial Strategy and the Council's Core Strategy;

Rear of 51 Church Road	22
59 Maldon Road	8
Park Drive, Newbridge Road	6
Petrol Station, Maypole Road	31
Grange Road *	72
Other Small Sites with PP	51
Total	190

*** Development of the Grange Road site is not expected to commence until 2016. Development cannot take place until there is capacity at the Tiptree Sewage Treatment Works. Development of the site will also be expected to deliver the following infrastructure;**

- **Road improvements (see policy SA TIP2)**
- **Open space, allotments, sport and recreational facilities in Grange Road.**

The Haven Gateway Water Cycle Study concludes that based on likely development in Tiptree within the plan period it is likely that there will be a lack of headroom in 2016/17 at the Tiptree Sewage Treatment Works (STW). The Council is confident that Anglian Water Services will apply for increased consent to accommodate additional discharges but on a precautionary basis no additional development will be permitted within the catchment area of the Tiptree STW until such time as the STW has capacity to cope with the development.

There are a number of existing gypsy and traveller sites in Tiptree which in accordance with requirements in the East of England Plan will be allocated on the Proposals Map. Further detail on this is provided in the housing section of this document which sets out how Gypsy and Traveller accommodation will be provided across the Borough.

Employment

Additional employment land (1.04 hectares) was allocated in the Local Plan to compensate for the loss of the TBS site and to meet future population growth in Tiptree. A further 5.15 hectares at the corner of Kelvedon Road and Grange Road was rolled forward from the previously adopted local plan. Despite this land being allocated since at least 1995 to date none has been developed for employment purposes. The Employment Land Review undertaken in 2007 concluded that the site in Kelvedon Road/Grange Road was unlikely to be taken up for employment use within the plan period. Therefore, in accordance with PPS3 (para. 44) consideration was given to reallocating the site for residential purposes.

There remains 4.13 hectares of land at Tower Business Park off Kelvedon Road, including 1.04 hectares of undeveloped land. In addition it is proposed to allocate a further 5.55 hectares of land for employment purposes on Factory Hill.

Transport Infrastructure

From the 2001 Census there are 3700 work trips from Tiptree ward. 23% of travel to work trips remain in the ward. The adjoining districts of Braintree and Maldon attracting 12% and 11% respectively. 68% of people travel to work by car.

Tiptree sits on the crossroads of two B roads giving access to Colchester, Maldon and Kelvedon/Feering. Access to the A12 strategic trunk road is via the latter villages. The nearest mainline railway station is in Kelvedon giving access to trains to Colchester and London. There is a regular day time bus service to Colchester and 5 services to Kelvedon. Tiptree is also on National Cycle Network route 1 linking Colchester to Chelmsford.

To accommodate the additional housing growth successfully, it is important that an effective and integrated transport network is incorporated into development proposals. The Council will work in partnership with Essex County Council to ensure the efficient circulation of traffic within the area and to improve connectivity with the surrounding area. Sustainable transport measures should be included in all new developments and Residential Travel Packs will be used to provide a stimulus, including financial incentives.

Policy SA TIP2 Transport in Tiptree

Development of the allocated housing site in Tiptree will be required to provide highway capacity and safety improvements within the vicinity of the site (likely to include but not be limited to the Grange Road/Vine Road and Kelvedon Road junctions) as well as the routes between Tiptree and the A12 in particular via Feering/Kelvedon. The development will also be expected to contribute to a package of sustainable transport measures including public transport and provide incentives through Residential Travel Packs. The design of any development will incorporate measures to encourage walking and cycling within the site and to the village centre, other local facilities, and linkages to the National Cycle Network.

Other Infrastructure

A range of infrastructure is expected to be provided within Tiptree during the lifetime of the plan including a new health centre, primary school expansion, new sports pitches and allotments. Where sites for these facilities are known they have been allocated on the Proposals Map. A new open space allocation is shown on the Proposals Map in Grange Road. This is also shown within the Settlement Boundary reflecting its importance within the village and the need to integrate the new and existing development.

Phasing

The Core Strategy includes reference to greenfield sites not coming forward until 2016 to ensure the Council's regeneration proposals are not prejudiced. The additional housing in Tiptree on undeveloped land previously allocated for employment purposes is not expected to come forward until 2016. However housing delivery will be monitored and if necessary the site will be brought forward earlier in response to changing market demands; and to ensure delivery in accordance with the East of England Plan targets.

Public Realm Policies

Core Strategy policies PR1 and PR2 outline the Council's strategic position on the provision of open space across the Borough up to 2021. The Core Strategy highlights the important functions that existing open space, sports facilities and green link networks provide to the people of Colchester by creating opportunities for passive and active recreation, and encouraging participation in health active lifestyles.

The green infrastructure network includes open space, green links, and sports facilities, and is multi-functional in terms of the benefits that it can deliver. In addition to the recreational value of the network, such assets also provide valuable corridors for the movement of people and animals. Green infrastructure networks will become increasingly important for their ability to enable species to adapt to changing climatic conditions. Developing a network of green links increases the opportunities for people to move between areas on foot or by bike. This contributes to Core Strategy objectives for reducing the need to travel and dependency on the car as the primary mode of transport; promoting healthy lifestyles; and can help contribute to a reduction in green house gases.

With a growing population comes increasing demand for access to coastal areas for recreation and tourism. Much of the Borough's coastline is protected under International and European Designations for its important nature conservation interest, as a Ramsar Site, a Special Area of Conservation or a Special Protection Area. In addition a county wide policy is included in the Core Strategy aimed at protecting the Coastal Belt. Creating alternative new areas of green infrastructure will be important for relieving pressure on these sensitive sites.

Strategic Context

Core Strategy Public Realm Objective and Policies

The Core Strategy recognises the importance of the public realm and contains the following relevant objective;

- Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live work and play.

The following Core Strategy Policies are applicable;

- PR1 – Open Space
- PR2 – People-friendly streets
- ENV1 – Environment

Public Realm Site Allocations

The Local Plan allocated a wide range of public and private open spaces which were considered to meet the needs of the Borough. The allocations had regard to the National Playing Fields Association standard of 6 acres per 1000 population along with a further 1 acre per 1000 population for informal recreation which equates to 2.83ha/1000 of the population. A number of sites were identified in the Local Plan as open space or potential areas of open space and these were to be retained in accordance with policies.

The Site Allocations document proposes carrying forward the majority of these sites to ensure that existing communities still have access to open space and sports facilities in their local areas. New developments will be expected to provide open space which at least meets or exceeds the minimum standards set out in the Development Policies DPD. Supplementary Planning Documents which are being prepared for the North Growth Area Urban Extension and Stanway will detail how additional open space will be delivered. This approach ensures that new development provides for the recreational needs of new communities and mitigates impacts on existing communities.

The Council has undertaken an Open Space, Sport and Recreation study, in accordance with Planning Policy Guidance Note 17, to assess current provision levels of open space and sports/recreation facilities, and identify areas of deficiencies with respect to these assets. The study is part of the evidence base which supports Colchester’s Local Development Framework. As a result of the study the existing open space standard of 2.83ha/1000 population has been revised. A range of new accessibility, quality and quantity standards have been set for the different types of open space and sports facilities needed across the Borough to ensure that the requirements of existing and new communities are met in relation to open space, recreation, and sports provision. The revised accessibility, quantity and quality standards are set out in Appendices N, P and Q in the Borough Council’s PPG17 Open Space, Sport and Recreation Study. The revised quantity standards are set out in the table below.

Recommended quantity standards/typology/1000population (PPG17 Study 08)

Parks & Gardens (ha)	Nat & Semi Nat (ha)	Amenity Green Space (ha)	Provision for Children (ha)	Provision for Teenagers (ha)	Allotments (ha)	Outdoor Sports Facilities (ha)	
1.76	5.0 (urban only) 9.83 (urban & rural)	1.10	0.05	0.05	0.2	2.1 (include golf)	1.5 (exclude golf)

The Council has adopted a Supplementary Planning Document for Open Space, Sport and Recreational Facilities. This document sets out the level of financial contributions or commuted sums needed to ensure that the new standards for the different types open space and sports facilities are met through new development proposals. Decisions about which type of open space is to be provided as part of individual planning applications will be informed by the PPG17 study outputs and determined by the Council’s Development Team

Provision levels will be monitored and reviewed periodically to ensure that population needs are being met. New developments will be expected to take account of the evidence base to ensure that any potential future deficits are addressed.

Policy PR1 in the Core Strategy and Policy DP16 in the Development Policies DPD set out the Council's expectations for the provision of open space, (public and private), sports and recreation facilities, and green links as part of future development proposals.

Core Strategy Table PR1 outlines a wide range of new facilities which are to be delivered over the plan period. Many of these will be delivered alongside future development in the identified Growth Areas and when established will be allocated as Public or Private Open Space on the Proposals Map. The Growth Areas in North Colchester and at Stanway are expected to deliver new areas of strategic open space to meet the growing population needs in these areas. This supports recommendations in the Haven Gateway Green Infrastructure Strategy which identified the desirability to provide new or enhance existing open space and green link networks in the north of Colchester and at Stanway as part of future growth in these areas. Details will be set out in area based Supplementary Planning Documents.

Strategic Areas of Open Space in the context of Colchester's LDF refer to areas of open space that are 2 hectares or more, located within 300m of new development which have the capacity to deliver a range of functions. Greenfield development in the Growth Areas is expected to come forward for development post 2016 and the delivery of open space will coincide with the development timetable for these areas. There will be a presumption against future development on existing and new open space sites and sports facilities as detailed in policies DP15 and DP16 of the Development Policies DPD.

The Site Allocations document proposes to retain the distinction between Public and Private Open Space. During the Regulation 25 Site Allocations consultation, a proposal was put forward to combine public and private open space into one allocation. A number of objections were raised about adopting this approach. The main objection centred on the risk that a generic allocation would potentially lower the perceived value attached to public open space. Access rights to private and public open space are quite different. Using one allocation could increase the risk of misinterpretation that all open space sites shown on the Proposals Map are equally accessible when this is clearly not the case. Following further consideration it was therefore deemed necessary to retain the separate allocations. The Proposals Map will show all areas of public and private open space whether they be existing or proposed – there will be no distinction, to ensure that the future needs of communities are met through new development. Public and private open space, sport and recreation facilities will also all be protected by one policy, DP15 in the Development Policies DPD.

New allocations on the Proposals Map consist mainly of minor alterations; the identification of open spaces within residential areas, including new open spaces recently adopted by the Council; and a more consistent approach to the allocation of school playing fields. A new area of private open space is shown west of Irvine Road in Colchester.

The areas of proposed open space shown in the Local Plan for north Colchester have not been shown on the new Proposals Map. This land falls within the North Growth Area and the allocation of open space, sports and recreation facilities in this area will be set out in a master plan currently being prepared for this area. The Proposals Map clarifies the provision of open space in Tiptree and in the Stanway Growth Area, including the allocation of additional strategic open space in Stanway.

Land at Bellhouse Pit and Abbotstone Landfill Sites to the west of Warren Lane, Stanway will be restored for use as public open space on completion of landfill operations. Land to the west and east of Warren Lane has been safeguarded for quarry uses and this too will be restored to public open space post quarrying operations.

Land currently used for quarrying on the Inworth Road part of Tiptree Quarry will also be safeguarded for quarry uses and this land will be restored for nature conservation and amenity uses. This site is not publicly accessible therefore it has been allocated as private open space.

The Proposals Map identifies the areas that have been safeguarded and their future uses.

Transport and Accessibility

Core Strategy policies TA1, TA2, TA3, TA4 and TA5 outline the Council's strategic position with regards to providing and improving transport and accessibility across the Borough up to 2021. The Core Strategy policies are a balance between improving accessibility through land use planning, managing traffic flow and growth, infrastructure provision, promotion and education programmes.

Policies seek to encourage a change in travel behaviour, and in appropriate locations give priority to walking, cycling and public transport. Policies are closely linked to public realm policy PR2 People Friendly Streets and UR1 Urban Regeneration. Additional and improved infrastructure is required for all modes. Best use of the existing assets will be made by using land within control of the transportation authorities, however in certain instances land will need to be safeguarded for transportation improvements to be delivered by the public or private sector. Table 6d of the core strategy list the key facilities and infrastructure including transport infrastructure. Many of these are related to the growth areas and are covered in the specific site allocation sections.

It is recognised that transport infrastructure will be of benefit to those outside of the identified area and in certain cases e.g. park and ride in North Colchester will benefit the Town Centre Growth area. Where it can be evidenced through a Transport Assessment that the impact of development will impinge on the operation the transport network outside of the identified growth area a contribution will be sought through Core Strategy policy SD2 Delivering Facilities and Infrastructure.

Schemes will either be subject to further consultation either as part of the planning process or on a scheme by scheme basis as part of the Local Transport Plan or National/Regional programmes.

The Trunk Road Network and A133 Central Corridor

The A12 and A120 trunk road network runs east west across the borough. These routes are the responsibility of the Highways Agency. There are currently 4 main junctions with the A12 from the from County Council's Local Highway network. (2 of these junctions also give access to the A120). A fifth junction has planning permission, funding and is subject to detail design for delivery.

Through the development of the Core Strategy it was recognised that growth across the whole of Colchester will impact on the operation of the trunk road and mitigation measures will be needed. The Highways Agency will expect Transport Assessments for the growth areas to identify impact and where necessary will seek contributions for improvements.

The A133 running east west across the town is a key corridor for movement around the town. Development in the Town Centre and North Growth Areas will have the greatest impact on the operation of this route. Contributions will be sought to improve this corridor.

Environment and Rural Communities

The Core Strategy outlines the Council's overall strategic position regarding the protection of the Borough's natural and historic assets and landscape character. It also sets the policy context for delivering sustainable development in the rural hinterland of the Borough.

PPS7: Sustainable Development in Rural Areas and PPS9: Biodiversity and Geological Conservation set out the approach taken at national level with regards to promoting sustainable development, and protecting the natural and historic environment and landscape character. The Core Strategy translates these regional and national policies into locally distinctive policies which guide the future growth of the Borough.

Strategic Context

Core Strategy Environment and Rural Communities Objectives and Policies

The Core Strategy identifies the following objectives;

- Conserve and enhance Colchester's natural and historic environment, countryside and coastline.
- Support appropriate local employment and housing development in villages and rural communities.

The following Core Strategy policies are considered relevant;

- SD1 – Sustainable Development Locations
- PR1 – Open Space
- ENV1 – Environment
- ENV2 – Rural Communities

Development Policies

Policies DP21 Nature Conservation and Protected Lanes, DP22 Dedham Vale Area of Outstanding Natural Beauty, and DP23 Coastal Areas are also relevant when considering the environment and rural communities.

Environment and Rural Communities Site Allocations

The Local Plan identified a wide range of sites which had a variety of international, national and local designations associated with them to protect their nature conservation and landscape interest. Policies within the Local Plan sought to protect these sites from inappropriate development in line with the relevant legislation for each site. Since the Local Plan was adopted in 2004 the sites formerly known as 'Sites of Importance for Nature Conservation' or SINCs have been reviewed and those sites worthy of protection are now shown on the Proposals Map as Local Wildlife Sites. The Site Allocations and the accompanying Proposals Map will identify the hierarchy of international, national and local sites and the level of protection associated with each one.

The Council has a statutory duty to protect European Sites to comply with the Habitats and Birds Directives and responsibilities for Protected Landscapes such as Dedham Vale AONB through the National Parks & Access to Countryside Act 1949 and the Countryside & Rights of Way Act 2000. Public bodies also have a general duty to promote and protect

biodiversity in general through the Natural Environment and Rural Communities Act 2006. PPS9 states that local authorities should identify important nature conservation, historic and landscape sites on their Proposals Maps making a clear distinction between the hierarchy of international, national, regional and locally designated sites.

Internationally Designated Sites

Ramsar

Three sites have been designated in the Borough as Ramsar sites under the International Convention on Wetlands of International Importance, especially as Waterfowl Habitat (the Ramsar Convention, Iran 1971). These sites were given added protection under the Paris Protocol 1992 which strengthened the original legislation.

1. Abberton Reservoir
2. Blackwater Estuary
3. Colne Estuary

Special Protection Areas

Two sites have been designated in Colchester Borough as Special Protection Areas. These were designated in accordance with Article 4 of the EC Directive on the Conservation of Wild Birds (79/409/EEC), more commonly known as the Birds Directive.

1. Abberton Reservoir
2. Blackwater Estuary
3. Colne Estuary

Special Area of Conservation (SAC)

Only one SAC has been designated in the Borough – The Essex Estuaries Special Area of Conservation. These are designated under the EC Directive 92/43/EEC on the Conservation of Natural Habitats, and of Wild Fauna and Flora, more commonly known as the Habitats Directive.

Nationally Designated Sites

Sites of Special Scientific Interest (SSSI)

Across the Borough a total of ten Sites of Special Scientific Interest (SSSIs) have been designated under the Wildlife and Countryside Act 1981 with additional protection provided under Countryside and Rights of Way Act 2000.

1. Abberton Reservoir
2. Blackwater Estuary
3. Bullock Wood
4. Cattawade Marshes
5. Colne Estuary
6. Marks Tey Brick Pit (geological SSSI)
7. Roman River
8. Tiptree Heath

9. Upper Colne Marshes
10. Wivenhoe Gravel Pit (geological SSSI)

Protected Landscapes

The Dedham Vale Area of Outstanding Natural Beauty is the only nationally protected landscape in Colchester.

The site boundaries for the International and National designations shown on the Proposals Map are shown for information and assistance in the decision making process. These are set by higher tiers of government and statutory organisations such as Natural England and during the plan period these boundaries may change outside of the Council's control. Should any changes result the Council will ensure that the most relevant and up to date boundary is shown on the Proposals Map when this is updated.

Locally Designated Sites

Local Wildlife Sites

Following a resurvey in 2008 of the original Sites of Importance for Nature Conservation (SINCs), now referred to as Local Wildlife Sites (LoWS), a total of 168 sites covering 1957ha of land have been identified as LoWS across the Borough. These are non statutory nature conservation sites designated for their wildlife interest within the wider ecological network at the Borough level. LoWS are a material consideration in the planning process and can provide useful guidance when considering landscape or biodiversity enhancement schemes as part of planning applications.

A full list of Colchester's 168 Local Wildlife Sites can be viewed in the Local Wildlife Sites Review completed in 2008. The report contains a map for each LoWS along with a brief description of each sites ecological interest and this study forms part of the LDF evidence base. The sites are shown on the Proposals Map.

Holiday Parks

There are a number of static and touring caravan parks in the Borough which make a valuable contribution to the supply of holiday accommodation used by visitors. The Council recognises these sites are an important element of the local tourism industry and their retention and improvement are generally supported in line with Development Policy DP10. However, caravan parks can be located in environmentally important areas of countryside and coast and because of their location can be vulnerable to flooding.

Extensions to two existing caravan sites have come forward as a result of public consultation which are considered to accord specifically with the Environment and Rural Communities policies within the Core Strategy and Development Policies DP21 (Nature Conservation) and DP23 (Coastal Areas). Existing and extended sites are shown on the Proposals Map and further details to guide the allocation and future development of each site are shown below.

Site	Area in Ha	Comments
Land adjacent to Coopers Beach Holiday Resort, East Mersea, Pyefleet	7.8	<ul style="list-style-type: none"> • Contribution required towards highway and access improvements and alternative forms of transport on Mersea Island. • Allocation and any future re-development should not have a detrimental impact on St Edmunds Church adjacent to the site. • A landscaping scheme designed to minimise the impact of the extended site on the surrounding landscape, particularly to the western boundary of the site shall be provided. • No caravans shall be located in Flood Zone 3a. • A Code of conduct to be agreed between land owners, Natural England and Colchester Borough Council. • Occupancy restrictions to be placed on the site to restrict occupancy during the sensitive winter months.
Land adjacent to Waldegraves Holiday Park, West Mersea	6.86	<ul style="list-style-type: none"> • Contribution required towards highway and access improvements and alternative forms of transport on Mersea Island. • No caravans shall be located in Flood Zone 3a. • Code of conduct to be agreed between land owners, Natural England and Colchester Borough Council to minimise disturbance and adverse impacts on Blackwater Estuary SPA, Ramsar Site and Essex Estuaries SAC. • Occupancy restrictions to be placed on the site to restrict occupancy during the sensitive winter months.

Monitoring and Implementation

The Core Strategy outlined the Spatial Strategy and the Spatial Policies which will guide the future growth and development of Colchester until 2021 and beyond. Subsequent LDF documents, which will be in general conformity with the Core Strategy, will further assist with the monitoring and implementation aspects of the LDF and take the strategy forward.

The Borough Council needs the help of public and private partners to deliver all the site allocations identified within this document alongside all the necessary infrastructure and facilities to ensure sustainable communities are developed. The Core Strategy outlines a wide number of partners which the Council will work with in order to implement the LDF.

Continual review of the development plan is a fundamental element of the LDF system. It is necessary for the Council to develop targets and indicators to ensure that plans are delivering the objectives outlined within the Core Strategy and other policy documents such as the Council's Strategic Plan and the Sustainable Community Strategy.

The Council has separated out specific elements of the LDF into individual documents such as this Site Allocations document in order to ensure that parts can be reviewed and amended individually to deliver a more rapid and responsive system of forward planning.

The Site Allocations document is primarily focused on ensuring the land is available to deliver the Core Strategy objectives and policies. As a result the impact of the Site Allocations document will be monitored through the relevant Core Strategy indicator targets set out within Appendix C of the Core Strategy and using the Annual Monitoring Report.

The Annual Monitoring Report (AMR) is the principal document in the monitoring framework that Council has introduced to accompany the Colchester LDF. The AMR was first published in 2005 and has been continually published each December in line with regulations.

Each AMR looks back over the previous year and assesses how the adopted documents have performed in relation to the aims and objectives set out. Typically the monitoring assessment includes:

- How the policies, targets or milestones are being met through the implementation of the plan, or where they are not being met the reasons as to why.
- The impact the policies are having with regards to national, regional and local policy targets and other elements of the LDF.
- Whether any of the policies within the LDF need adjusting because they are not performing as envisaged.
- Whether policies need to be changed to accurately reflect the latest national or regional policy guidance.
- Whether elements of the LDF need to be reviewed and changed and how this can be done.

The Proposals Map which accompanies the Site Allocations document will be updated as necessary when a new DPD is adopted.

Appendix 1 – Glossary

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

Annual Monitoring Report (AMR) – The Annual Monitoring Report sets out how well the Council is performing in delivering the objectives of its Local Development Framework.

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

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

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

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

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

Core Strategy - The Core Strategy, adopted in December 2008, sets out the long-term vision for the sustainable development of Colchester and the strategic policies required to deliver that vision. It provides for the enhancement of the environment, as well and defines the general locations for delivering strategic development including housing, employment, retail, leisure, community and transport, which are then given precise boundaries in the Proposals Map.

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

Development Policies – A document that the council have produced alongside the Site Allocations document to guide future development of the Borough. The Policies contained within this Development Plan Document, along with other relevant national, regional and Core Strategy policies, will replace the Local Plan Policies and be used to determine planning applications.

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

Employment Zone – Employment Zones are designated on the Proposals Map accommodate business developments including industry and warehousing within the B use class which are not suited to town centre Mixed Use Centres. Employment Zones include both Strategic Employment Zones at North Colchester Stanway and the University of Essex, as well as smaller Local Employment Zones which include existing and proposed concentrations of employment for rural enterprises and local employment.

Evidence Base – The Evidence Base for Colchester's Local Development Framework includes all the documents used to inform its policies and allocations, including studies, strategies, and national, regional and local policies. Evidence Base documents can be viewed via links on the Council's LDF website page.

Flood resistance categories -

Flood resilient (wet-proof)- constructing a building in such a way that although floodwater may enter, its impact is reduced;

Flood repairable - constructing a building in such a way that, although floodwater enters, elements that are damaged by flood water can be easily repaired or replaced. This is also a form of flood resilience e.g. frame construction with modular panels to allow replacement if required. Ground floor can be an active flood storage area

Flood resistant (dry-proof) - constructing a building in such a way to prevent floodwater entering it and damaging its fabric, e.g. waterproofed masonry at ground floor.

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

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

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

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

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

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

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

Neighbourhood Centre - A Neighbourhood Centre is a collection of local shops, services and community facilities at the centre of both villages and urban neighbourhoods. Neighbourhood Centres could range from a small parade of shops through to larger commercial areas providing a variety of services and facilities.

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

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

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

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

Proposals Map – The Proposals Map shows all boundaries and designations specified in a Development Plan Document (DPD) such as the Core Strategy, Site Allocations or Development Policies. The Proposals Map included in the 2004 Adopted Local Plan will be superseded upon adoption of the Site Allocations and Development Policies DPDs.

Public Realm – Public realm relates to all those parts of the built environment where the public has free access. It encompasses all streets, square and other rights of way, whether predominantly in residential, commercial or community/civic uses; open spaces and parks; and the public/private spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public has normally has free access.

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

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

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

Regulations – The identification of a consultation stage in relation to a Regulation, ie Regulation 25, 27, etc. refers to the relevant section of the June 2008 amendments to the Town and Country Planning (Local Development) (England) Regulations 2004. These regulations cover the various stages in preparing and consulting on Local Development Framework documents.

Retail Frontages – A term given to areas within the Town Centre where shopping is the primary function. The front of the shopping facing the street is used to calculate the percentage guidelines set for primary and secondary frontages in the Development Policies DPD. Boundaries for the primary and secondary retail frontages are shown on the Proposals Map.

Settlement - A settlement is a general term used in planning for a permanent or temporary community in which people live which avoids being specific as to size, population or importance. A settlement can therefore range in size from a small number of dwellings grouped together to the largest of cities with surrounding urbanized areas. The term may include hamlets, villages, towns and cities.

Settlement Hierarchy – A Settlement Hierarchy provides a ranked series of communities. In Colchester, the focus of development is on the Regional Centre, which includes Colchester Town and Stanway. Tiptree, West Mersea and Wivenhoe are included within the next layer of District Settlements and other villages in the Borough fall within the Rural Communities category which is to receive very limited development.

Site Allocations Development Plan Document (DPD) – The Site Allocations document sets out the criteria for the boundaries shown on the Proposals Map and provides area and use specific allocations.

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

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

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

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

Strategic Housing Land Availability Assessment (SHLAA) – The SHLAA is a document required by Government to identify capacity to deliver new housing within a local authority area. Colchester completed a SHLAA in November 2007 to inform its evidence base, and housing delivery figures have been regularly updated since then to ensure estimates of capacity remain valid.

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

Sustainable Community Strategy - All local planning authorities have a duty to prepare community strategies under the Local Government Act 2000 in conjunction with other public, private and community sector organisations. Community Strategies should promote the economic, social and environmental well being of their areas and contribute to the achievement of sustainable development. Local Development Frameworks provide the spatial expression to those elements of the Community Strategy that relate to the use and development of land. Copies of the Colchester Sustainable Community Strategy can be viewed at www.colchester2020.com

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

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

Sustainable Construction – is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO2 emissions and carbon foot print of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems. Full details can be found in the Council's Sustainable Construction SPD.

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

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

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

Appendix 2 – References

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- 12 – *Local Development Frameworks* (September 2004)
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- 15 – *Planning and the historic environment* (September 1994)
- 16 – *Archaeology and planning* (November 1990)
- 17 – *Planning for open space, sport and recreation* (July 2002)
- 20 – *Coastal planning* (September 1992, consultation July 2009 on becoming a supplement to PPS25)
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 Sustainable Construction (October 2007)
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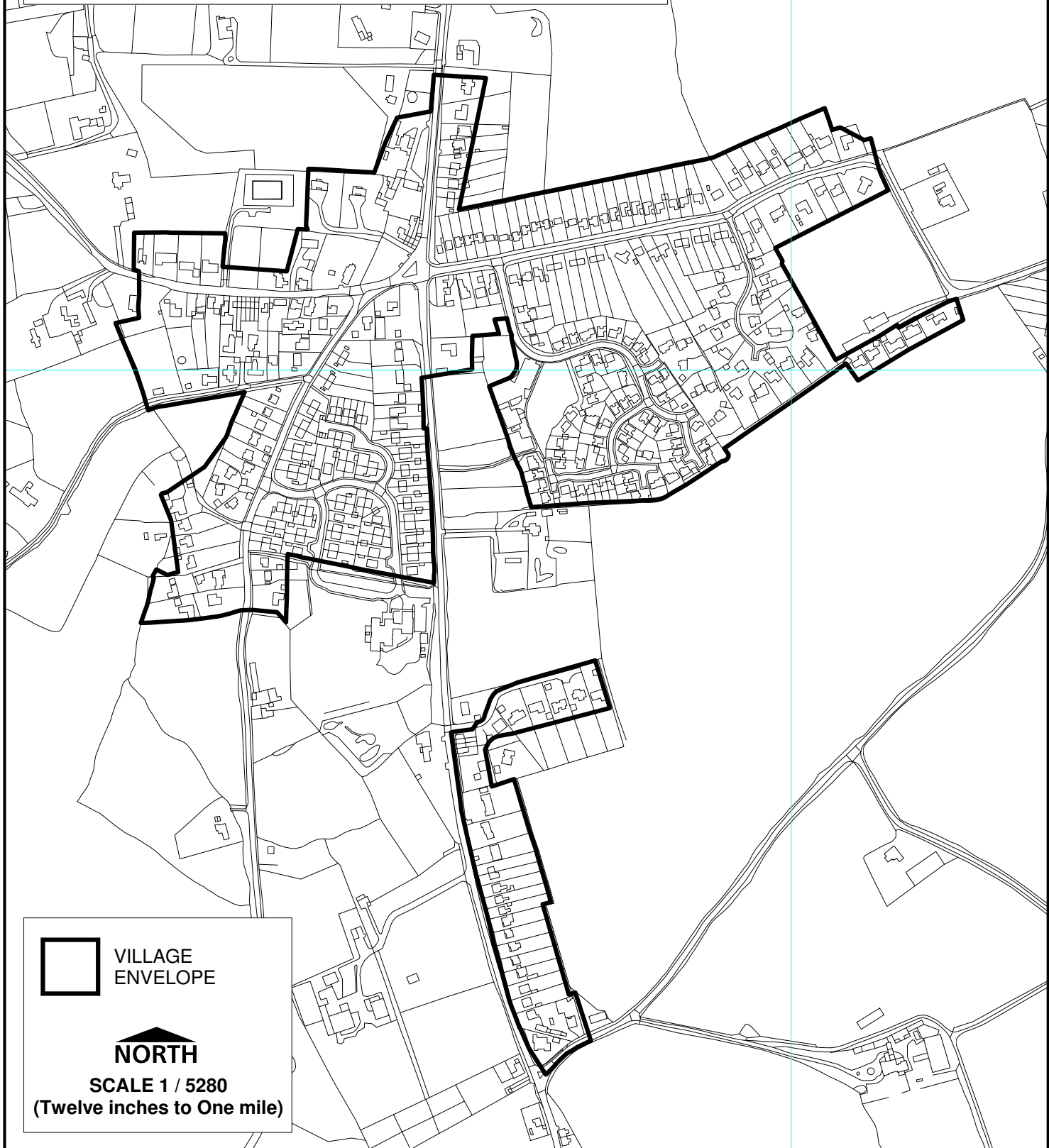
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Colchester Borough Council
Local Development Framework

ABBERTON AND LANGENHOE

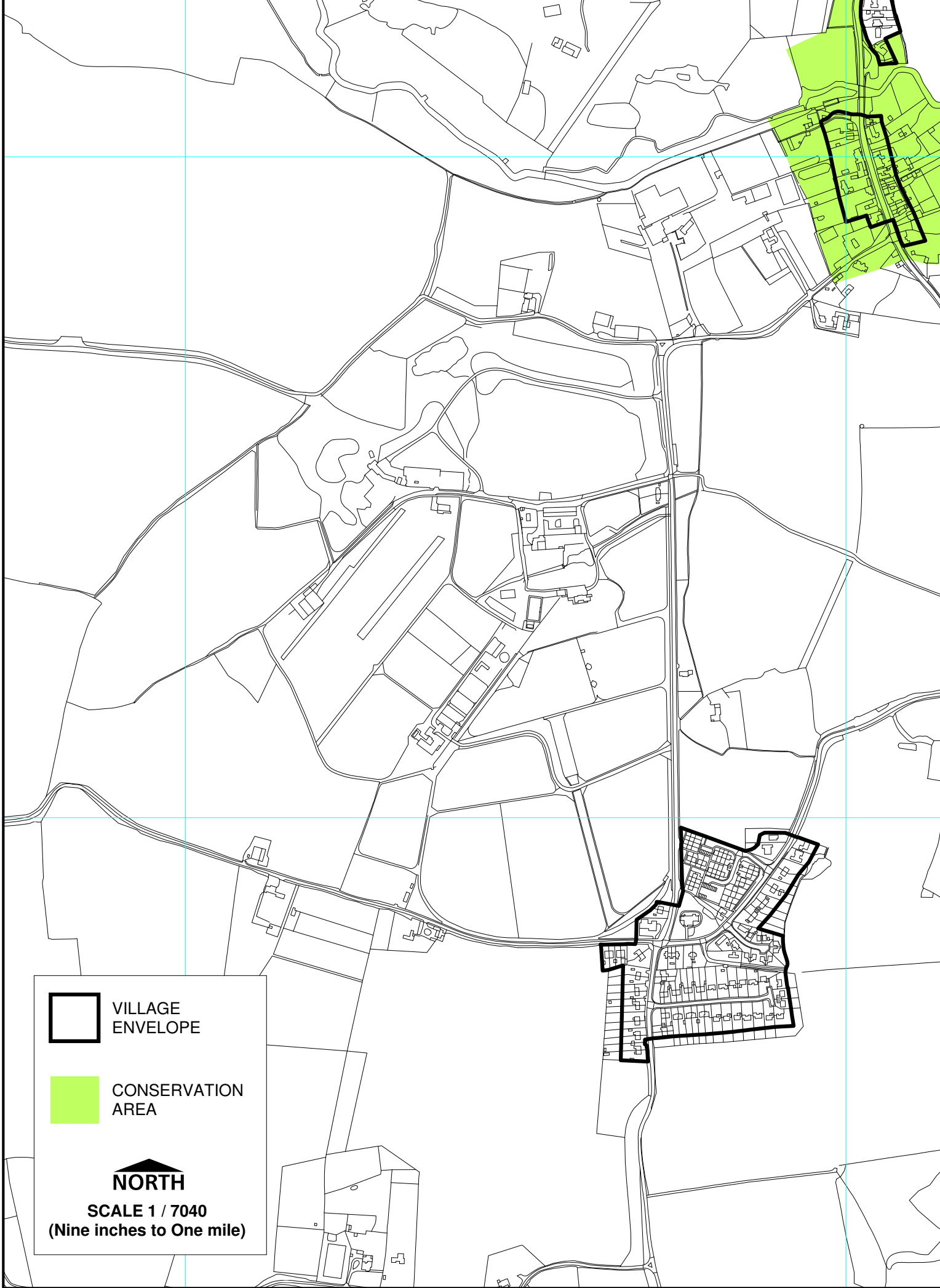
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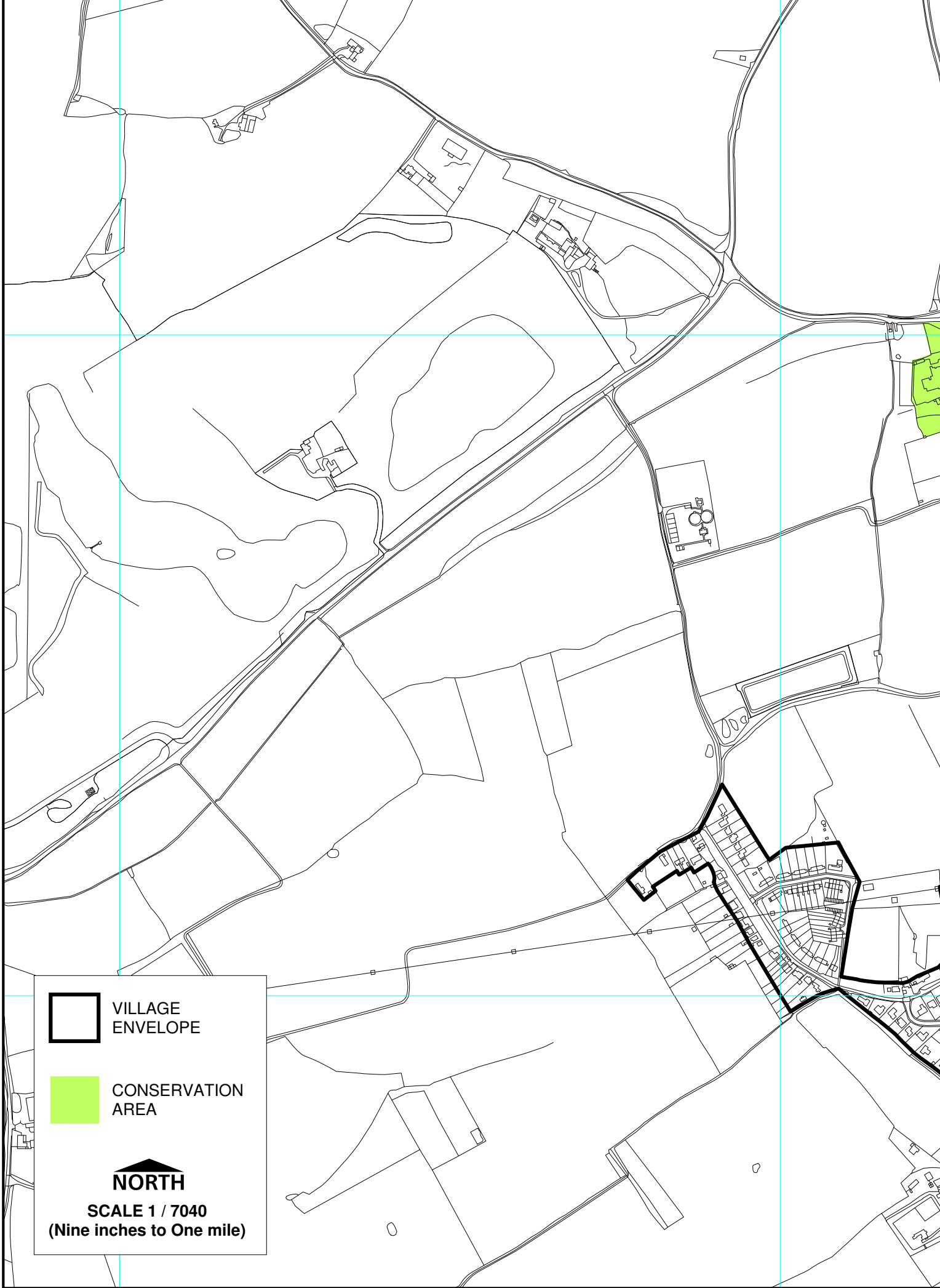


 VILLAGE
ENVELOPE


NORTH

SCALE 1 / 5280
(Twelve inches to One mile)





VILLAGE
ENVELOPE

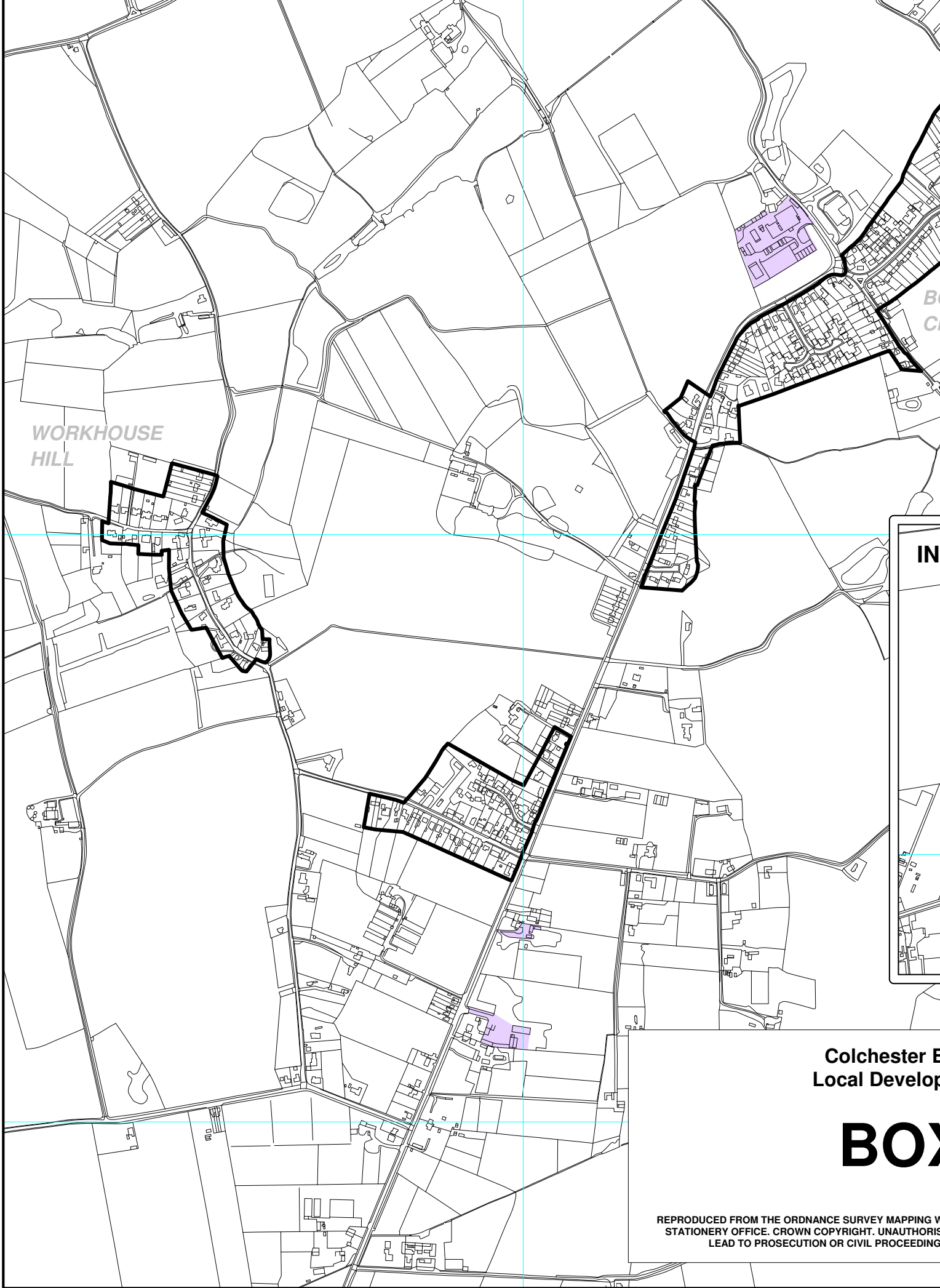


CONSERVATION
AREA



NORTH

SCALE 1 / 7040
(Nine inches to One mile)

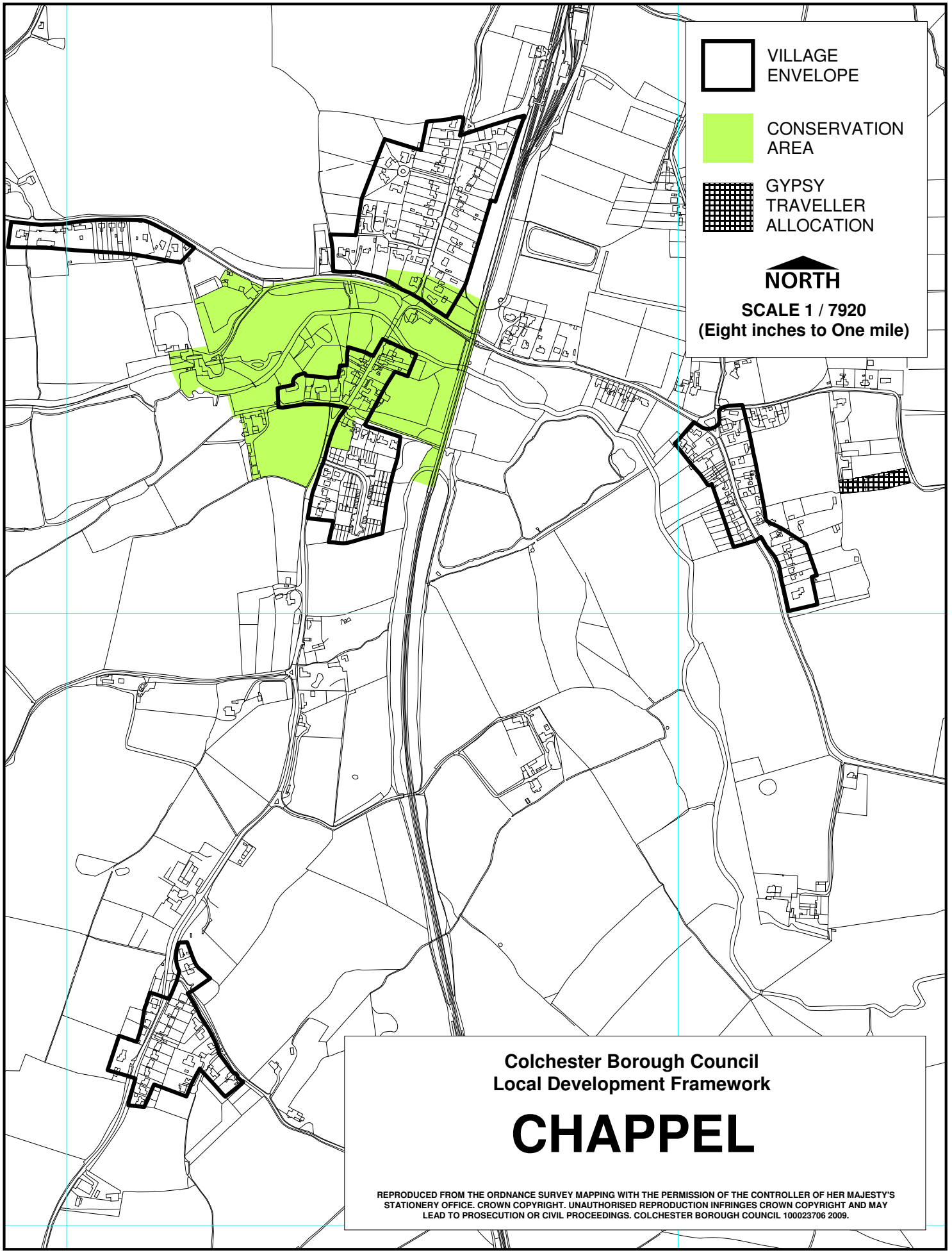






WORKHOUSE
HILL

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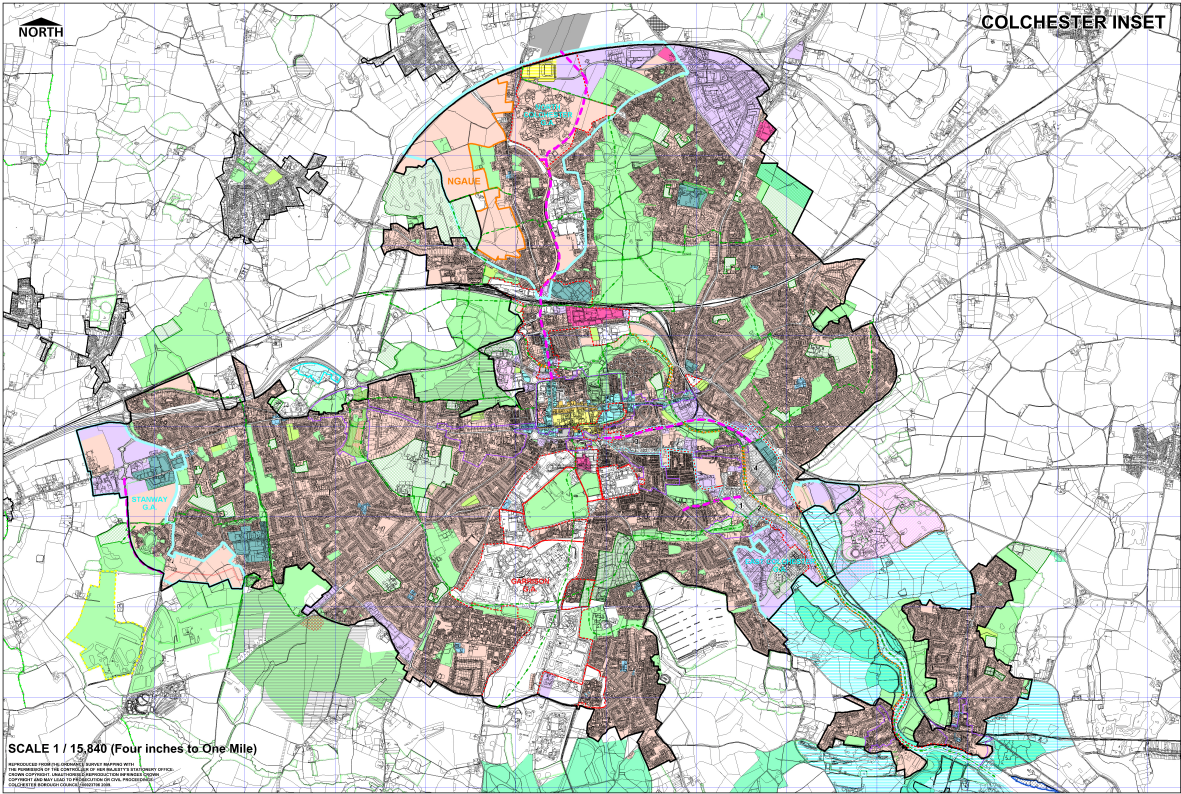
BOX

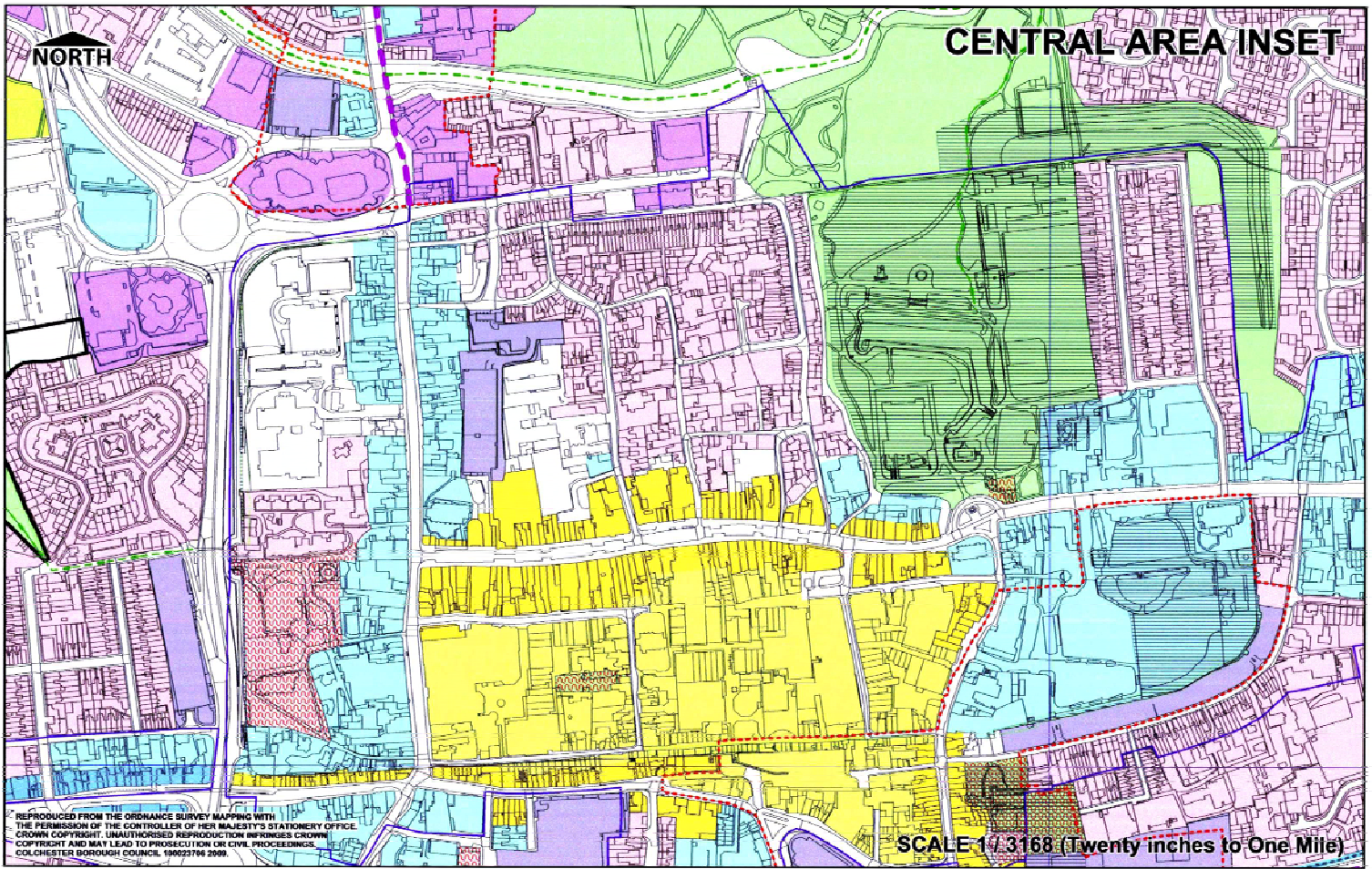
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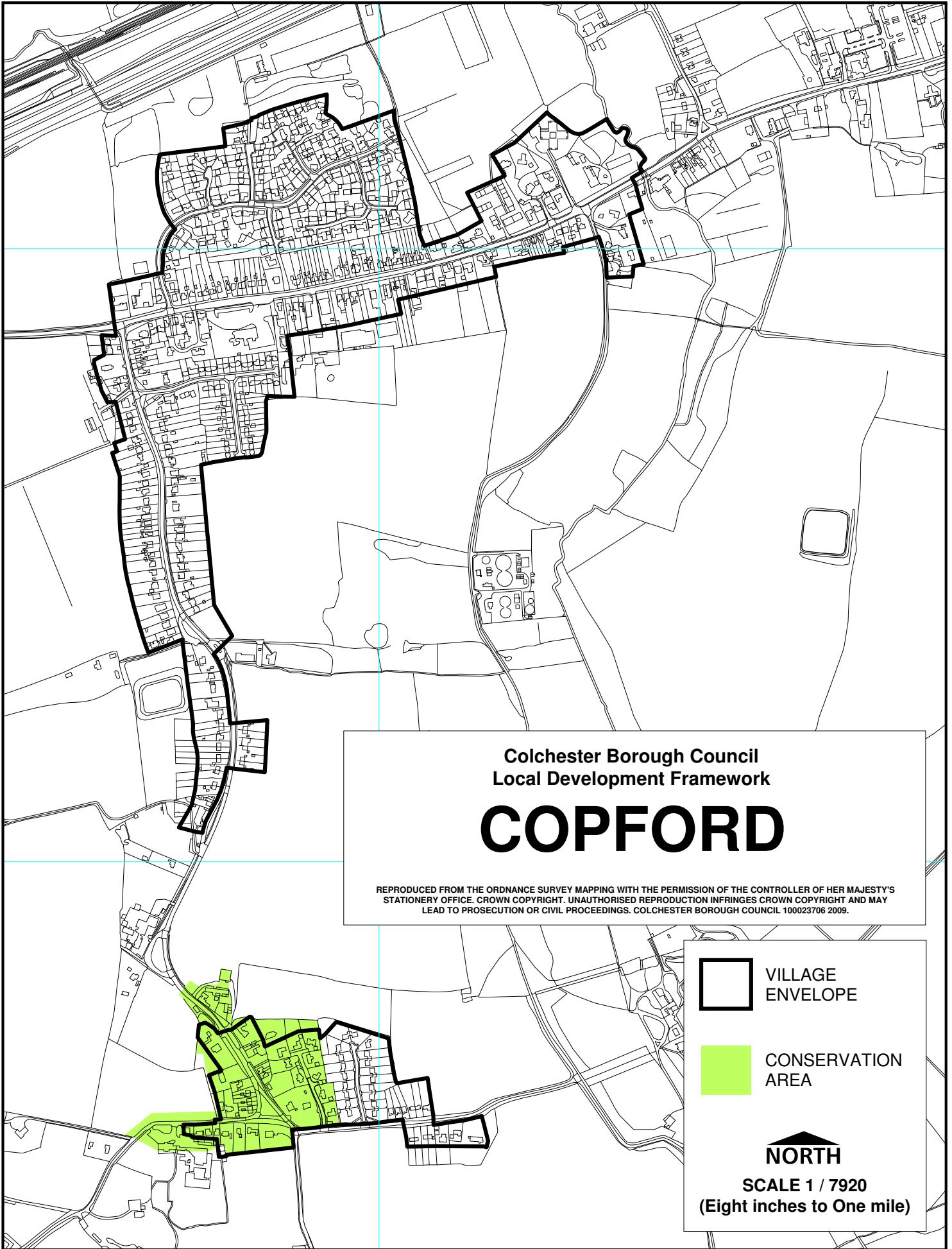


 VILLAGE ENVELOPE
 CONSERVATION AREA
 GYPSY TRAVELLER ALLOCATION
 NORTH
 SCALE 1 / 7920
 (Eight inches to One mile)

Colchester Borough Council
 Local Development Framework
CHAPPEL
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VILLAGE
ENVELOPE

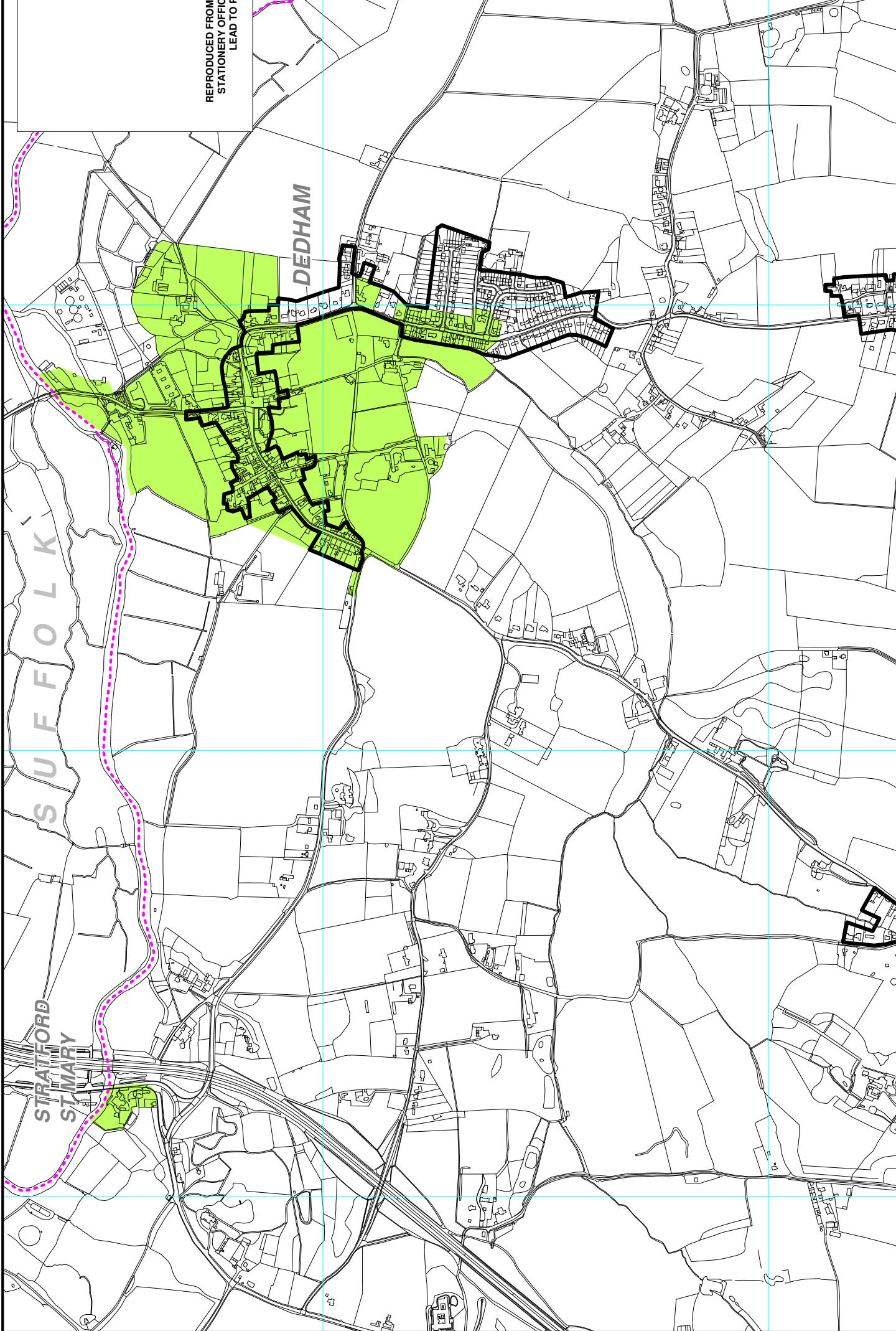


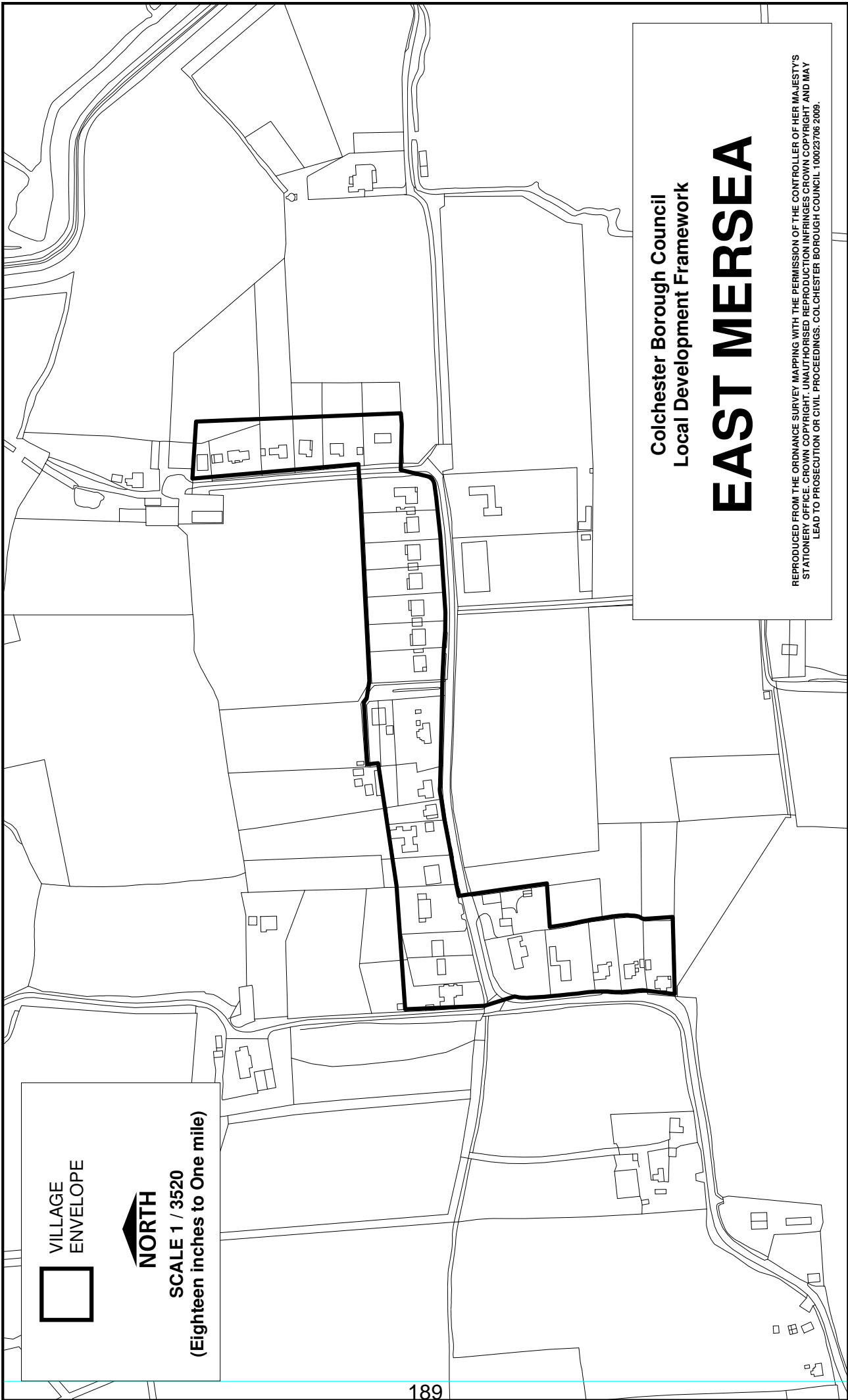
CONSERVATION
AREA


NORTH

SCALE 1 / 7920
(Eight inches to One mile)

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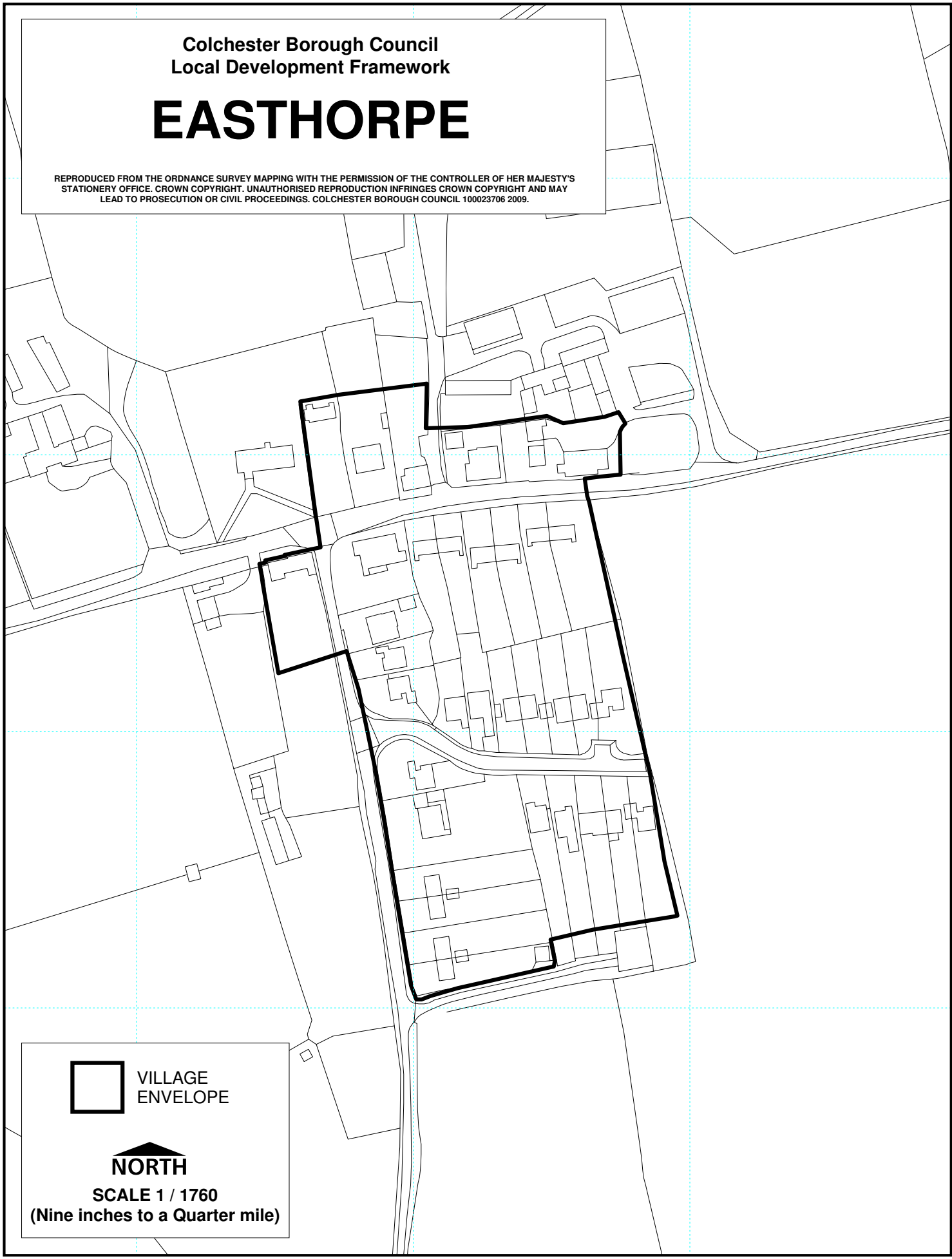




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Local Development Framework

EASTHORPE

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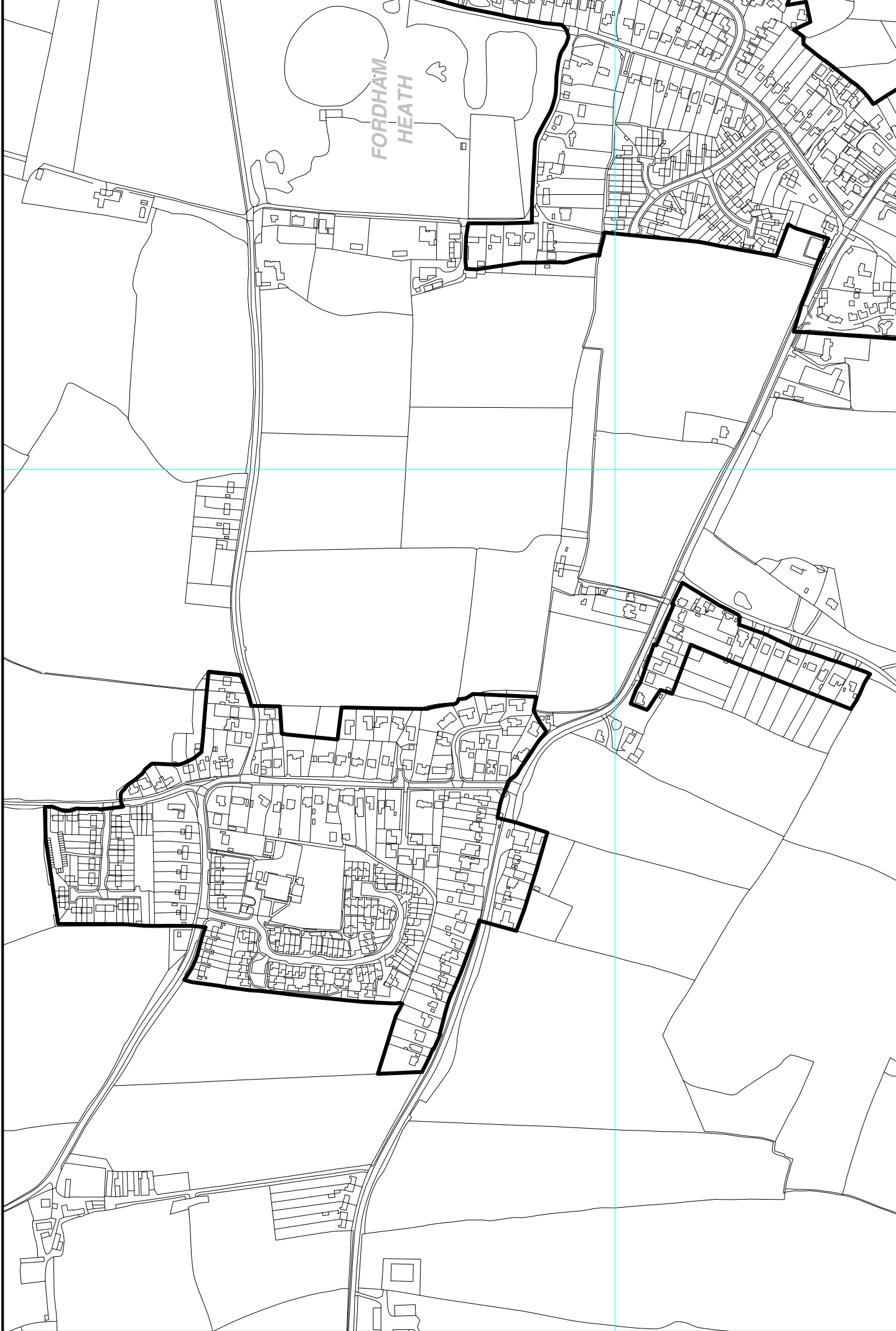
VILLAGE
ENVELOPE



NORTH

SCALE 1 / 1760

(Nine inches to a Quarter mile)



Colchester Borough Council
Local Development Framework

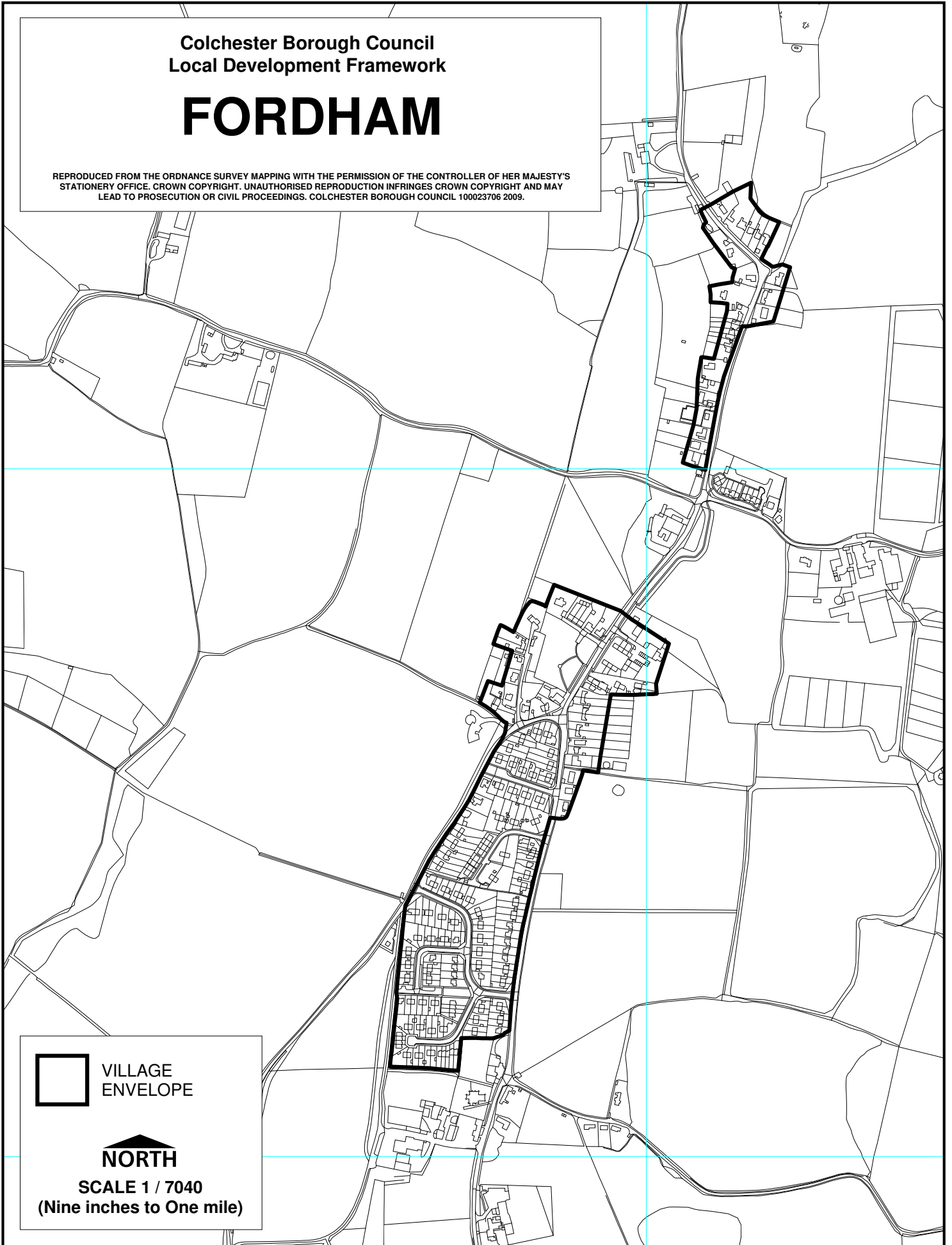
FINGRINGHOE

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Local Development Framework

FORDHAM

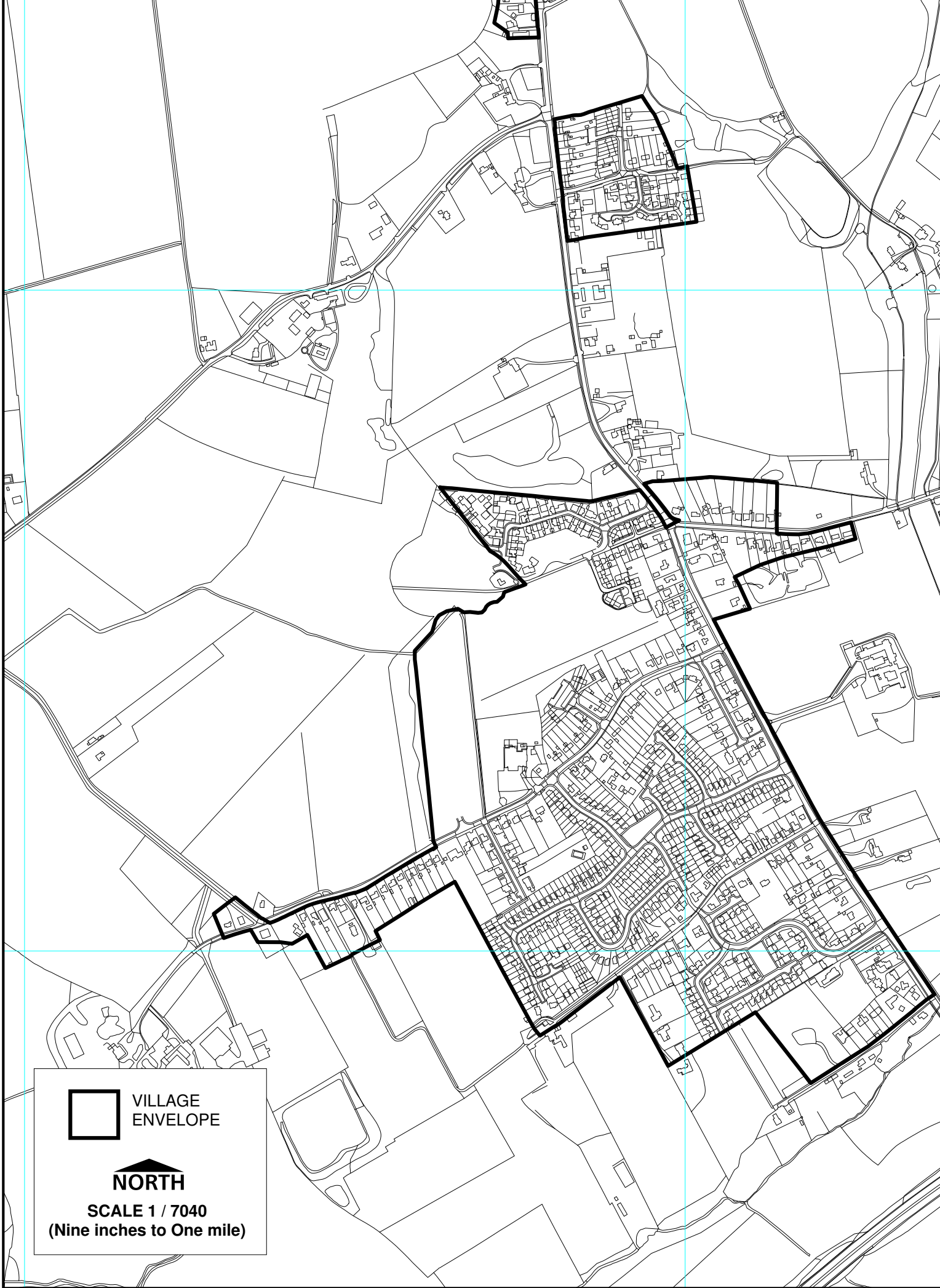
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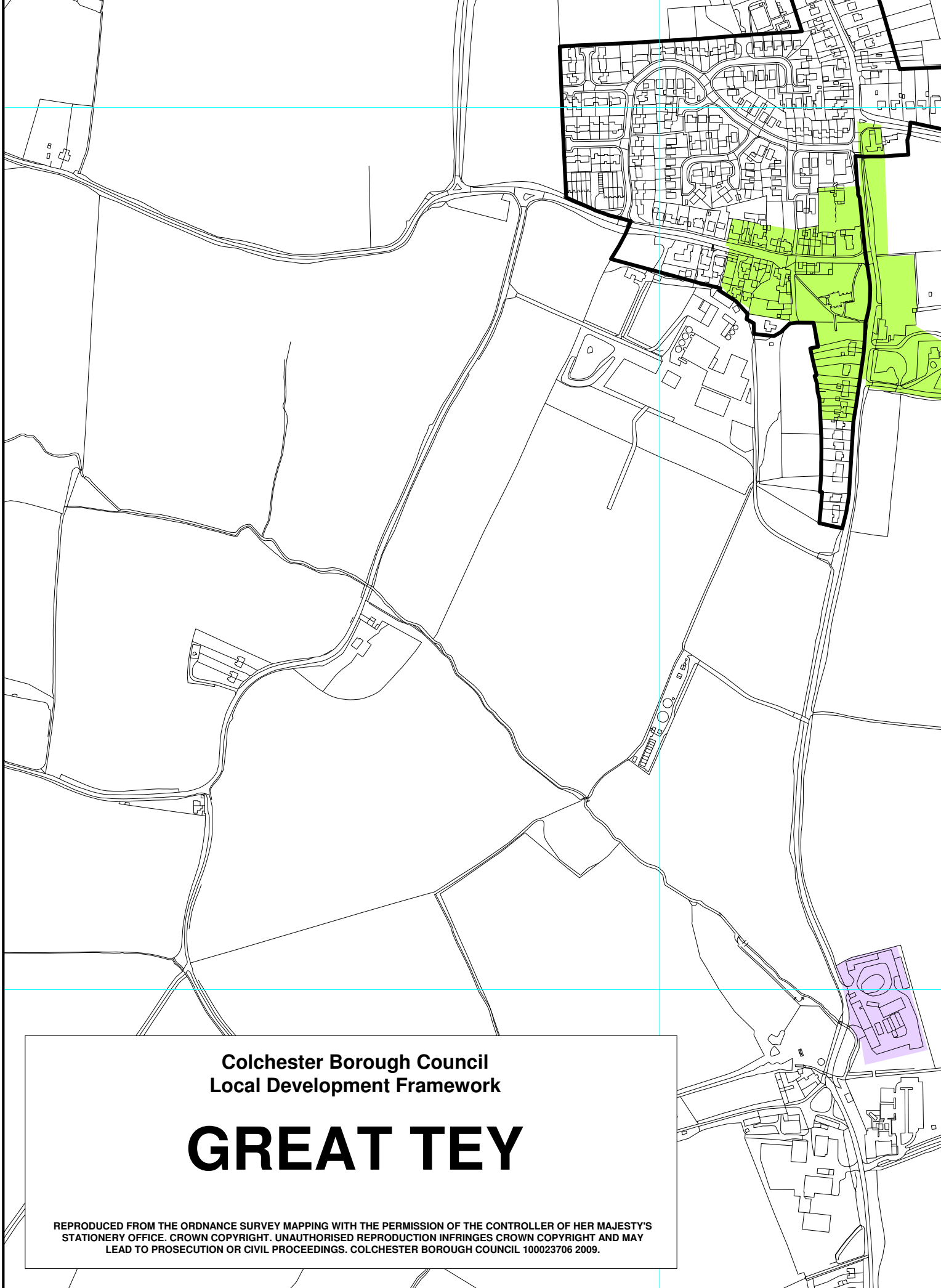


 VILLAGE
ENVELOPE

 NORTH

SCALE 1 / 7040
(Nine inches to One mile)





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Local Development Framework**

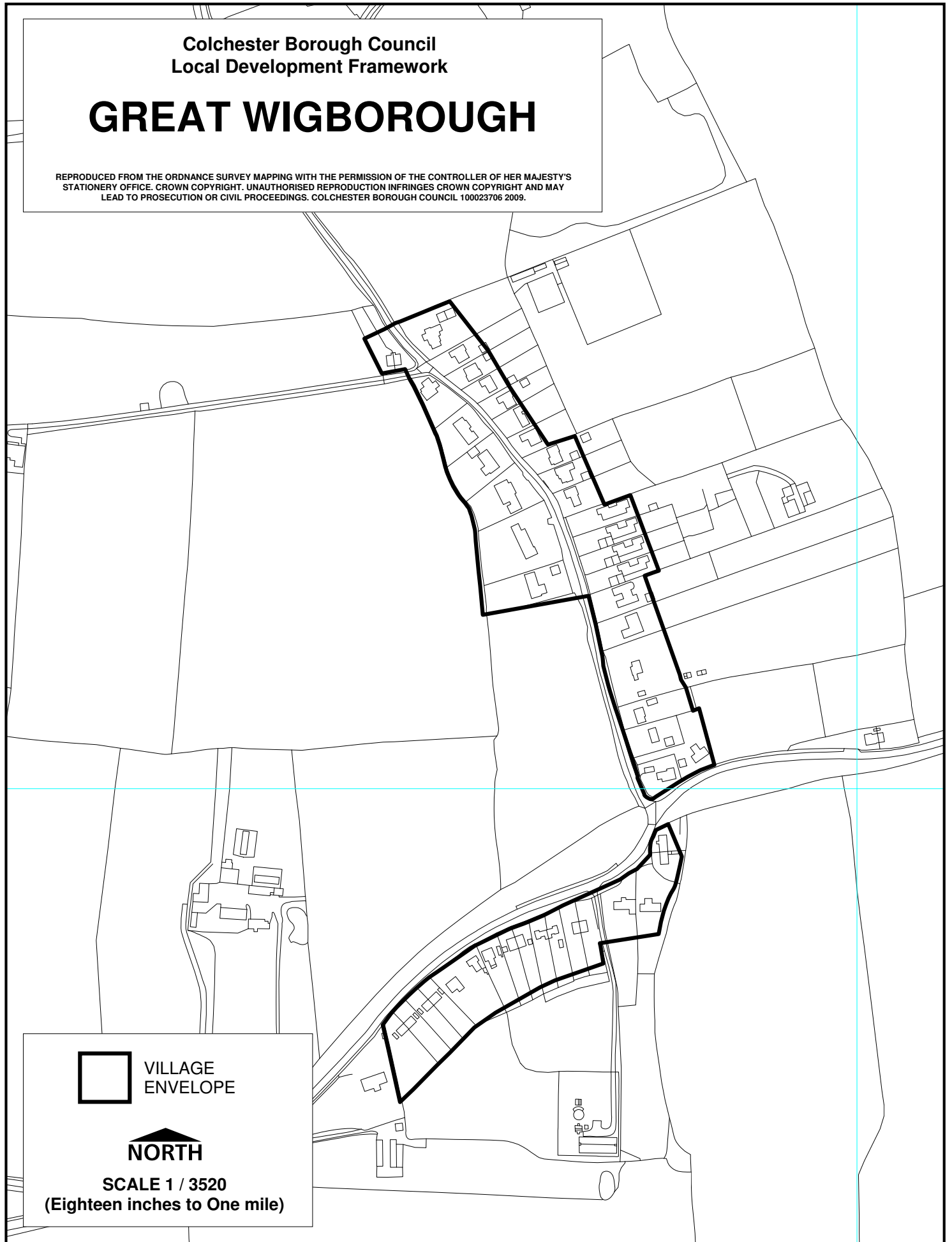
GREAT TEY

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GREAT WIGBOROUGH

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 VILLAGE
ENVELOPE


NORTH

SCALE 1 / 3520
(Eighteen inches to One mile)

Colchester Borough Council
Local Development Framework

LANGHAM

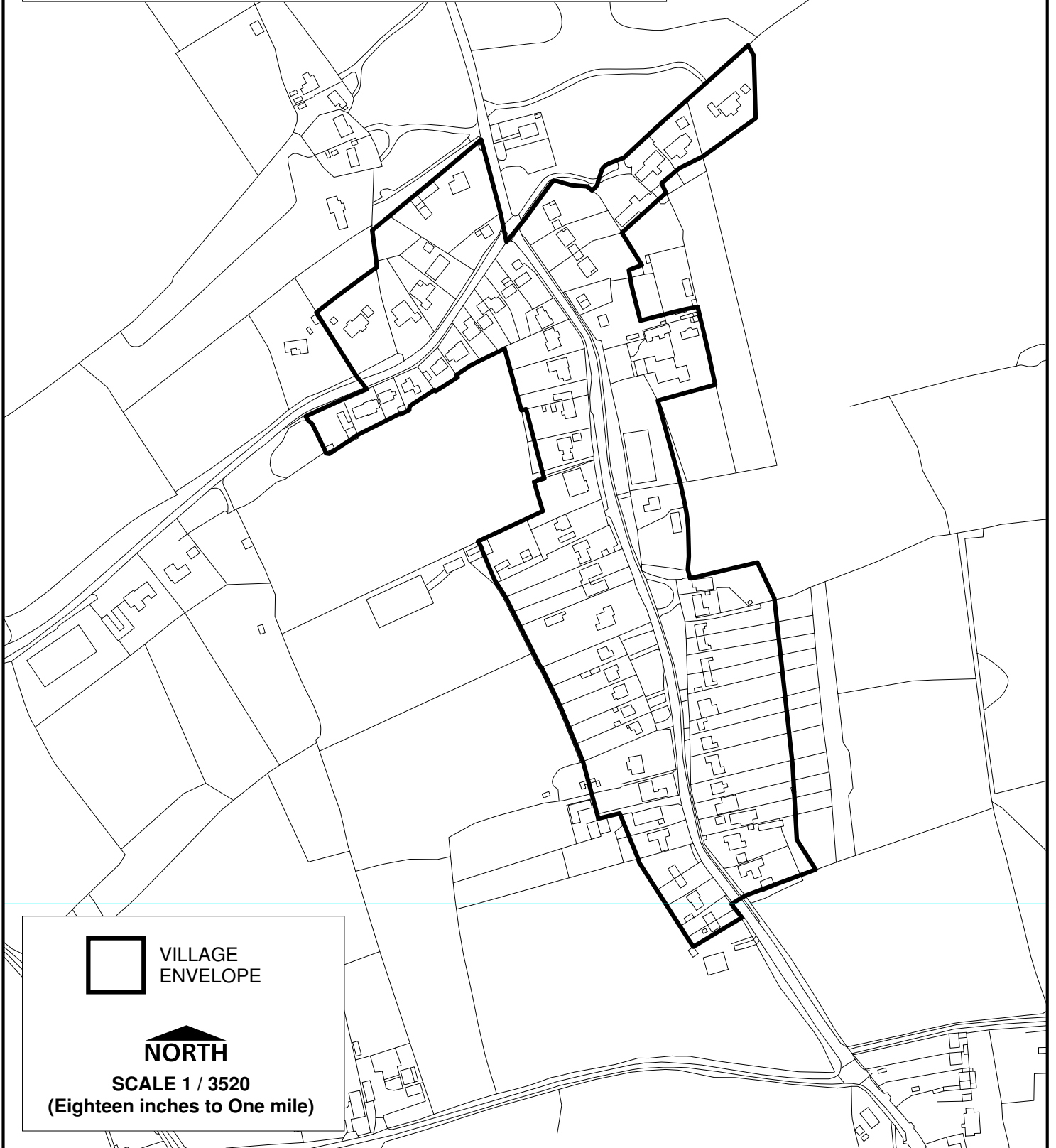
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LANGHAM
MOOR

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Local Development Framework

LAYER BRETON

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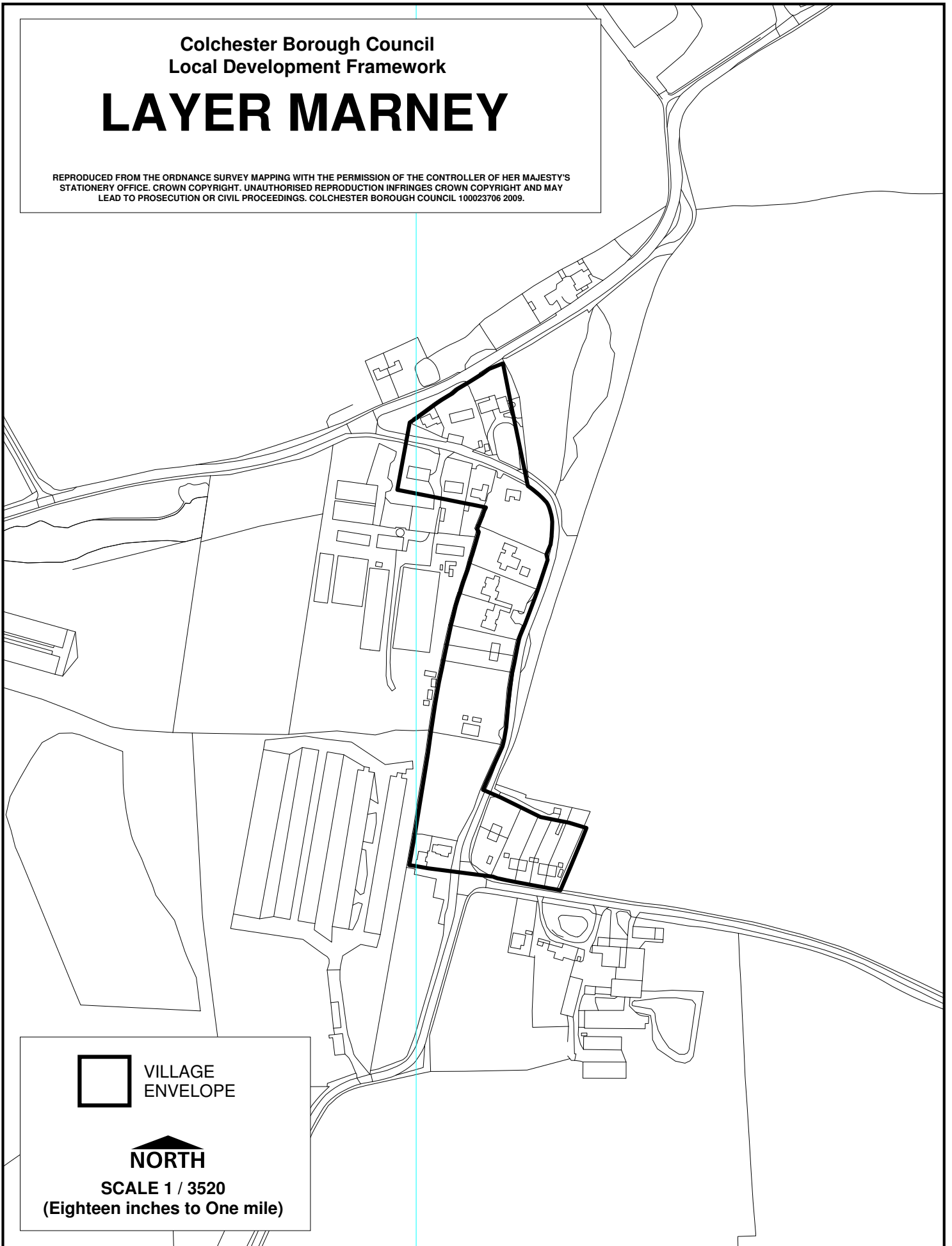
LAYER DE LA HAYE

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LAYER MARNEY

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VILLAGE
ENVELOPE



SCALE 1 / 3520

(Eighteen inches to One mile)

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Local Development Framework

LITTLE HORKESLEY

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VILLAGE
ENVELOPE

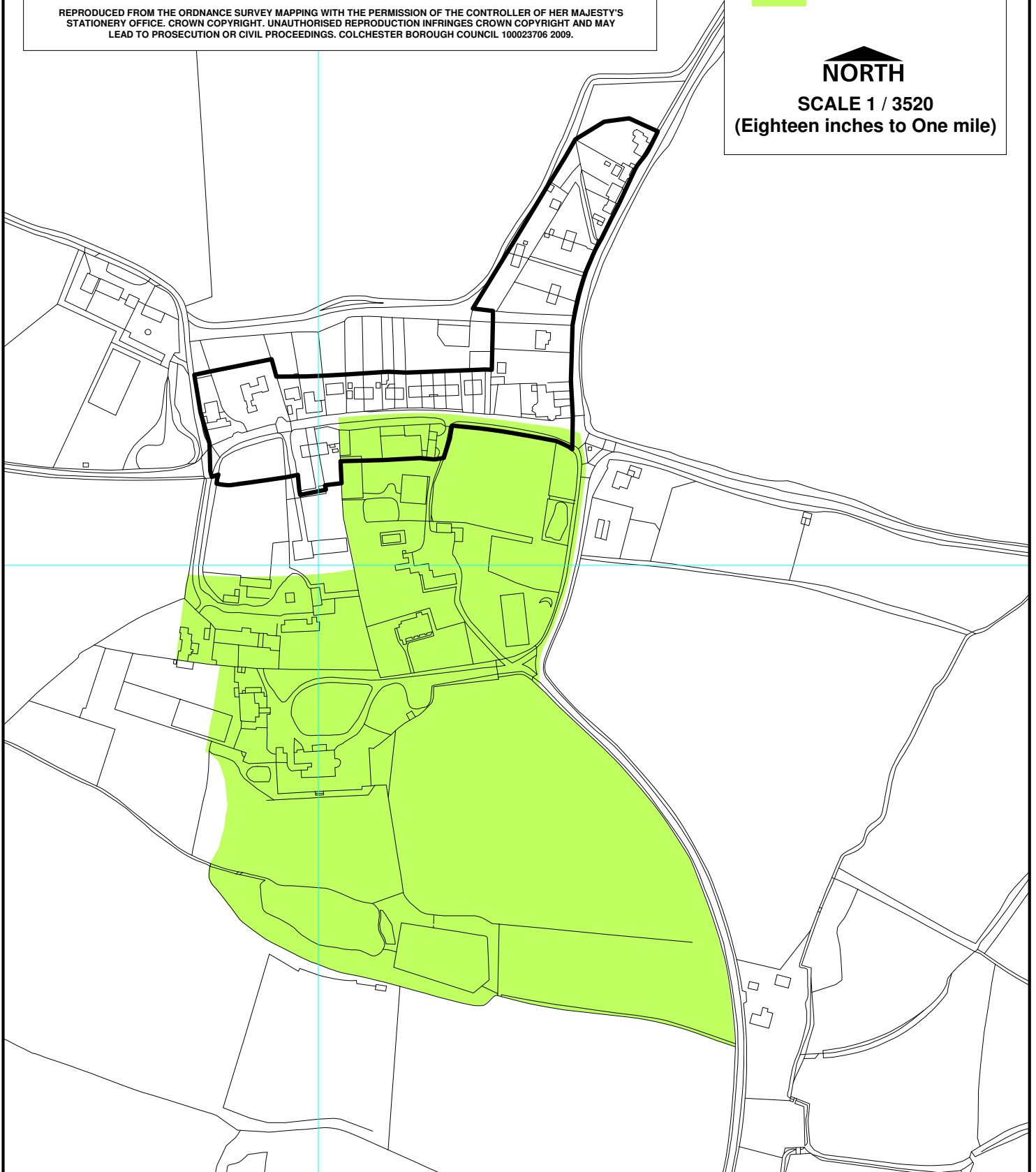


CONSERVATION
AREA



NORTH

SCALE 1 / 3520
(Eighteen inches to One mile)



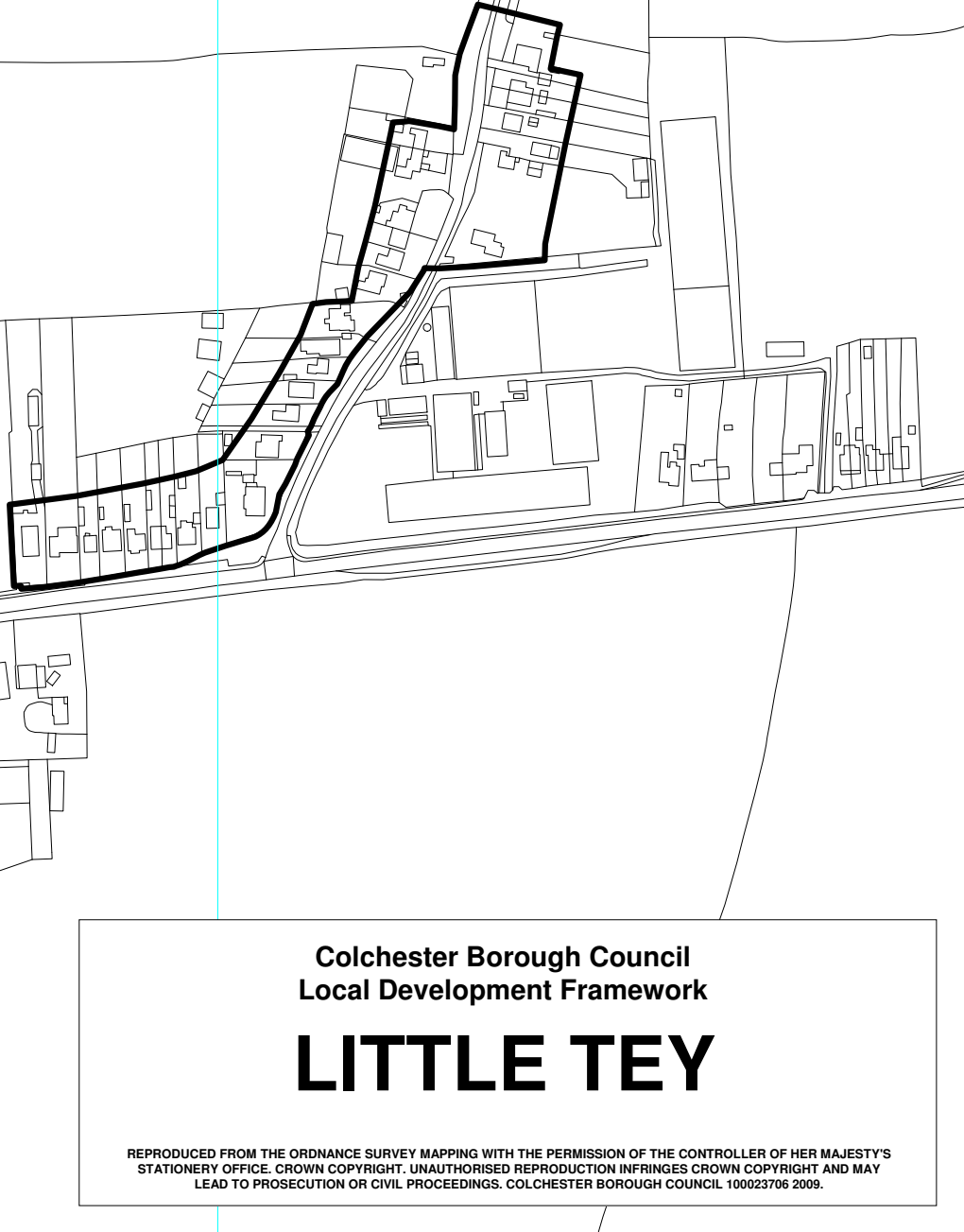


VILLAGE
ENVELOPE



NORTH

SCALE 1 / 3520
(Eighteen inches to One mile)



**Colchester Borough Council
Local Development Framework**

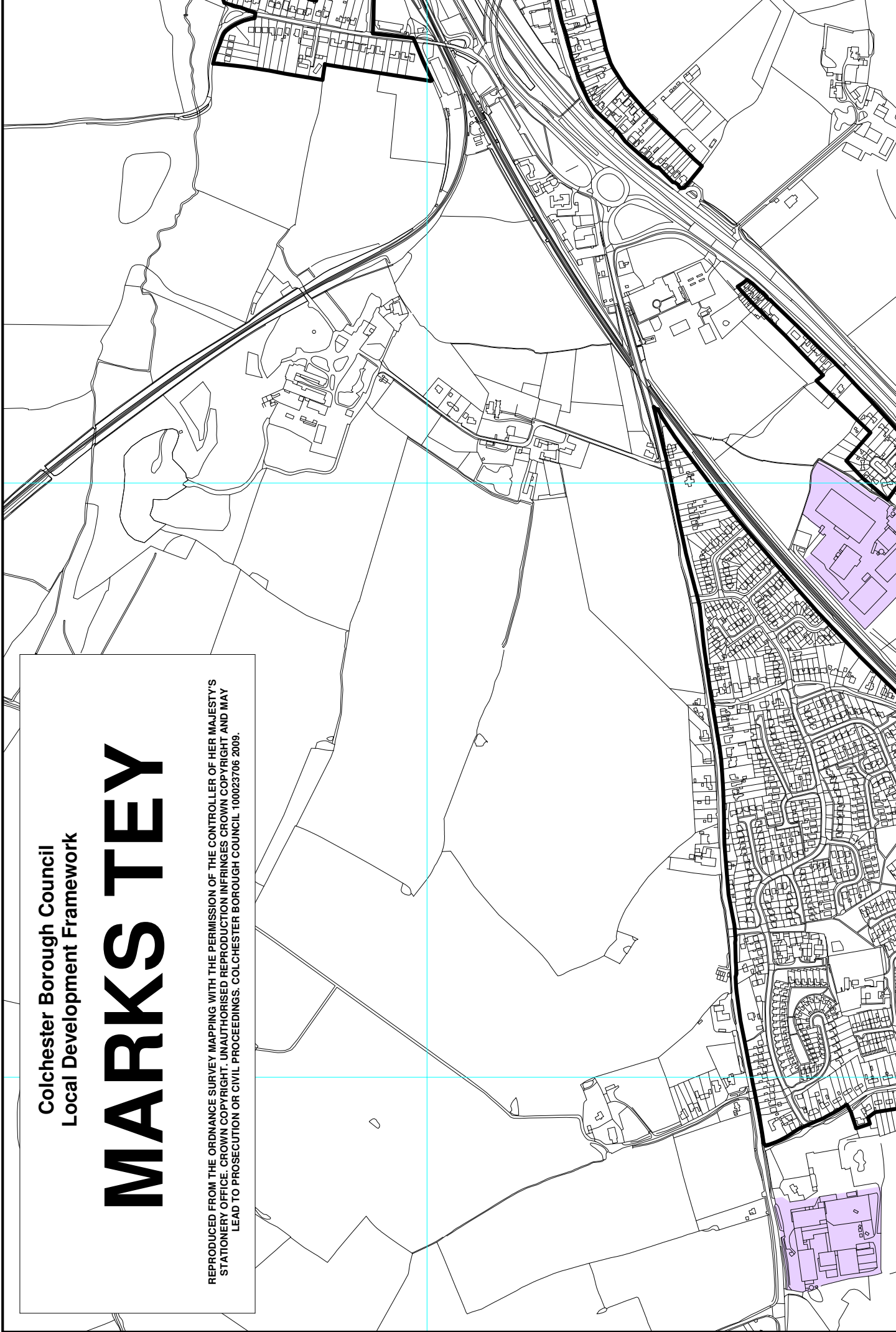
LITTLE TEY

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MARKSTEY

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MESSING

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VILLAGE
ENVELOPE

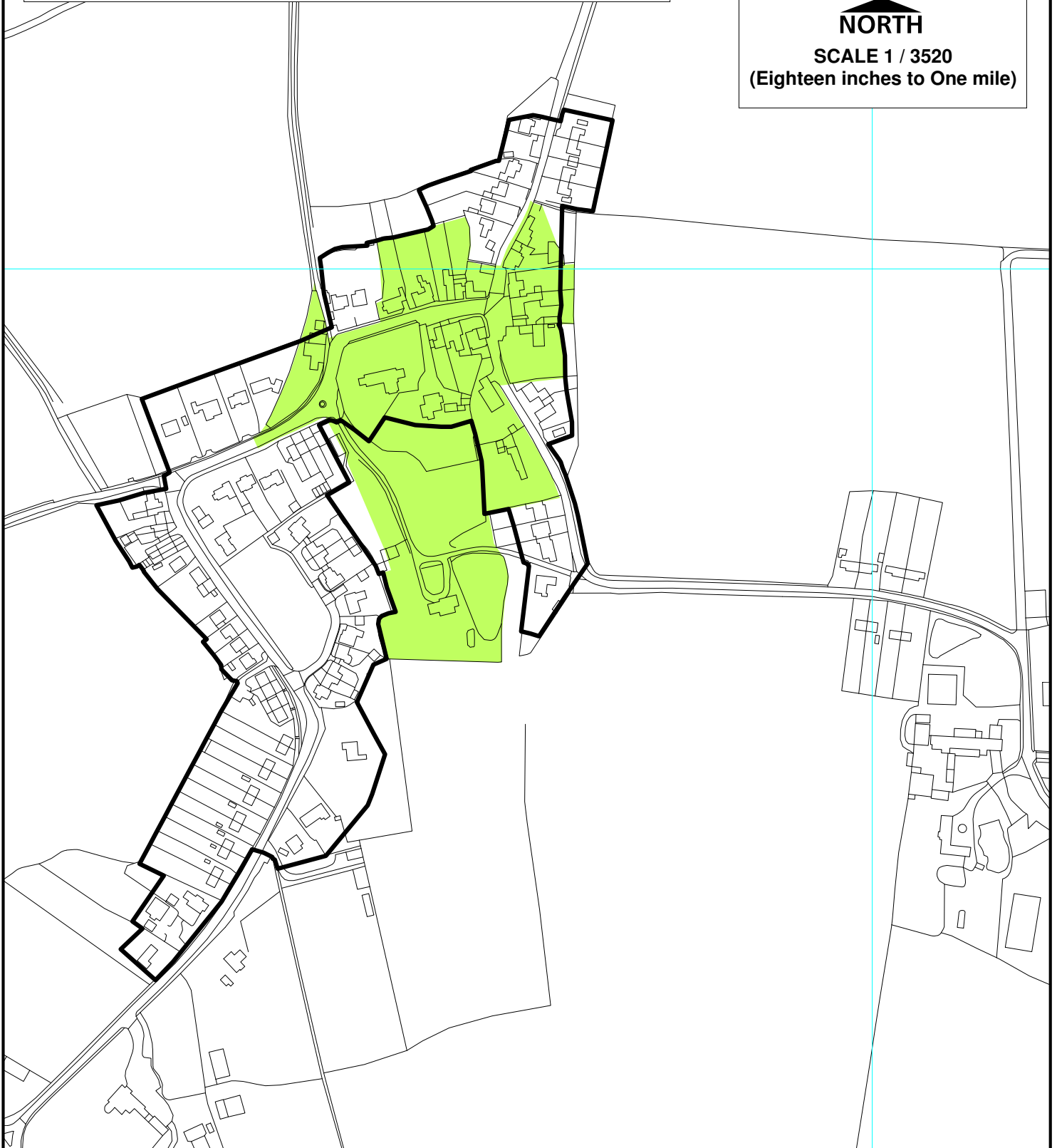


CONSERVATION
AREA



NORTH

SCALE 1 / 3520
(Eighteen inches to One mile)



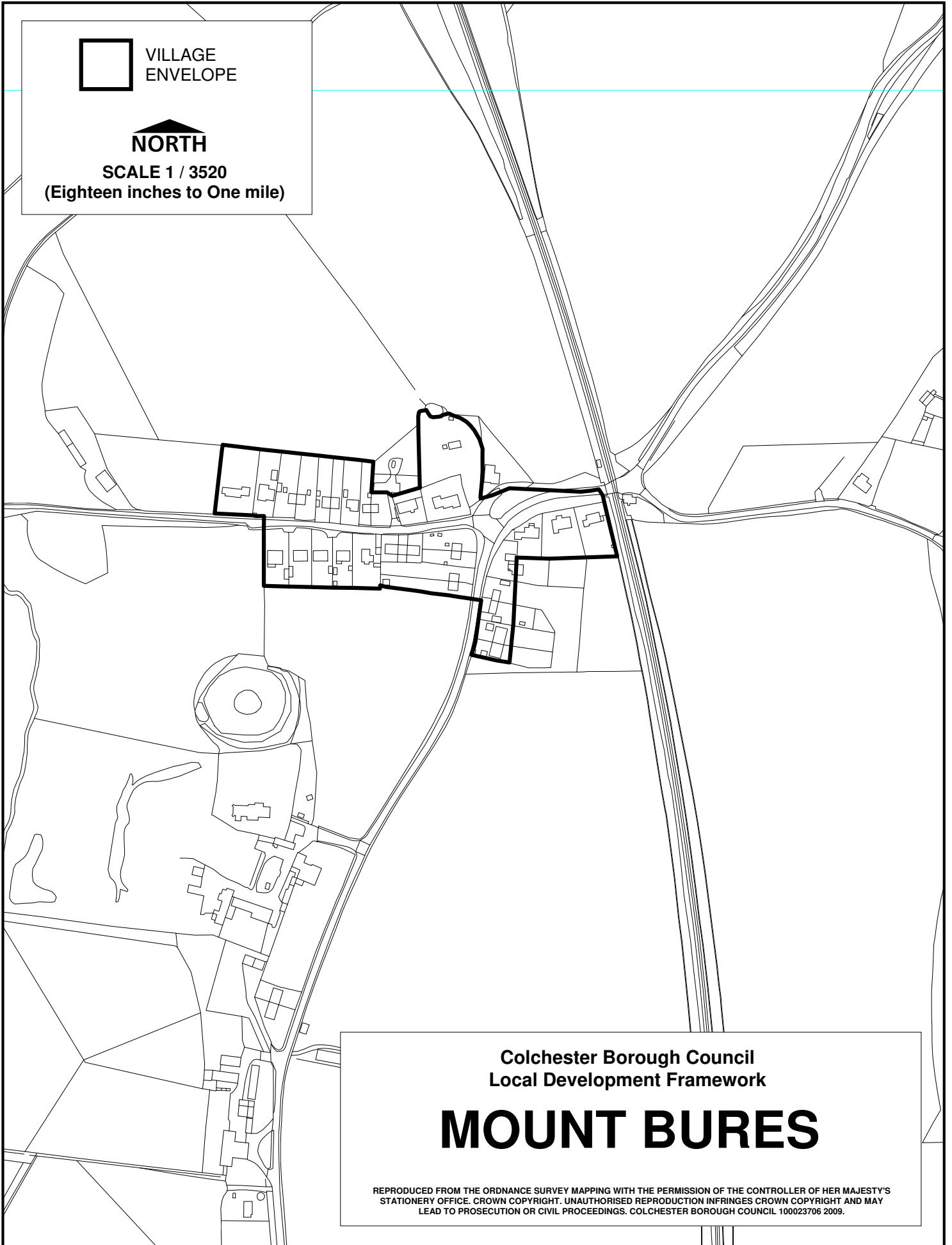


VILLAGE
ENVELOPE



NORTH

SCALE 1 / 3520
(Eighteen inches to One mile)



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Local Development Framework**

MOUNT BURES

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PELDON

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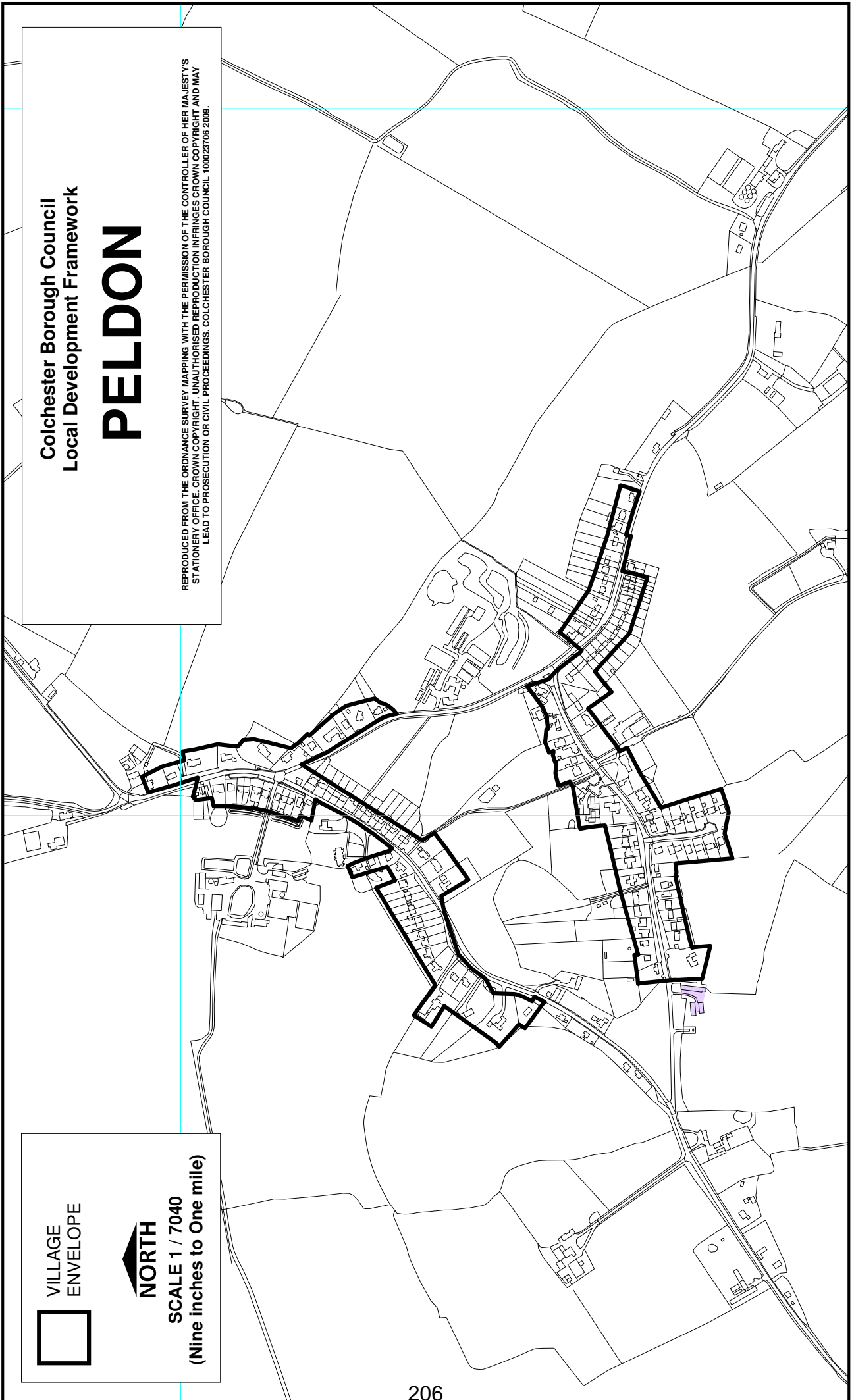
VILLAGE
ENVELOPE




NORTH

SCALE 1 / 7040

(Nine inches to One mile)



Colchester Borough Council
Local Development Framework

SALCOTT

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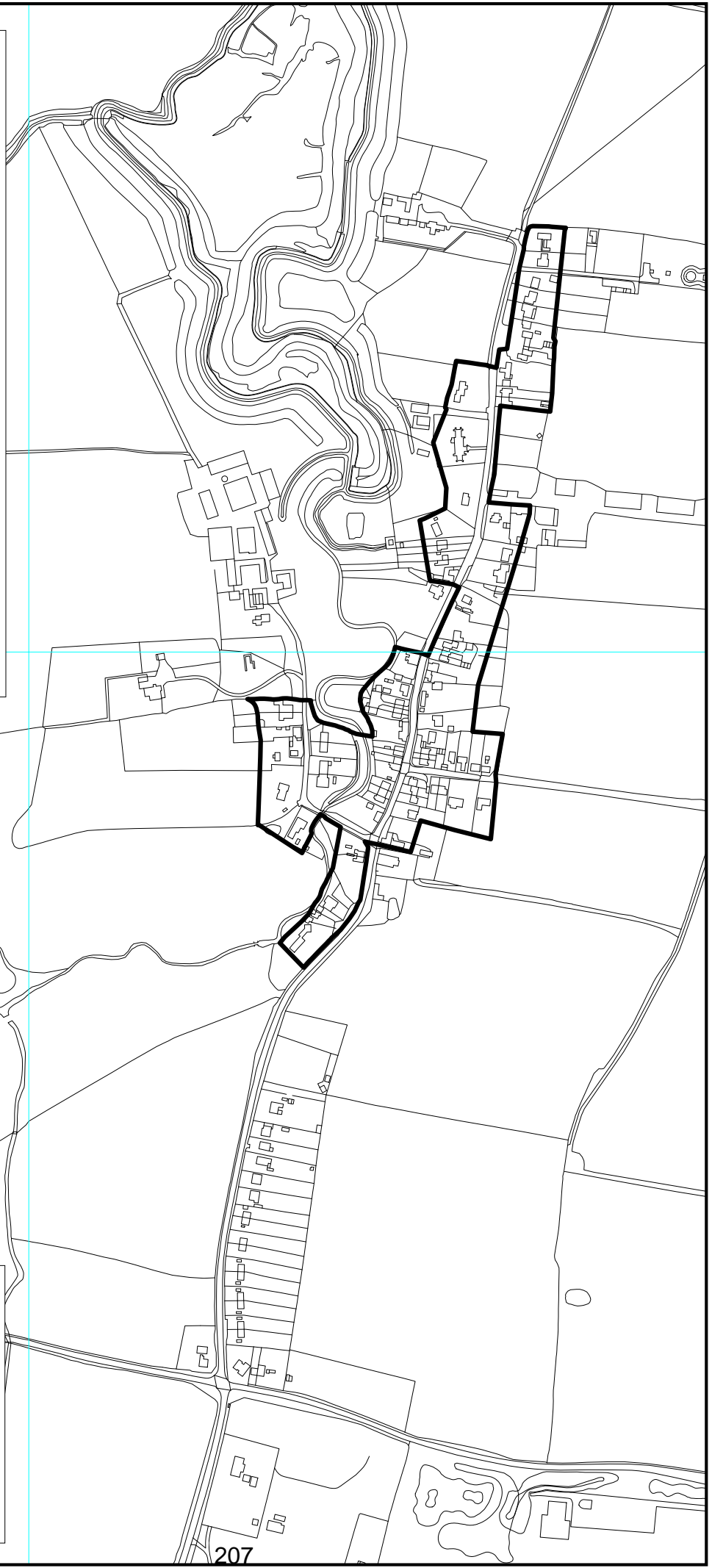
VILLAGE
ENVELOPE

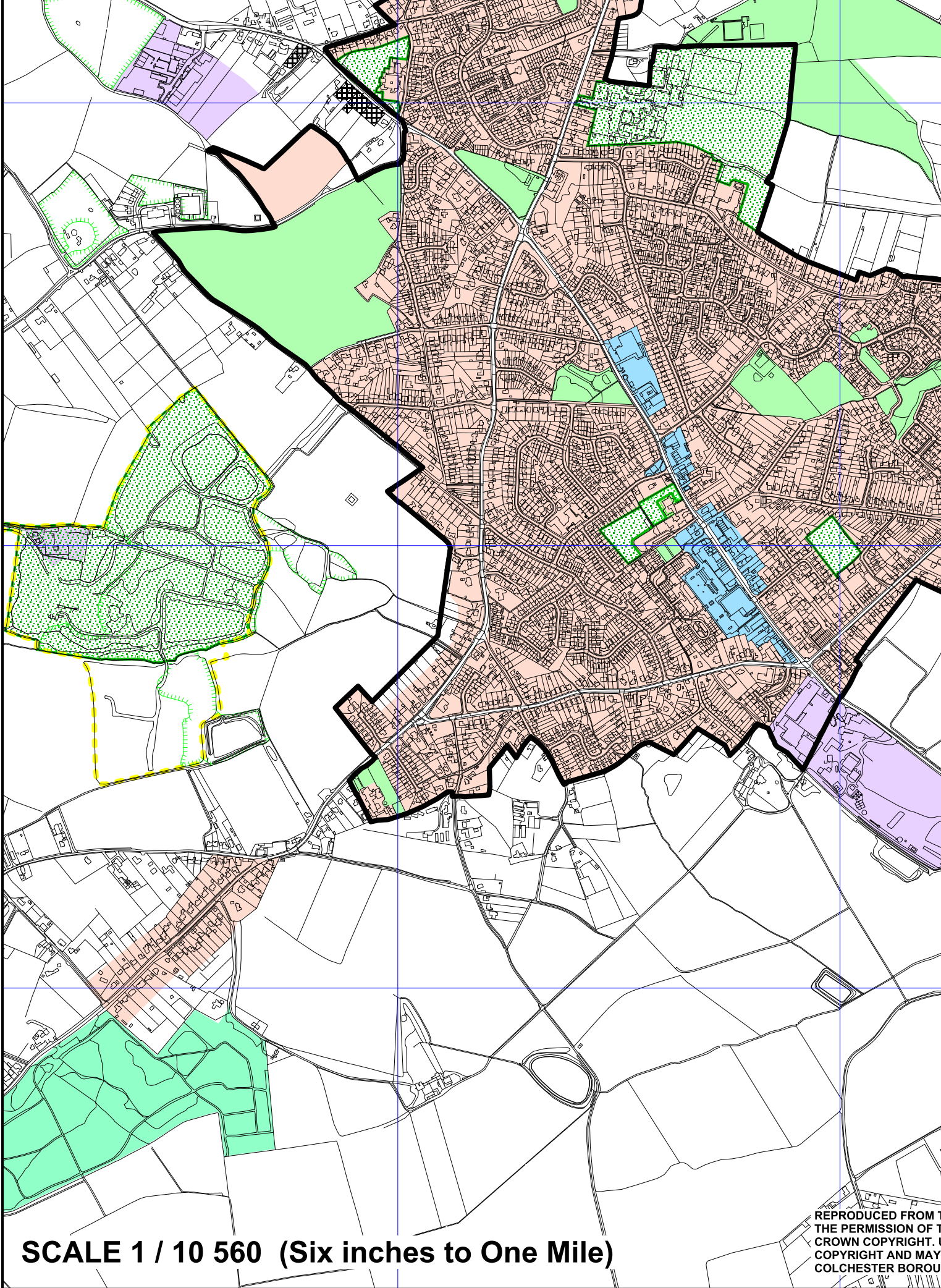


NORTH

SCALE 1 / 5280

(Twelve inches to one mile)





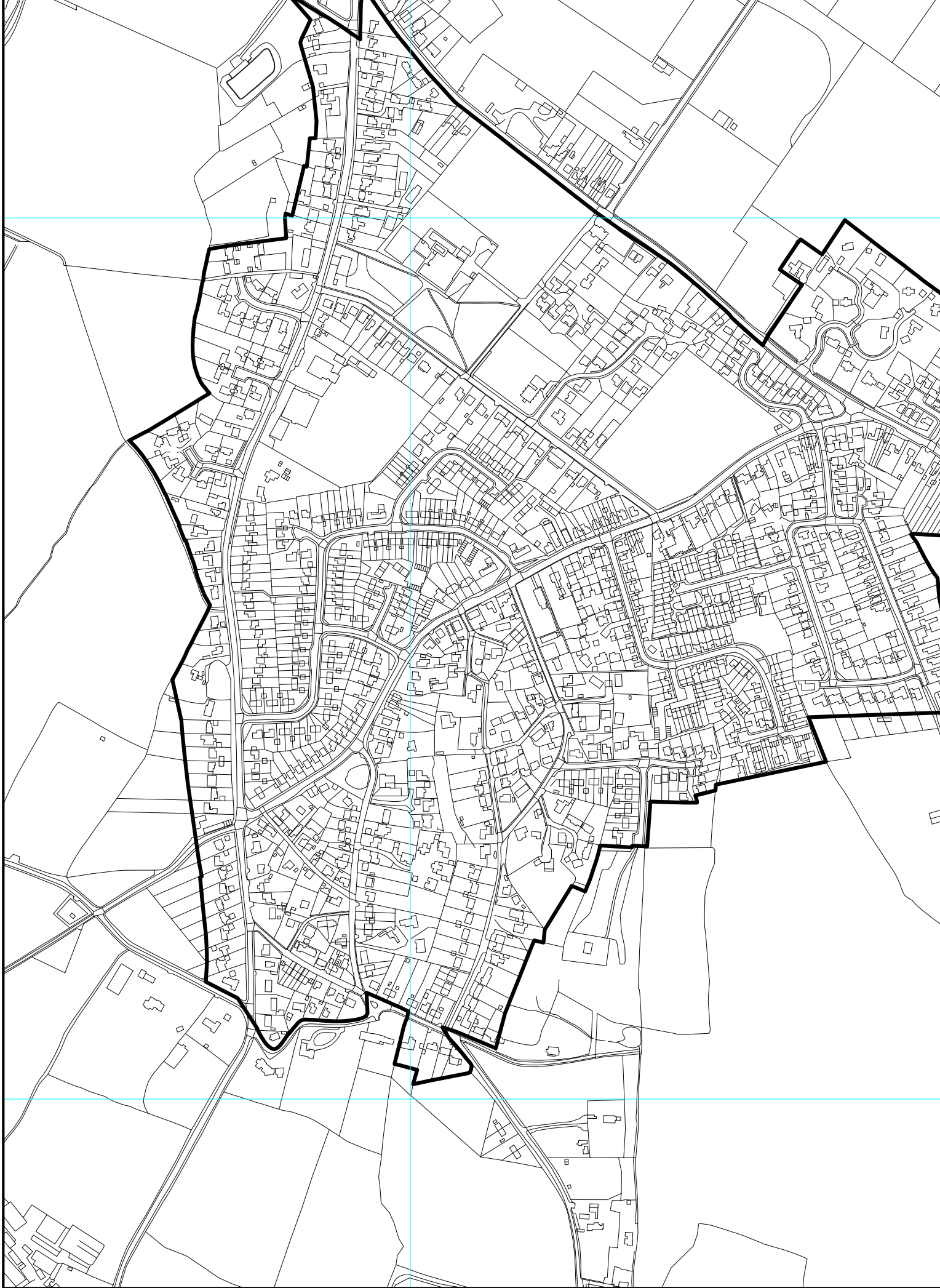
SCALE 1 / 10 560 (Six inches to One Mile)

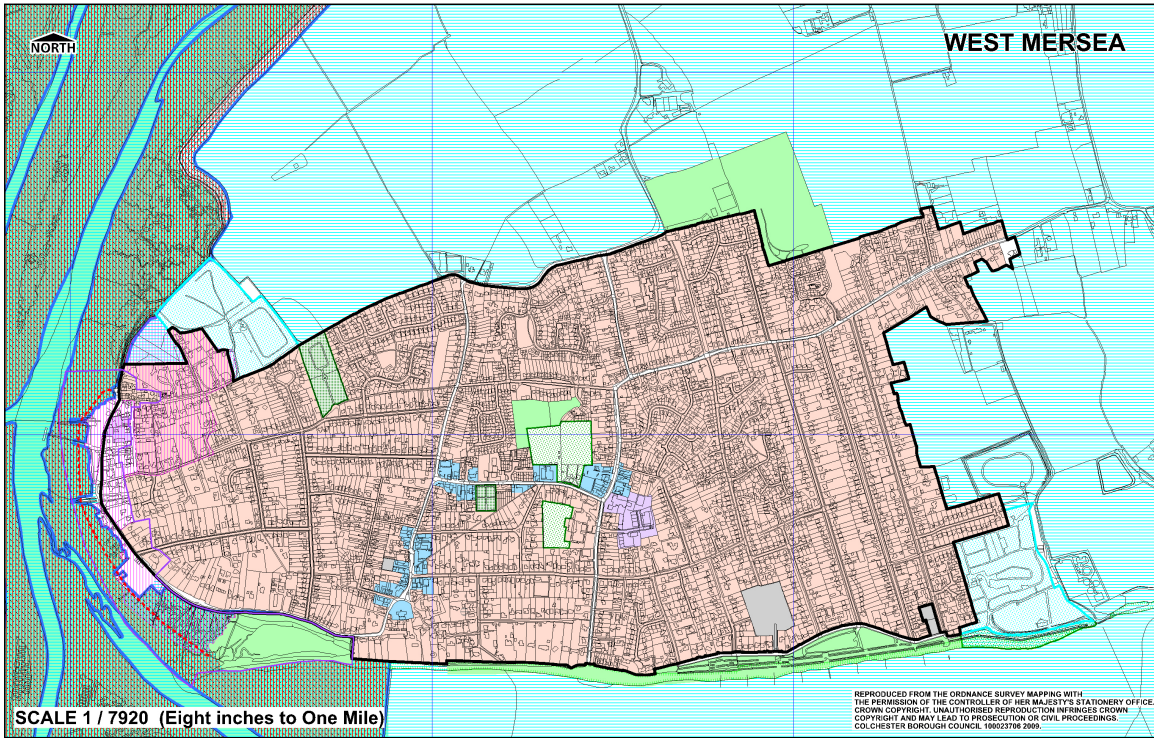
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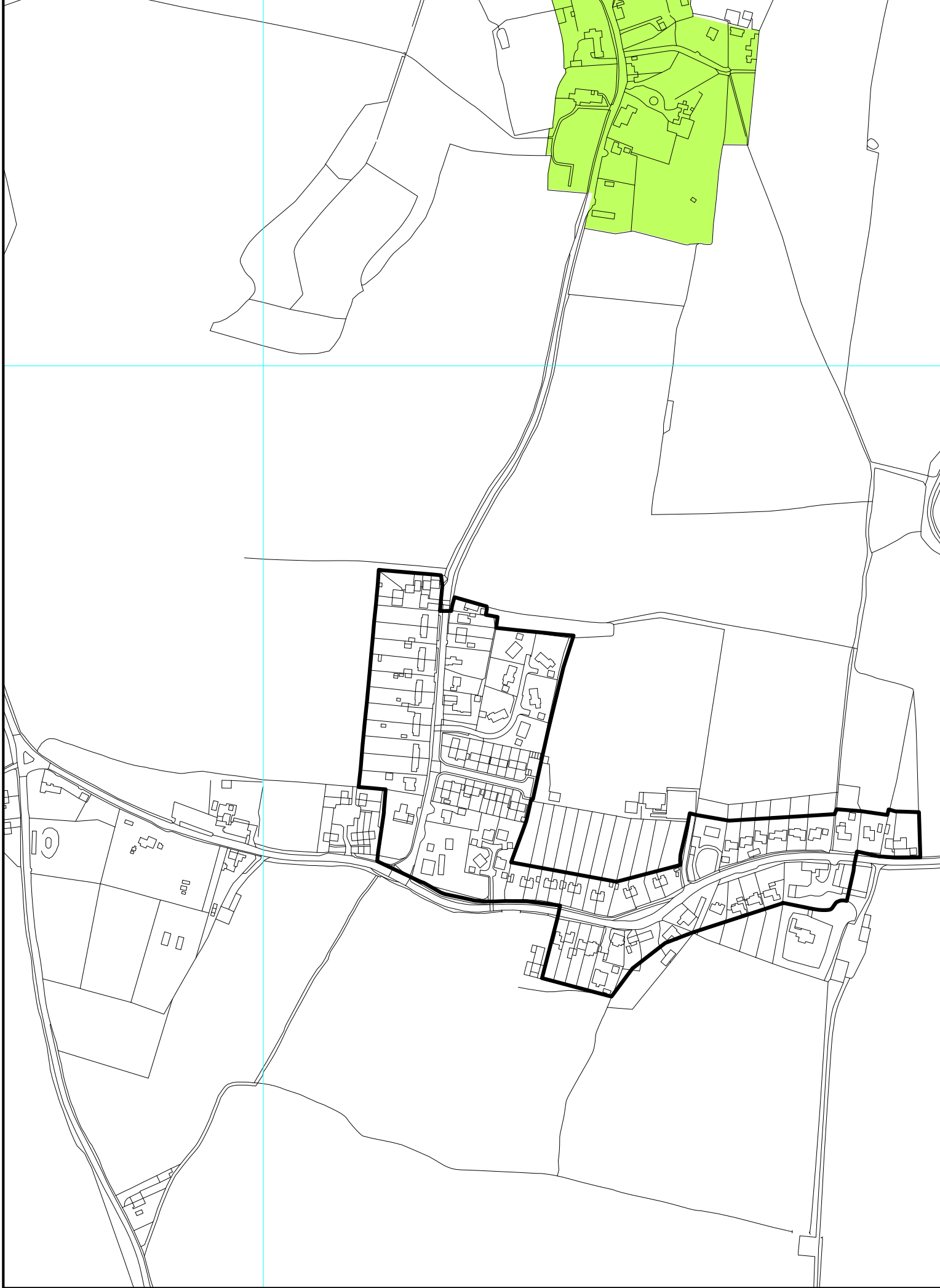


WAKES STREET

CHAPPEL







KEY SHEET

	SETTLEMENT BOUNDARY		COLCHESTER LOCAL WILDLIFE SITES
	VILLAGE ENVELOPE		UNIVERSITY PURPOSES
	PREDOMINANTLY RESIDENTIAL		Northern Growth Area Urban Expansion
	EMPLOYMENT ZONE		AREAS OF SPECIAL CHARACTER
	MIXED USE REDEVELOPMENT		STANWAY SAFEGUARD ZONE
	MIXED USE		QUARRY SAFEGUARD
	INNER CORE		GROWTH AREAS
	OUTER CORE		TRANSIT CORRIDORS
	NEIGHBOURHOOD CENTRES RURAL DISTRICT CENTRES		EAST COLCHESTER SPECIAL POLICY AREAS
	URBAN DISTRICT CENTRES		SSSI
	CAR PARKS		RIGS
	PARK AND RIDE PLUS SERVICE STATION		RAMSAR
	OPEN SPACE		COASTAL PROTECTION
	PRIVATE OPEN SPACE		SPECIAL AREAS OF CONSERVATION
	CEMETERIES		AONB
	ALLOTMENTS		RIVERSIDE WALKS
	HISTORIC PARKS AND GARDENS		PROTECTED LANES
	CULTURE, LEISURE AND TOURISM		GREEN LINKS
	CARAVAN PARKS		WATER RECREATION
	COMMUNITY STADIUM		CONSERVATION AREAS
	GYPSY TRAVELLER ALLOCATIONS		LOCAL NATURE RESERVES
	SEWERAGE		CBC SCHEDULED MONUMENTS
	REGENERATION AREAS		SPECIAL PROTECTED AREAS

