

# Local Development Framework Committee

Town Hall, Colchester  
7 June 2010 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  
7 June 2010 at 6:00pm**

**Members**

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

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

**Agenda - Part A**

(open to the public including the media)

**Pages**

**1. Welcome and Announcements**

(a) The Chairman to welcome members of the public and Councillors and to remind all speakers of the requirement for microphones to be used at all times.

(b) At the Chairman's discretion, to announce information on:

- action in the event of an emergency;
- mobile phones switched off or to silent;
- location of toilets;
- introduction of members of the meeting.

**2. Substitutions**

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

**3. Urgent Items**

To announce any items not on the agenda which the Chairman has agreed to consider because they are urgent and to give reasons for the urgency.

**4. Declarations of Interest**

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

If the personal interest arises because of a Councillor's membership of or position of control or management on:

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

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

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

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

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

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

## **5. Have Your Say!**

(a) The Chairman to invite members of the public to indicate if they wish to speak or present a petition at this meeting – either on an item on the agenda or on a general matter not on this agenda. You should indicate your wish to speak at this point if your name has not been noted by Council staff.

(b) The Chairman to invite contributions from members of the public who wish to Have Your Say! on a general matter not on this agenda.

## **6. Minutes**

**1 - 7**

To confirm as a correct record the minutes of the meetings held on 1 February and 19 May 2010.

## **7. Local Development Framework Update**

**8 - 13**

See report by the Head of Strategic Policy and Regeneration.

**8. Bosted Joint Village Design Statement and Parish Plan 14 - 46**

See report by the Head of Strategic Policy and Regeneration.

**9. Colchester North Station Master Plan Supplementary Planning Document Public Consultation Results 47 - 72**

See report by the Head of Strategic Policy and Regeneration.

**10. North Colchester Urban Extension Supplementary Planning Document Public Consultation Results 73 - 98**

See report by the Head of Strategic Policy and Regeneration.

**11. Exclusion of the Public**

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

**LOCAL DEVELOPMENT FRAMEWORK COMMITTEE  
1 FEBRUARY 2010**

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

*Also in Attendance :-* Councillor Nick Barlow

**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)**

**18. Have Your Say!**

Parish Councillor Tony Ellis, Chairman of Langham Parish Council Planning Sub-Committee, addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). The parish council is concerned at the procedures for the submission of the site allocations document to the Planning Inspector. The Committee signed off the document for consultation in September and invited comments on whether the document was sound or unsound and provided supporting documents. This should not have been an opportunity to submit further proposals which have been passed to the Planning Inspector without the opportunity for people to comment upon them. This is a way of offering up additional proposals which should have been included by the 2009 deadline and on this basis they should not have been passed to the Inspector.

Members of the Committee questioned whether parish and borough councillors would have an opportunity to comment on such sites and requested that the Spatial Policy Team look at whether any other parishes were similarly affected.

Karen Syrett, Spatial Policy Manager, agreed with Parish Councillor Ellis. She explained that the process had changed recently by the introduction of a consultation stage immediately prior to the submission stage and she reassured him that his comments would be made known to the Inspector, particularly because land has not been allocated in Langham on the site proposals map and any new proposals will be resisted. This situation was slightly different because the parish council were in agreement with the Council's proposals for Langham. The Inspector has asked for a draft list of who will attend the hearing sessions, so where sites in Langham are included

she will be asking for either the borough councillor or a parish councillor representative to be part of the team for that discussion and to be able to attend in their own right. If that is not permitted she will ensure the views of the parish council are made known and requested that any comments be passed to her.

## **19. Minutes**

The minutes of the meetings held on 28 September 2009 and 12 November 2009 were confirmed as a correct record.

**Councillor Kim Naish (in respect of being a private hire driver) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)**

**Councillor Nick Barlow (in respect of being a resident in North Station Road) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)**

**Councillor Martin Goss (in respect of his membership of Myland Parish Council) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)**

**Councillor John Jowers (in respect of his memberships of Essex County Council for which he is also the Cabinet member with responsibility for planning; the East of England Regional Planning Panel; the Regional Flood Defence Committee; the National Urban Design Commission; and the Essex Rural Communities Commission) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)**

## **20. Colchester North Station Master Plan - Supplementary Planning Document**

The Committee considered a report by the Head of Strategic Policy and Regeneration together with the draft Colchester North Station Master Plan Supplementary Planning Document (SPD). The Committee was requested to comment on the draft SPD and then to delegate authority to the Head of Strategic Policy and Regeneration to make minor amendments to the draft document, including the changes listed in Section 6 of the report, prior to the formal public consultation stage as prescribed by Regulation 17 of the Town



and Country Planning (Local Development) (England) Regulations 2004.

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

Patrick Mills, Chairman of Myland Parish Council, addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He asked the Committee to reject the draft master plan on the grounds that it lacked ambition, vision, imagination and aspiration. He believed that the terms of reference should encourage officers to strive for ambition and creativity. He was concerned about the lack of progression on traffic management at North Station which is very congested at peak times, and the prospect of further housing developments to the north of the town yet to be built which will lead to more traffic. He considered that the master plan offered only short term fixes and no long term solutions; that the street scene proposals were disappointing with little prospect of improvements to the gateway to Colchester from the Station. He was also concerned at the lack of consideration given to compulsory purchase which should be raised and discussed.

Karen Syrett urged the Committee to agree to the consultation to gather a wider set of views. She disagreed that the document only offered short term measures because it took a long term look traffic solutions and gave a good impression of how things could look in the future.

Councillor Barlow, Castle Ward, attended and, with the consent of the Chairman, addressed the Committee. He considered that it was important that the consultation reaches as wide an audience as possible, particularly in an area such as this which is trying to create a sense of community. He also considered it important to look at priorities because the available resources will not be able to deliver everything, including traffic and transport. He considered the priority areas to be pedestrian and cycling links.

Members of the Committee made a number of observations, including:-

- traffic congestion in the area at peak times and at weekends was raised as a major issue in the area but did not appear to be included in the document for people to comment on. This should be rectified before it goes out for consultation,
- there may be a further traffic impact once the A12 junction is completed, and developments to the north of the town would result in more traffic in the area,
- there has been talk of changing the roundabout at North Station and even the rail bridge being widened, but these issues were not in the document. The roundabout at North Station should be completely redesigned,

- the appearance of the North Station area is very poor as the main gateway from the main rail station to the town and needs improving; a covered walkway and cycle way from the station to the bridge were suggested. People with disabilities comment that North Station is impossible for them to use. Serious consideration should be given to the amount of parking at North Station, and to the distance between the station and the car park. The reason for the underuse of the car park was likely to be the high cost,
- there is a lack of parking in this area generally,
- partnership working with Network Rail, the bus companies and Essex County Council would be important for the masterplan,
- neither the park and ride nor the new A12 junction have been built, so people would be consulted on something without knowing the outcome. The park and ride facility in Chelmsford was being used by commuters to access the rail station,
- whilst bus and cycle facilities were supported, it should be recognised that people would still need a car to access other facilities. Buses were inadequate, expensive and unreliable and it is cheaper to take a family of four into town by car,
- the consultation would highlight the issues and traffic modelling would be inevitable, but that could take 3-4 months. There was support for a delay to enable traffic modelling if the work would provide a practical solution. There was a query on whether a consultation on a proposed solution could be done without first knowing whether the solution was workable,
- the Albert roundabout: the money spent here has not necessarily made the area pedestrian friendly; there was a request for shared space at this roundabout,
- there was support for better use of the underpasses under the railway track which needed to be improved. It was suggested that traffic could access the Cowdray Centre and the leisure centre via an underpass but a new road would require the co-operation of the rail company and its viability was questioned. This scenario was not mentioned,
- there was support for the sections on trees, the permeability of Cowdray Avenue, pedestrian access and cycle facilities,
- the document should contain a clear annotation so that consultees are aware that the Committee placed great importance to the management of traffic movements. As it is it does not give enough emphasis to traffic movements,
- the language in the document was an issue. The final document should be a well designed, thoughtful solution, and the basis of a thorough consultation. Every effort should be made to ask the right questions, to ensure that every resident in Colchester has an opportunity to respond, and due consideration should be given to responses.

Karen Syrett assured the Committee that Essex County Council have been involved from the outset; appointing consultants, steering group meetings and traffic modelling which will help inform the consultation. She confirmed that the public would be asked about traffic and that the road link between the Cowdray Centre and Turner Rise was mentioned in the document which would be amended to illustrate it prior to the consultation process. She also confirmed that the public would be asked about traffic and that Paul Wilkinson had been working with partners, particularly with the railway companies on the Station Travel Plan. She explained that the car park at North Station was not used to capacity so there was no justification for increasing it, but there may be better ways of utilising the land. The council would not want to spend too much money on traffic modelling when the results of the consultation could influence what the council wanted to model.

Paul Wilkinson explained that this was a very complex area in terms of transport and land use. The whole street scene from building line to building line will be under consideration. In terms of utilising the space, this would be an ambitious plan containing radical proposals. Bus priorities would be high profile in the plan and would link developments in the north through to the town centre. There were many pedestrian and cycle movements out of the railway station and a lot of short trips made by car when other modes of transport were available. Currently the street space does not work very well for anyone. There was a wish to see Network Rail take the space around the three buildings more seriously.

*RESOLVED* (ONE voted AGAINST) that –

(a) The Head of Strategic Policy and Regeneration be authorised to make minor amendments to the draft Colchester North Station Master Plan Supplementary Planning Document prior to the public consultation, including the changes listed in section 6 to the report and the proposed annotation regarding the committee's view that not enough emphasis has been given to traffic management in the document.

(b) The amended draft Colchester North Station Master Plan Supplementary Planning Document be progressed to the formal public consultation stage as prescribed by Regulation 17 of the Town and Country Planning (Local Development )(England) Regulations 2004.

**Councillor John Jowers (in respect of his memberships of Essex County Council for which he is also the Cabinet member with responsibility for planning; the East of England Regional Planning Panel; the Regional Flood Defence Committee; the National Urban Design Commission; and the Essex**

**Rural Communities Commission) 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 much of Pyfleet ward being coastline) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)**

## **21. Draft Essex and South Suffolk Shoreline Management Plan (SMP)**

The Committee considered a report by the Head of Strategic Policy and Regeneration together with the draft Essex and South Suffolk Shoreline Management Plan (SMP). The Environment Agency as lead authority for the SMP project is seeking to secure partner support for the SMP prior to it being released for public consultation from 15 March to 18 June 2010. It is considered appropriate to report the document to the Committee prior to public consultation to provide an opportunity for the Committee to inform the Council's response to the formal public consultation. Following the consultation, the document will be amended by the Environment Agency and the intention is to publish the final SMP towards the end of 2010.

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

The Committee were supportive of the SMP. The development of an SMP was not a statutory requirement but certain issues will fall into statutory areas, such as the Marine Bill, inter-coastal zone management and nature reserves. It has a significant resonance with climate change issues. There have been a number of debates and consultations and each one has been very well attended. The SMP will not impact on the Colchester Borough Council area as much as other areas. Whilst new walls would be built in some areas, it was understood that new armoured wall was not sustainable and costly. It was noted that West Mersea Town has no sea defences and there was a request that Mersea Island, and Cobmarsh Island in particular, be given more prominence. The Management Plan looks forward 100 years and will link into the strategic management plans. Beverley McClean was congratulated on her input to the Management Plan.

*RESOLVED* (UNANIMOUSLY) that –

- (a) The Committee's comments be forwarded to the Environment Agency for consideration.
- (b) The draft Essex and South Suffolk Shoreline Management Plan be endorsed for the purpose of a public consultation process.

**LOCAL DEVELOPMENT FRAMEWORK COMMITTEE  
19 MAY 2010**

*Present :-* Councillors Mark Cory, Beverly Davies,  
Martin Goss, John Jowers, Kim Naish,  
Henry Spyvee and Colin Sykes

**1. Chairman**

*RESOLVED* that Councillor C. Sykes be appointed Chairman for the ensuing Municipal Year.

**2. Deputy Chairman**

*RESOLVED* that Councillor Goss be appointed Deputy Chairman for the ensuing Municipal Year.



## Local Development Framework Committee

Item  
**7**

7 June 2010

<b>Report of</b>	<b>Head of Strategic Policy and Regeneration</b>	<b>Author</b>	<b>Karen Syrett 01206 506477</b>
<b>Title</b>	<b>Local Development Framework Update</b>		
<b>Wards affected</b>	All		

**The Local Development Framework Committee is asked to note the current position with the LDF and the adopted delegation arrangements.**

### 1. Decision(s) Required

- 1.1 To note the Council's progress on the Local Development Framework.
- 1.2 To remind members of the adopted delegation arrangements.

### 2. Reasons for Decision(s)

- 2.1 The Council as Local Planning Authority is obliged under the Planning and Compulsory Purchase Act 2004 (as amended) and Regulations to implement the obligations placed upon it. This report sets out how these obligations are discharged.

### 3. Alternative Options

- 3.1 No alternative options are suggested – this report is for information only.

### 4. Supporting Information

- 4.1 The 2004 Act provides that each local planning authority must prepare and maintain a Local Development Scheme (LDS). This is a three year programme which sets out what Local Development Documents (LDDs) the authority will prepare, their timetable for preparation and whether they are to be prepared jointly with one or more authorities. Local planning authorities are under an obligation to have submitted their LDS to the Secretary of State by 28 March 2005. The Council has subsequently updated the LDS and the current programme is attached as Appendix 1. The LDS will require further amendment once some certainty has been established nationally.
- 4.2 LDDs must then be prepared in accordance with the LDS and must be in general conformity with the Regional Spatial Strategy (or existing Regional Planning Guidance which ever is concurrent at the time). When preparing LDDs, the Authority must have regard to a variety of matters, including national policies, the Regional Spatial Strategy for their region and neighbouring regions and their community strategy.
- 4.3 LDDs are split into two types. Development Plan Documents (DPDs) which together form key central planning policy and carry more weight at appeal. While others are Supplementary Planning Documents (SPDs) which are more concerned with detailed guidance.

- 4.4 Local planning authorities are required under the 2004 Act to submit every DPD to the Secretary of State for independent examination. The examination must be carried out by an inspector appointed by the Secretary of State who will make recommendations which the local planning authority must publish. The inspector's report will be binding upon the authority and the Secretary of State has the power of direction to modify a DPD before it is adopted.
- 4.5 In addition the Council must produce an Annual Monitoring Report (AMR) and a Statement of Community Involvement (SCI). The AMR contains information on a wide range of development statistics from within Colchester Borough. This helps us to achieve a better understanding of changes in development patterns in the Borough and helps us to refine our planning policies to take account of important trends. It also provides information for other agencies and Government departments. The AMR contains information on the implementation of the Local Development Scheme (LDS) and the extent to which the policies set out in Local Development Documents (LDDs) and local plans are being achieved. The SCI sets out the Authority's policy on involving interested parties in matters relating to development in their area. The statement applies to the preparation and revision of LDDs and to the exercise of the authority's functions in relation to development control.
- 4.6 Colchester is ahead of many local authorities in preparing documents under the LDF. Below is the current position;
- Local Development Scheme adopted
  - Statement of Community Involvement – adopted
  - Core Strategy – adopted
  - Site Allocations DPD – Inspectors report awaited following examination
  - Development Policies DPD - Inspectors report awaited following examination
  - Area Action Plan for Town Centre – underway
  - Annual Monitoring Report – submitted every December
  - Supplementary Planning Documents – a number adopted, some being prepared, others identified as needed.
- 4.7 Regulations issued by the Secretary of State set out which parts of a Local Authority structure should deal with the various components of the LDF process some being Cabinet functions and others for the Council. The following table details the responsibilities:

<b>Function</b>	<b>Cabinet</b>	<b>Council</b>	<b>Comments</b>
Preparation of Local Development Scheme (LDS) - The programme for preparation of documents.	*		
The preparation and drafting of Statement of Community Involvement (SCI) and Annual Monitoring Report (AMR)	*		
Preparation of or a revision of a Development Plan Document (DPD)		*	
Withdrawing a draft DPD		*	
The examination of DPD		*	Independent inspector appointed by SOS

Adoption of a DPD		*	Resolution of the Full Council required
Deciding to do a joint LDD and the creation of a joint Committee with another authority(s)		*	
The preparation and drafting of Supplementary Planning Documents (SPD)	*		
Adoption of SPD		*	Resolution of the Full Council required – delegated to LDF Committee

- 4.8 It was previously agreed that Full Council delegates to LDF Committee some of its functions. It is not appropriate for members of the Planning Committee to also sit on the LDF Committee given that they may find it difficult to avoid prejudicial statements during public meetings. The Committee's terms of reference comprise dealing with those matters identified in the table above. In the case of DPDs it is the Committee who are responsible for overseeing their preparation and then make a recommendation, following examination, for adoption to Full Council.
- 4.9 It was also agreed that Cabinet delegates to the Portfolio Holder for Planning the Authority to prepare SPDs and to issue draft SPDs for consultation. The final adoption of SPDs is a Council function which has been delegated to LDF Committee.
- 4.10 Cabinet are responsible for the Local Development Scheme. The Portfolio Holder for Planning has been delegated the authority to agree the Statement of Community Involvement and the Annual Monitoring Report.

## 5. Standard References

- 5.1 There are no particular references to the Strategic Plan; publicity or consultation considerations; or financial; equality, diversity and human rights; community safety; health and safety or risk management implications.

## Background Papers

Cabinet Report 20.10.2004











## Local Development Framework Committee

Item

8

7 June 2010

Report of	Head of Strategic Policy and Regeneration	Author	Beverley McClean 282480
Title	Boxted Joint Village Design Statement and Parish Plan		
Wards affected	Boxted		

**This report seeks the approval of the Local Development Framework Committee to agree the adoption of the Boxted Joint Parish Plan and Village Design Statement as a Planning Guidance Note.**

### 1. Decision(s) Required

- 1.1 To agree the adoption of the Boxted Joint Parish Plan and Village Design Statement as a Planning Guidance Note.

### 2. Reasons for Decision

- 2.1 A Village Design Statement sets out clear and simple guidance for the design of all development in a parish, based upon its character. It identifies what is special, unique and distinctive about the character of a parish. It also includes design guidance to influence change and improve the physical qualities of the area. A Parish Plan covers a wider range of issues than a Village Design Statement such as lack of footpath maintenance, traffic speeding or dog fouling. A Parish Plan also includes a vision setting out how a parish is to develop and usually also includes an action plan setting out how local issues are to be resolved and delivered. Both these guidance documents are produced by the parish/village community groups.
- 2.2 Adoption of the documents, particularly the Village Design Statement, provides up to date useful planning information/recommendations for anyone making a planning application in Boxted parish. Once adopted Village Design Statements and Parish Plans are material considerations when planning applications are being determined

### 3. Alternative Options

- 3.1 The alternative is to rely solely on Local Development Framework policy to guide development and operate without the additional guidance.

### 4. Supporting Information

- 4.1 Policy ENV2 of the Council's adopted Core Strategy promotes the preparation and adoption (as guidance) of Village Design Statements and Parish Plans to plan for the specific needs of local communities. It is important that developers and members of the public are provided with good quality, relevant and up to date information before they submit a planning application. Planning Guidance adds detail to policies already contained within the Local Plan/Local Development Framework and helps fill the gap between the plan framework and a planning application process.

4.2 The Parish of Boxted Village Design Statement/Parish Plan aims to establish the principles of conservation, preservation and good design which the local community wish to see adopted within all new proposed developments within the parish. The document is not intended to nor will it stop change from happening, but as adopted guidance it is intended to influence how new development fits in to the existing parish vernacular. Village Design Statements are intended to influence the planning system, so that new development is in keeping with its surroundings while conserving and where appropriate enhancing the immediate environment.

4.3 A copy of the Village Design Statement /Parish Plan is attached as an Appendix.

## **5. Proposals**

5.1 To complement the Local Development Framework it is expected that a comprehensive set of supplementary documents will be produced. This Village Design Statement /Parish Plan is one of those documents and will provide guidance to assist developers and the general public prepare planning applications and aid councillors and planning officers at the decision making stage.

## **6. Strategic Plan References**

6.1 Colchester's three corporate objectives are:

- to listen and respond
- shift resources to deliver priorities
- to be cleaner and greener.

There are also nine priorities for action covering a range of issues including addressing people's needs, community development & safety, enabling job creation, homes for all, healthy living and recycling.

6.2 This Village Design Statement/Parish Plan has enabled the residents of Boxted to become involved in the planning of their parish. In doing so they will be instrumental in helping the Council progress its strategic priorities. As the Village Design Statement/Parish Plan covers many of the actions underlying the three objectives it will also be a useful tool in the realisation of these goals.

## **7. Consultation**

7.1 No additional consultation is proposed before the Village Design Statement/Parish Plan is adopted as a Guidance Note.

7.2 During the production of the document several consultation exercises and events were held. This enabled the community group developing the plan to gather views from local residents which helped influenced the content of the final document. An explanation of the various consultation exercises undertaken is discussed on page 4 of the document.

## **8. Publicity Considerations**

8.1 None

## **9. Financial Implications**

9.1 None

## **10. Equality, Diversity and 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. An Equality Impact Assessment has been prepared for the Local Development Framework and is provided on the Local Development Framework Committee webpage.

## **11. Community Safety Implications**

11.1 None

## **12. Health and Safety Implications**

12.1 None

## **13. Risk Management Implications**

13.1 The adoption of guidance notes is intended to reduce the risk of inappropriate development. It provides the opportunity to offer consistent advice to landowners, developers, officers, Councillors and members of the public.

## **Background Papers**

No additional documents

# BOXTED PARISH PLAN

*Incorporating*

## The VILLAGE DESIGN STATEMENT



*St Peter's Church was completed sometime between 1090 and 1130.*



*Boxted Hall, 11th Century - Doomsday*



*Rivers Hall, 11th century*

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## Introduction

### 1.0 Scope

This Village Design Statement covers the Parish of Boxted, an area of 3177 acres, the second largest parish in Essex. The population at the 2001 census was 1361.

#### 1.1 The Statement's purpose is to:

- Represent the views of the villagers.
- Influence, but not prevent development.
- Provide guidance to developers and property owners.
- Protect rural locations, foot paths and bridle ways.
- Protect and improve open spaces and the street scene.
- Promote the use of sympathetic building designs and appropriate materials.
- Ensure the preservation of what the villagers consider to be the valued qualities and character of the Parish.
- To add to the quality of life of villagers.
- Form part of the evidence base for the Local Development Framework for Colchester.
- Finally, give guidance to Colchester Borough Council in the determination of planning applications in Boxted.

The authors of this Plan feel strongly that once the community has adopted this plan, CBC should formally adopt it as a planning Guidance Note. Once adopted, the VDS, reflecting Boxted residents' views, will be a material consideration when determining planning applications in the parish.

*Much of Boxted still remains farm land.*



## 1.2 What residents told us about Boxted

The VDS Committee organised a questionnaire, public information meetings and informal discussions. The most frequent “best” and “worst” comments are set out below.

### **WHAT RESIDENTS WANTED:**

- Traditional two storey housing in keeping with surroundings
- Traffic calming by means of “Slow Down” signs
- Further improvements to footpaths along Straight Road
- Off street parking
- A shop/post office and a pub
- Effective controls on existing industry



*Residents would like a shop/post office and a pub (The Wig & Fidgett closed in 2007).*

## 1.3 Consultation

The initial meeting instigated by the Parish Council was held in August 2006 and a committee to act as the Steering Group was subsequently elected.

Regular meetings were held, and villagers advised of progress in the Village News section of the Essex County Standard.

A photographic survey and publicity display was held at the village Fête in July 2007 and the Village Design Questionnaire was distributed and collected by volunteers in late 2007. The response of over 60% was analysed, and this is the basis of the villagers’ views represented in this document.

The first draft of the Statement was presented at the AGM in May 2008 and the draft circulated to Boxted Parish Council and Colchester Borough Council in November 2008, and again in March 2009. Comments were incorporated in the final report.

### **WHAT RESIDENTS DID NOT WANT:**

- Apartments and flats
- Social housing of any significance
- New build housing in the Workhouse Hill and Boxted Church areas
- Any more industry
- Intrusive signage, lighting, gates and fences
- Creeping urbanisation

## 1.4 Planning Policy highlights

We have reviewed the following Colchester Borough Council (CBC) documents for policy details that have importance to Boxted.

There are a number of saved Local Plan policies that are relevant to the Boxted integrated Parish Plan and Village Design Statement. These include policies CO2 Dedham Vale Area of Outstanding Natural Beauty, C05 Habitats, CO7 Protected Lanes, EMP5 Isolated Industrial Complexes (Hill Farm Rural Business Site), EMP6 Boxted Straight Road Special Policy Area and UEA1 Character of Conservation Areas. Full details of these policies are set out in Appendix A

Over time Colchester's Adopted Local Plan (2004) will be replaced with a suite of new documents that will make up the Local Development Framework. The first of these, the Core Strategy has already been adopted following a public examination in 2008. The Core Strategy (CS) sets the strategic policy framework up to 2021 (2023 for housing) and the main policy areas in the CS of interest to Boxted are:

H1 – Housing Deliver & H2 Housing Density  
Policy H1 states that the majority of the 19,000 new homes will be delivered in the 5 main Regeneration and Growth Areas identified around urban Colchester by 2023. Table H1 accompanying Policy H1 sets out housing provision for Colchester and the surrounding towns and villages and indicates that all the small villages and hamlets such as Boxted collectively will have to accommodate limited growth i.e. 435 homes by 2021.

Policy H2 states that the Council will seek housing densities that enhance local character and optimise the capacity of accessible locations. A context appraisal will identify the accessibility of an area and its local character which will help inform an appropriate density Table H2a shows that the indicative housing density for villages across the Borough which tend to be less accessible should be between 30 - 40 dwellings/hectare.

H3 – Housing Diversity

This policy's aim is to ensure that a range of housing types and

tenures are delivered to create inclusive and sustainable communities. Policy H3 states that the mix of housing should be informed by an appraisal of community context and housing need. Table H3a identifies the mix of housing types to be delivered relative to accessibility. This suggests that areas such as Boxted where access is generally lower than urban Colchester is generally more suitable for houses rather than flats

H4 – Affordable Housing.

This states that the Council will be seeking to secure 35% of all new development as affordable housing. In villages affordable housing will be required to be delivered as part of housing developments of 3 or more dwellings. Developments below these



*The fields of Old Farm, part of the "green break" between Boxted and Colchester.*

thresholds will be expected to provide a financial contribution. In villages, affordable housing developments will be supported on rural exception sites adjacent to village settlement boundaries where a local need is demonstrated.

CE1 Centres & Employment Classification and Hierarchy; CE2a Local Centres & CE3 Employment Zones  
The Core Strategy sets out a Centres & Employment Classification and Hierarchy. Policy CE1 supports the provision of small scale developments such as small shops, recreation and or tourism businesses in countryside locations which have low travel needs and low impacts and which support rural economies. Policy CE2c encourages the provision of local shops to meet local needs. A number of Local Employment Sites will be identified to support small and medium local and rural businesses that promote and provide rural enterprise and local employment as highlighted in Policy CE3.

Colchester Core Strategy Policy ENV1 states that

“The Borough Council will conserve and enhance Colchester’s natural and historic environment, countryside ...Developments that have an adverse impact on Dedham Vale AONB will not be supported. Unallocated green field land outside of settlement boundaries will be protected... development will be strictly controlled to conserve the environmental assets and open character”.

Policy TA1 - Transport and Accessibility – the key aims are “to improve accessibility by enhancing sustainable transport links and encouraging development that reduces the need for travel.”

Policy TA2 - Walking and Cycling - The key aims are “to promote walking and cycling ... and make them more attractive, direct and safe.”

Policy TA 3 - Public Transport - “Demand responsive (bus) services will also be promoted to help rural communities access their needs.”

Rural Communities- the Core Strategy PDP makes it clear that the villages in the Borough are unlikely to experience significant development during the Plan period.



*Open stretches of countryside should be protected*

Of major importance to our document is the restriction of unsuitable development beyond settlement boundaries to protect open stretches of countryside around and between settlements, prevent coalescence, retain settlement identity, and protect landscape character.

The Planning Policy highlights above are considered essential if Boxted is to be kept separate from Colchester, and village life preserved and enhanced. These principles as set out in the CS have been accepted as working assumptions through this document, and we hope that these aims will be kept at the forefront of CBC planning for the future of Boxted.

Colchester Borough Council is also currently preparing a new suite of Development Policies and Site Allocations Development

Plan Documents as part of the LDF along with a new Proposals Map. The Development Policies will eventually replace the saved Local Plan policies once they have undergone an Examination in Public in the spring 2010 and formally adopted. The Council is also preparing new Supplementary Planning Documents for the Provision of Communities Facilities, Backland and Infill Development and Affordable Housing. Essex County Council is also revising the Car Parking standards. All these documents once formally adopted will make up the new LDF following formal adoption and will be relevant when determining planning applications affecting Boxted in the future. Appendix B sets out the Development Policies and shows which Saved Local Plan Policy they will replace.



*Boxted is within the Dedham Vale Area of Outstanding Natural Beauty*

## 1.5 Major Design Guidance

### VILLAGE DESIGN STATEMENT.

The application of Local Plan Policies should not be relaxed. Any new development needs to be in accordance with Local Plan and Core Strategy (refer to table 1).

The A12 should be regarded as the barrier to development from Colchester, and only exceptional infill should be allowed, as outlined in the Core Strategy.

Any new build should be confined to the village envelope, but not within the conservation area surrounding the church, but possibly along Straight Road.

All new build should be in keeping with the immediate neighbourhood.

Housing should be a mix of detached or semi-detached and should not exceed 2 storeys. New build housing should be in keeping with their surroundings and use traditional high quality materials such as brick, tiles, and where appropriate, timber framing and cladding, but only where it is in keeping.

Off street parking should be provided.

Any development of the old school site adjacent to Boxted Church must be in keeping with the surroundings, be low density, not overlook or detract from the church and the area used for car parking for church users should be retained.

Any affordable housing should be limited in numbers and developed in keeping with surrounding properties.

Existing and new planning policies should be maintained and enforced to protect village life. Retrospective planning permissions should not be granted unless there is sufficient reason, and that reason is acceptable to Boxted Parish Council.

No expansion of existing businesses should be permitted unless there is a case for increased employment for villagers, some other community benefit is provided to the village and the business

carries out an environmental impact assessment, which would be available to the public.

The Borough should ensure that Planning, Health and Safety and Environmental controls are enforced by them or other Agencies.

Agricultural land surrounding the village should be conserved from inappropriate development, or development that impacts negatively on the character and the local environment, in accordance with Policy ENV2.

Traffic calming should be improved along Straight Road and at the entrance to the village on Dedham Road by means of more prominent "Slow Down" signs, and a speed operated flashing sign at the Mill Road entry on Straight Road.

### PARISH PLAN

A 7.5 tonne weight limit, except for access, should be imposed at the Straight Road/Queen's Head Road junction and at the Gun Hill, Langham entry towards Boxted. The Parish Council, CBC and other bodies should work together to see if the Sports and Social Club could be redeveloped so as to incorporate an extended indoor and outdoor sports centre, the Pre-School and a licensed bar open and welcoming to all.

Encouragement should be given to anyone who wishes to open a village shop and/or post office, and also a pub, if they could be run as going concerns.

As set out in the Core Strategy, any new development within the village should contribute to the provision of community facilities, where a local need has been identified in the VDS/Parish Plan.



*The rural tranquility of Boxted is much appreciated by villagers.*

## 2. The Village

### A BRIEF HISTORY

Boxted was and remains an agricultural area, and dates from pre-historic times. Over the millennia it has been settled by the Romans, Jutes, Saxons and Normans. Some evidence remains.

Agriculture continues to be an important part of Boxted life with fewer but larger farms. Arable and fruit farming predominates. Going back to the eleventh century, cultivation was centred to the northwest and north-east of the parish where the Boxted Hall and Rivers Hall estates came to exist. Clearing of woodland had begun by then and the area converted to heath by 1325 such that most of the area was available for farming. Mixed farming was carried out for the following few hundred years, much of it by tenanted farmers.

Meanwhile most of the southern area of the parish remained heath (Boxted Heath) but there was usage for pasturing sheep and cattle and for obtaining turf and clay for cottage maintenance.

A significant development that continues to influence the agricultural structure of the village was the purchase in 1906 by the Salvation Army of Priory Farm and 400 acres of land, much of it former heath-land, for a land settlement scheme. These holdings had between 4½ and 7 acres of land and each was provided with a new (usually semi-detached) cottage. From the 1950's onwards, holdings were largely sold to the sitting tenants.

Meanwhile the mixed farming continued elsewhere and from the mid 1920's onwards, market gardening and fruit farming became established. Poultry houses were established and one such business continues in Straight Road. Hill House Farm specialised in fruit but the extensive orchards in the parish were largely replaced as a consequence of the Common Agricultural Policy.

An orchard mainly of walnut continues to exist between Straight Road and Wet Lane and the packing sheds associated with the



*Most of the arable land in Boxted is listed grade 2.*

Hill Farm operation now form the basis for the Boxted industrial area next to Hill House.

Village facilities are limited today; although there were 7 pubs the last, The Wig and Fidgett, closed in 2007. There is no shop or post office, the last having closed at the end of the 20th century.

Some commercial ventures have developed, mainly along Straight Road and at Boxted Cross industrial area. Most of the village is now housing, with a significant proportion of older residents.

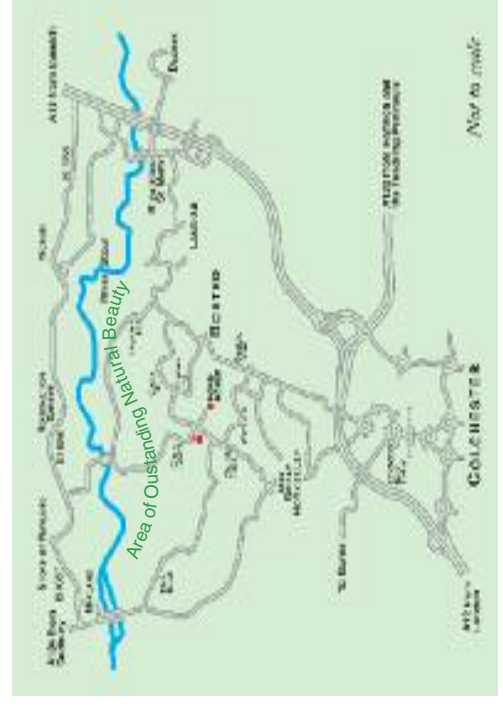
## 2.1 Geography

The Village of Boxted lies 5 miles north of Colchester. The Parish covers 3177 acres and is bounded on the north by the River Stour, and to the south by Salary Brook, a tributary of the River Colne. The west and east boundaries lie against the parishes of Great Horkesley and Langham respectively. The overall key landscape characteristics of the area are:

- Sloping side to the Stour valley
- Farmland plateau
- Small Farmsteads and Halls
- Minor roads and narrow lanes

-Sense of tranquility away from road network  
There are also Local Wildlife Sites (formally SINCS) of which the relevant are Boxted Great wood and Black Brook, between Boxted and Langham.

The entire land area within the parish boundary to the north of Mill Road and Chapel Road was within the now superceded Countryside Conservation area, including the area north of Church Road/Cooks Hill which comes within an Area of Outstanding Natural Beauty. Countryside around villages is now protected by policy ENV1. There are relatively small but



*Fig 1. Boxted lies about five miles north of Colchester.*



important areas set aside for nature conservation, and Cage Lane is a Protected Lane of historic and/or landscape value.

The area close to Boxted Church overlooks the Stour Valley, a designated Area of Outstanding Natural Beauty. This is an area that should be preserved.

The A12 dual carriageway forms a barrier to future expansion from Colchester towards Boxted, and this document will make clear our agreement with the Local Development Framework (LDF) that this barrier to large scale development should be maintained.

No major roads pass through the village. However the narrow roads, particularly Langham Road, Langham Lane, Straight Road and Queen's Head Road have become commuter "rat runs", and these routes are being increasingly used by HGVs which are too big for these old and narrow lanes.



*The village Primary School at Boxted Cross.*

The LDF makes a comment in the section titled "Road Network Improvements" concerning "right vehicles for the right roads", which is not the case at present. Currently we have "the wrong vehicles for the wrong roads"

## 2.2 Population centres

Boxted has two recognised village centres, Church Street and The Cross, in effect a crossroads. At The Cross or close by there is the school, Village Hall and Sports and Social Club, the last two located on King George's playing field.



*Boxted Cross.*

The areas along Straight Road, Dedham Road and near The Cross have significant housing, but little space remains for future development apart from infilling, unless agricultural land is developed or brown field sites redeveloped.

The area known as Boxted Church Street has limited housing stock and little prospect for development, apart from the limited disused primary school site. The Grade 1 Norman Church will impose restrictions on any development.

The areas comprising Wet Lane, Green Lane and Workhouse Hill have had some infill development, but there is again little room for more housing.

The remainder of the housing stock is spread across the village, and again there seems little space for future development unless brown field sites are used, or planning restrictions relaxed.

It is important that any future and very limited development be allowed only within the existing village envelope.



*Boxted Church Street.*

### 2.3 Boxted Parish with Village envelopes.

Colchester Local Plan 2004

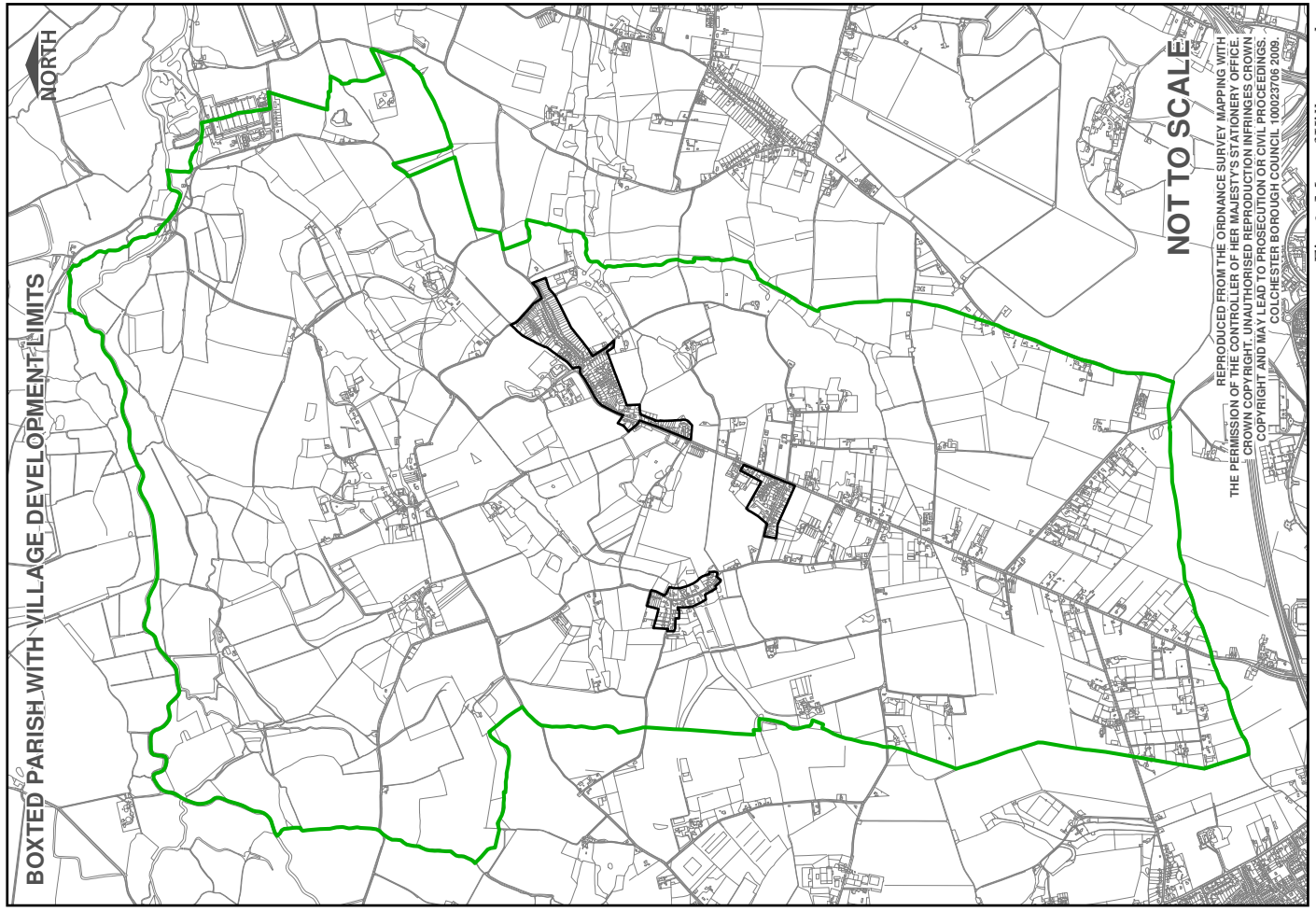


Fig. 2, Map of Village envelope

## 2.4 Colchester Planning Policy

Until recently the Adopted Review Colchester Local Plan 2004 set the Planning Policy framework to guide development across the Borough. Policies in the Adopted Local Plan affecting Boxted Parish were displayed to parish residents in the village hall at the 2007 summer fete and for several weeks after. Since 2004 following a national review of planning and the introduction of new legislation Colchester Borough Council started work on the development of a new Local Development Framework. The Core Strategy has been published following 3 stages of public consultation and was subject to an Examination in Public in 2008. It was adopted in December 2008 and sets the strategic planning framework for the Borough up to 2021. The Core Strategy contains a number of policies that relate particularly to rural communities and villages such as Boxted. In addition, a number of Adopted Local Plan policies have been saved and together these will be used in conjunction with new Core Strategy policies to determine planning applications in the future.

In outline the parish is split into three strictly defined envelopes (figure 2);

- 1) Properties having access from Workhouse Hill, Wet Lane and part of Green Lane;
- 2) Properties to the north and south of Boxted Cross with access from Straight Road and Dedham Road (two non-contiguous areas);
- 3) Properties surrounding St Peter's Church within the "Boxted Conservation Area".

The majority of properties with access from Straight Road south of Mill road/Chapel Road, plus those in Old House Lane, Queen's Head Road and Horkesley Road falls within the area currently classed as the Straight Road 'Special Policy Area.' The Hill Farm Business site also has a separate Rural Business Site Zoning. As discussed in section 1.4 these designations will be superseded by adopted Core Strategy policies and new

Development Policies once these are also adopted.

Extracts from the above policies are set out in Appendix 1.

Colchester Borough Council is producing their new Local Development Policy. The Core Strategy has already been adopted following extensive public consultation and independent scrutiny at an Examination in Public in 2008. The LDF will plan, manage and monitor change future growth in the Borough up to 2021 (2023 for housing). The Core Strategy is available on the Council's website at [www.colchester.gov.uk](http://www.colchester.gov.uk) and contains proposals relating particularly to rural communities which include villages in the Borough like Boxted.

The Core Strategy document does contain specific references to development within the villages in policy ENV2 – Rural Communities as follows:

"The Borough Council will enhance the vitality of rural communities by supporting appropriate development of infill sites and previously developed land (PDL) within the settlement development boundaries of villages. The design and construction of new village development must be high quality in all respects, including design, sustainability and compatibility with the distinctive character of the locality. Development should also contribute to the local community through the provision of relevant community needs such as affordable housing, open space, local employment, and community facilities. Outside village boundaries, the Council will favourably consider small-scale rural business schemes that are appropriate to local employment needs, minimise negative environmental impacts, and harmonise with the local character and surrounding natural environment. Development outside but contiguous to village envelope boundaries may be supported where it constitutes an exception to meet identified local affordable housing needs. Towns and villages are encouraged to plan for the specific needs of their communities by developing Parish Plans and Village Design Statements for adoption as guidance."

Under the “Management Growth Pressures” section, the Core Strategy on Page 23 identifies the need to preserve countryside areas with strategic green gaps between settlements. Under

“Improving Accessibility” it recognises the shortage of local shops etc. and the need for improved access via transport services.



*Single track roads abound in Boxed*

## 2.5 Building Styles and Designs

The village has no common architectural style or theme and has a wide variety of styles and designs of house building. These reflect the historical span of construction from Songers which originally dates from 1280 to current builds. Additionally there is considerable variety of size extending from the 3 storey flats as at White Arch Place to large manor houses such as Boxted Hall and Rivers Hall. Most housing is privately owned although there is social housing such as that in Straight Road and a few remaining properties in council ownership.

Most housing whether new or historic is of two storeys although



*Songers Cottage (1280): the oldest timber-framed building in Essex.* in particular there are bungalows in Dedham Road (of council origin) and in Hobbs Drive. The character of the village is enhanced by a series of thatched cottages dotted around the village such as Songers in Cage Lane, also Medlars and Holly Cottage in Straight Road, a number of thatched cottages in Ellis Road and others along Church Street.

A number of historic houses such as Aubrey's Cottages are centred on the church in Church Street. The Wheelwright's House and the old bakery exist close to Boxted Cross and represent the second original focal area of the village. There are



*The four cottages of Aubrey's are formed from 15th Century houses.*

other interesting old properties scattered around the village such as Harbutts and Wenlocks in Cage Lane dating from Tudor times, Thatchers and Went (now the Thatched Cottage) in Mill Road, and Oak Cottage in Chapel Road. There are a number of large distinctive properties within the village boundary such as Cheshunts at the end of Church Street, Hill House on Carter's Hill, Boxted House and Pond House, all with their distinctive styles.

What was originally council housing was built post war near Boxted Cross and private housing was built such as in Hobbs Drive and East Side. These are typical urban-type twentieth century housing. More recently, building has been mainly in-fill such as on the car-park area of Boxted Cross Inn (now a private house) and along Straight Road.



*Parsonage Farm on Carters Hill*

## 2.6 Roads and ancillary furniture

The road network around and through Boxted is formed by the old country lanes which have changed little since being established for farm traffic.

The heavily used roads are Straight Road, Langham Road, Langham Lane and Queen's Head Road which form the access routes to Colchester, Dedham and to the A12 and A134 roads. As private car usage is so prevalent, due in part to the restricted bus service (see later), road usage is heavy at rush hour times. The roads are increasingly used as commuter rat runs to Severalls Business Park and to the Hospital.

Of further concern is the increasing use of the village's



*Boxted Straight Road connects Boxted Cross to Myland, Colchester.*

unsuitable roads by HGVs taking short cuts to and from the A12 to the A134. The re- development of the Hill Farm industrial area at The Cross will lead to further problems with access to the site via a difficult junction. The proximity of the primary school which at the start and finish of the school day has its own traffic and parking problems will be compounded by HGVs accessing the Hill Farm industrial site. Indeed the illuminated bollards in the middle of Carter's Hill at the junction with Straight Road have been regularly knocked over in recent months.

The use of satellite navigation systems is routing HGVs down unsuitable lanes, some of which are very narrow or dead ends. This is causing damage to road surfaces and verges.

It will be interesting to see the effect on local roads of the new football stadium. Some parking restrictions are imposed on match days, but there is no doubt that traffic will increase on the Northern Approach Road and through Boxted until the proposed A 12 junction opens in perhaps 3 years time.

Speed limits, particularly on Straight Road are frequently ignored despite the 30 mph signage. However traffic calming by means of speed humps and significant extra signage is not considered suitable and would be detrimental to the appearance of the village. Of more benefit to the village, both in terms of form and function would be a speed operated warning sign at the entrance to the village on Straight Road, and a more frequent police presence.

Other signage around the village is considered adequate, and additional signage would be considered inappropriate and detract from a rural environment. What would be considered of great benefit are restrictions on vehicles over 7.5 tonnes except for access, and the appropriate signage on access routes.

There is little street lighting in the village, but there is little appetite from the residents for any increase in street lighting. Any suggestion of this nature is likely to be resisted by residents.

Road maintenance could be improved, as potholes and other damage wait for some considerable time after identification until repair.

## 2.7 Transportation

The bus service serving the village is run by Network Colchester and Heddingham Omnibuses who between them provide 4 weekday services into Colchester, and 3 return services, the last being at 1740. On Saturday there is a service at 1015 and a return at 1135. On Sundays and every evening there are no services. Residents must use cars or taxis.

It is worth noting that few buses have facilities for the disabled or for mothers with prams, nor are there raised kerbs to allow for easier access by the disabled. The bus service does however run to Colchester General Hospital and via Mill Road surgery in Mile End.

It is understood that discussions have taken place within a bus users' forum about how to increase the service frequency, but it is difficult to justify on the grounds of passenger numbers. However, this report considers that it would be worthwhile exploring some increase in frequency by the increased use of ECC subsidy, or re-routing existing services from Dedham or Nayland through Boxted.

So far as private car travel is concerned, it is difficult to see any voluntary reduction in car usage for access to the Town, the train station and for general travel unless public transport is improved. With so much private car usage, it is important that adequate off road car parking facilities are provided in any new housing development.

## 2.8 Footpath protection

The footpath system within the Parish is adequate, well used by visitors and local people and well maintained on the whole by landowners. Hedge and undergrowth trimming, the marking of paths and signage maintenance are up kept in the main. Local landowners should be encouraged to continue this practise publicising their much needed co-operation in the husbandry of our rural areas for use by the public. The renowned Essex Way

passes through the Boxted Church area and skirts around the Cooks Hill and Rivers Hall areas on its way to Dedham and beyond. The tracery of footpaths takes in varied landscapes including fine rural views, rolling countryside, orchard walks and woodlands. Many paths are within the Dedham Vale Area of Outstanding Natural Beauty and offer both the occasional and serious walker a variety of peaceful walks, many unspoilt by traffic and the noise of suburbia. Any further expansion within the parish should take into account the importance of quiet areas and disruption to the public footpath system should be strongly discouraged.



*The Essex Way footpath across Boxted Hall Farm.*

The footpaths within the Parish should be promoted as a source of exercise and enjoyment for all who wish to use them. We are lucky to possess within our parish what is becoming a scarcer amenity as communities expand.

Whilst the network of footpaths is thriving and varied there is cause for concern regarding the lack of bridleways. There is a substantial and growing population of private horse owners and livery businesses within the parish. This important and necessary part of the rural community is served by few bridleways within the parish. In effect this means that a large amount of horse movements are carried out on the public highway.

Whilst the conduct of both riders and motorists is generally of a high standard the potential for accidents is always present. Any future development within the parish should include accommodation for equestrian rights of way wherever possible as an increase in local traffic volume by its very nature increases the risk of serious harm to horse, rider and drivers.

## 2.9 Wild life preservation

The Essex/Suffolk borders are “blessed” with a variety of habitats supporting a varied population of wildlife from reptiles and amphibians to large mammals.

Hares abound in the areas of arable agriculture and muntjac and



*Arable agriculture and woodland fringes in Boxted.*  
roe deer are frequently spotted in the woodland fringes.

Many species of woodland and farmland birds are common throughout the parish from the yellowhammer and skylark to sparrowhawks and buzzards. The many lakes and streams support a healthy mix of waterfowl and aquatic life from frogs and toads to grebes and herons. The increasingly rare and threatened water vole is to be found within the parish.

There are numerous waters that can be fished, both coarse and

fly. There are also well established game shoots operating such as that run by the Rivers Hall estate.

These country sports organisations in combination with the farming and equestrian community and also institutions such as the Dedham Vale Conservation Society maintain a balanced and thriving eco system that is imperative to the well being of the natural wildlife found within Boxted. Any potential development should be in tune with current eco systems and not under any circumstances be permitted to cause any damage or degeneration to our valuable natural resources.

## 2.10 Business and Industry

Industry in Boxted is focussed along Straight Road where small concerns have a variety of yards and sites. These have long standing temporary planning permissions, but their appearance leaves much to be desired, particularly those with scrap cars, tyres and so forth.

At the Cross, the old produce packing sheds which became a small business centre with a variety of trades has closed for redevelopment as a modern small industrial centre. This site is known as Hill Farm Rural Business site. Most of the old sheds have been demolished, and at the time of writing, there is no news of the type of tenant for the future.

The new units were granted planning permission under planning policy EMP5, part of which says that “the uses and/or development shall be compatible with the character and scale of any nearby settlement and the surrounding rural areas”. We have reservations about the height and scale of the permitted new buildings, and with traffic using the site.

The old units caused problems with access for HGVs as the estate entrance is opposite the primary school, and there are additional access problems and accident hazards at the junction with Straight Road/ Dedham Road.

Small industrial businesses such as skip hire and soil supply are located off Straight Road, and while these have temporary planning consents, the location is unsuitable for what in the main are potentially polluting operations in a rural area. In



addition, following the closure of the old units at Hill Farm, more small businesses have relocated to this site. Indeed, a severe fire occurred in the summer of 2008 in old tyres and LPG cylinders left on land behind the Chapel. It is to the detriment of the village environment if waste materials and scrap vehicles are left to accumulate without appropriate controls being enforced on the operators of the site or the land owners.

Policy EMP6 currently relates to the Straight Road Special Policy Area. This imposes conditions on renewal of temporary permissions and for new permissions - see Appendix for more detail. The villagers wish to see policy EMP6 (while still current) and any new replacement Development Policies covering Rural Employment once adopted, strictly enforced, unless there are significant benefits to the village.

There are agricultural businesses off Straight Road, where there is a chicken rearing shed, and near the A134 a vegetable packing operation. Small garden centre type businesses are located along Straight Road and Horkesley Road.

It is clear that the centre of industry for North Colchester is on Severalls Park and Axial Way where new development of industrial sheds is taking place. Whilst this report accepts that there is a need for local employment, and it is not possible nor sensible to revoke planning permissions for existing businesses. Any further industrial development in Boxted should be avoided or be in accordance with Core Strategy Policy CE3 and future employment policies that are relevant to rural areas.

Any permitted redevelopment must be carefully designed so as to fit the scale of the village and should not form an overbearing landmark. Existing businesses should be encouraged, or enforcement action should be taken, to ensure that their activities are not in breach of Planning, Health and Safety and Environmental Regulations.

### 2.11 Agriculture and Horticulture

Today almost all the agricultural land in the Boxted parish is listed in general as grade 2. There is some grade 1 land in the south-west area of the parish and there is a small amount of

grade 3 on the north-east side but the pockets are not easily identifiable. Currently a significant proportion of the agricultural land continues to be planted in rotation. Sugar beet is grown extensively and is cycled in particular with wheat or barley. Potatoes, onions and certain other crops such as kale are also grown. Sheep are fattened seasonally and Pond House Farm has introduced alpaca. There has been a noticeable increase recently in the fencing in of paddocks for horses. A small



*The Walnut orchard planted in the 1920's is still harvested annually.* amount of horticulture remains in the Straight Road area, mostly under glass, and there is a certain amount of fruit such as strawberries and raspberries grown in the same general area.

### 2.12 Community Facilities

Boxted has few facilities and is reliant on Colchester Town, Mile End, Highwoods and neighbouring villages for shopping, medical facilities and so forth. The nearest shop is the community run shop in Langham, at least 2 km walk.

In Boxted there is no pub, no shop and an infrequent bus service to Colchester.

The only village facilities are the church and the chapel; the Village Hall, the Sports and Social Club and the Pre school

which are located on King George's playing field; the Royal British Legion social club; and the primary school at the Cross.

The Village Hall is a facility available to all residents and others for hire for a variety of functions and events. The Hall was upgraded in 2007/8 with help from a grant from the Parish Council and Cory Trust. It is used in the main by older residents who attend a number of clubs.



*The Village Hall at Boxted Cross by the playing field.*

There are further clubs available in Langham, but these are a car ride distant. It is regrettable that there are no youth or children's clubs in Boxted.

The two churches, St Peter's at Boxted Church Street, and Boxted Methodist Chapel in Chapel Road provide religious services and are well attended. It is the intention that St Peter's with St Mary's Langham will provide a youth worker in 2009. The Church and the Chapel play an important part in village life.

The British Legion occupies an old Nissen hut on Straight Road and membership is available to all. Its future may be in some doubt when the lease expires in 2013

The Pre school acts as a feeder to the Primary school and is located in old worn out huts. Retention of the pre school is considered essential to village development, as is the primary school, so as to encourage young families to come to and live in Boxted.

The Parish Council plays an active part in fostering, so far as it can, community life. It maintains the playing field and is looking to replace the deteriorating Pre school building.

It is also considering the future of the rather tired Sports and Social Club. The aim is to provide a wider range of interests, rather than what is perceived to be a "boys sports club". It would be of great benefit to the village if any redevelopment was to cater for a variety of indoor and outdoor sports and activities, the Pre-school, a youth club (if volunteer helpers could be found) and a more congenial licensed bar. This scheme would broaden the interest and use of the building.

There should be an integrated development to co-ordinate the play school group, pre school and the primary school, perhaps on one site if the Sports and Social Club redevelopment does not proceed on a sufficient scale. The primary school has a new building on a site with room for expansion.

The mobile library calls once every two weeks and is a worthwhile facility, particularly for older residents who find it difficult travelling to the main library in the Town centre.



*The Methodist Chapel in Chapel Road.*

Sadly there are no other community facilities. There are no older residents.

medical or dental practises. Residents must travel to Mile End, Dedham or Nayland to see a doctor, so retention and if possible, improvement of the bus service should be seen as a priority for

A village shop and a pub would add significantly to village life, but they would have to be run on a going concern basis.



### 3. Future Development

#### 3.1 Future Housing Development

Policy H4 in the Core Strategy states that:

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

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

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

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

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

Nevertheless, the Colchester Core Strategy document suggests that villages are not likely to see significant housing development up to 2023. Although 705 homes are likely to be developed in rural communities throughout the Borough, 650 had been completed or approved by 2006 including 150 in the neighbouring village of Great Horkesley. This compares with a projection of 19,000 homes to be built in Colchester between 2001 and 2023. It perhaps should be noted that between 2000 and 2006, 31% of dwellings were bungalows or maisonettes and that permissions and projections are based on the continued demand for high density urban developments. There is little or no support for high density development in Boxted.

The residents of Boxted are anxious that any future housing is in keeping with the surrounding properties, in general reflecting the immediate neighbourhood. Tiled or slate roofs are strongly preferred and there is enthusiasm to preserve the thatched roofing of those thatched cottages in existence. Brick walls are generally preferred, also rendered walls; timber-clad walls are not popular among residents. Nevertheless, an overall mix of styles is acceptable. Residents are particularly reluctant to see any changes or new build in the Conservation Area surrounding the church. Here the old school site is for sale and is next to the Grade 1 listed church. Access to the site is via a narrow lane which runs between the church yard and the grave yard. The site is in the AONB, and close to the Essex Way. The school car park is particularly useful for church services, weddings, funerals etc, as without it, there would be severe parking problems on surrounding roads.

Change of usage is not popular generally anywhere in the village, and particularly any changes from domestic to commercial use should be refused.

The residents wish the building of apartments and flats to be avoided or restricted. There is overwhelming support for any new housing to be detached or semi-detached. Although there is good support for affordable housing, both social housing and a retirement village are not considered desirable.

It is preferred that new housing should be on brown-field sites

and should be within the village envelope. There is least opposition to housing along Straight road.

### 3.2 Roads, signage and footpaths

Residents have considerable concerns about village roads, particularly traffic densities and speeding. Villagers do not wish to see a plethora of new signs, extra lighting or ostentatious traffic calming measures.

They are appreciative of the new pavement which goes from East Side to the old Wig and Fidgett, but there still remain long stretches of Straight Road which are hazardous to pedestrians.

There is a concern regarding the mix of horse and rider with traffic along Straight Road and Langham Road, which are used by rapidly moving traffic. There are few if any bridle ways, and it would provide a safer and more enjoyable route if more bridle ways were available.

#### GUIDANCE

The relevant policies in the Adopted Review Local Plan and the Core Strategy should not be relaxed.

The A12 should be regarded as the barrier to development from Colchester, and only exceptional infill be allowed, as outlined in the CS.

All new build should be in keeping with the immediate neighbourhood and should respect the existing settlement pattern and densities.

Any new build should be confined to the village envelope, not within the conservation area surrounding the church, but possibly along Straight Road.

Housing should be detached or semi-detached and should not exceed 2 storeys. A mix of bungalows, semi-detached and detached housing is preferred. New build housing should be in keeping with surroundings and use traditional high quality materials. Off street parking should be provided

Any development of the old school site adjacent to Boxted Church must be in keeping with the surroundings, be low density, not overlook or detract from the church and the area used for car parking for church users should be retained.

Any affordable housing should be limited in numbers and developed in keeping with surroundings.

High density housing should be avoided.

#### GUIDANCE

Traffic calming should be improved along Straight Road and at the entrance to the village on Dedham Road by means of more prominent Slow Down signs, and a speed operated flashing sign at the Mill Road entry on Straight Road.

A 7.5 tonne weight limit, except for access, should be imposed at the Straight Road/Queen's Head Road junction and at the Gun Hill, Langham entry towards Boxted.

A footpath/ pavement should be provided from the Wig and Fidgett to the Mill Road/Chapel Road junction.

All footpaths should be maintained for country walkers. Land owners should continue to be encouraged to keep verges and overhanging vegetation cut back to maintain easy access.

Land owners should be encouraged to provide bridle ways for horse and rider use.

### 3.3 Business and Industry

It is clear from the questionnaire that there is considerable opposition to expansion of industry within Boxted and opposition to change of use of agricultural land. With the new industrial park at Axial Way there seems a better alternative to any further industrial development in Boxted.

Turning now to existing businesses along Straight Road, some of these present a poor picture with the storage of scrap tyres and cars, and some are waste handling operations.

Whilst it is accepted that the existing planning permissions cannot be withdrawn, we do agree with the Borough policies relating to Hill Farm and the Straight Road Special Policy area. Any future Employment Development Policies should provide a similar level of protection against inappropriate industrial expansion in and around Boxted.

/... Hill Farm industrial site should be monitored to ensure that all asbestos materials are safely removed in accordance with the Asbestos Regulations. Traffic flows should be monitored to ensure that the safety of school children, pedestrians etc is not endangered by traffic entering and leaving the site. No hazardous trades such as waste handling should be allowed on the site.

Screening of employment sites using mature trees and hedges should be a condition of any planning approval so as to retain the rural character of Boxted.

### 3.4 Transportation

A key element of villagers' concerns is the limited bus service in terms of frequency.

In view of what is perceived by villagers as a lack of Council focus on Boxted, it is considered that a more frequent bus service could only be achieved by increased Council subsidy, or by rerouting existing services.

#### GUIDANCE

An increase in bus frequency should be explored either by re-routing and extending existing services, or by subsidy from the Borough.

Any new development must be accessible by public transport.

It is also important that any new development be accessible by public transport in order to reduce car usage.

#### GUIDANCE

Existing planning policies are fully supported by villagers, and should be maintained and enforced to protect village life. Retrospective planning permission should not be granted. In general terms, any new businesses should be directed to the designated employment zone on the Straight Road.

No expansion of existing businesses should be permitted unless there is a case for increased employment for villagers, some other community benefit is provided to the village and the business carries out an environmental impact assessment, which would be available to the public.

The Borough should ensure that Planning, Health and Safety and Environmental controls are enforced by them or other Agencies to avoid any similar repeat of the fire fueled by dumped tyres in Chapel Road.

/...

### 3.5 Agriculture and Horticulture

As has been mentioned in section 1.3, areas of Boxted parish have been very specifically delineated and these already considerably define the nature of the countryside area. Perhaps most notable is that a large area of Boxted, an area to the north, falls within the Dedham Vale Area of Outstanding Natural Beauty. As indicated in section 1.3, all of Boxted Church Street lies within the area, as also does the area of Boxted Hall farm lying north of Church Road. The southern edge is defined by Cook's Hill and a section of Dedham Road, and then includes all the area of the parish going north to the Stour.

Any development in this area which is likely to have an adverse impact will be subject to special scrutiny by CBC. Development thought to be adverse will be acceptable only where an overriding national need can be demonstrated and there are no acceptable alternative sites.

An area to the south, covering most of the parish, borders the Dedham Vale area. CBC will give special protection from any development likely to be prejudicial to its natural, social or cultural resources.

There is also a Boxted Straight Road Special Policy area designated by the council in terms of employment conditions. This will not allow new permissions but renewal of temporary permissions will usually be allowed. This should preserve the special nature of the area already indicated in its history. In contrast, the original area of buildings once associated with fruit packing at Hill Farm is now designated as an employment zone outside any main urban area, and small scale development may be permitted in accordance with the scale and character of the local area.

There are a number of specified Local Wildlife Sites in the parish. These are usually wooded and are rather scattered.

In general, it is Council policy not to permit loss of the best and most versatile land, defined as grades 1, 2 3a, unless there is an overriding need for development and lower grade land is not available. This covers the remaining areas of the parish.

Villagers strongly believe that protecting the surrounding countryside and landscape from inappropriate development is vital to ensure that the rural character of Boxted is protected, and its bio diversity is not affected.

#### GUIDELINE

From the responses of the questionnaire it is clear that the agricultural surroundings of the village are appreciated and their general nature should be preserved particularly in accordance with CS Policy ENV1.

### 3.6 Village Services

Boxted has few services, and some that exist are under pressure, such as the Sports and Social Club, Pre-School and the British Legion. There is no pub, and few places where the villagers can meet.

The Pre-School building and the Sports and Social Club are deteriorating, and the future of the British Legion is in some doubt when its lease expires. It is a worry that some of the few remaining community facilities that Boxted possesses are under some threat.

It would be of considerable benefit to the community if a social centre, attractive to more residents, could be established. Colchester Borough Council should offer all support to Boxted Parish Council.

## GUIDANCE

The Parish Council, CBC and other bodies should work together to see if the Sports and Social Club could be redeveloped so as to incorporate an extended indoor and outdoor sports centre, the Pre-School and a licensed bar open and welcoming to all.

Encouragement should be given to anyone who wishes

to open a village shop and/or post office, and also a pub, if they could be run as going concerns.

As set out in the Core Strategy Policies SD2 and SD3, any new development within the village should be required to make a significant contribution to support either the provision of new facilities, or the upgrade of existing facilities to meet local needs.



*Villagers strongly believe it is “... vital to ensure the rural character of Boxted is protected”*



Extracts from Policies and proposals within the Adopted Review Colchester Borough Local Plan 2004.

Dedham Vale Area of Outstanding Natural Beauty (CO2) Development in or likely to have an adverse impact on the Dedham Vale Area of Outstanding Natural Beauty will be subject to special scrutiny. Where such development could have an adverse impact, directly or indirectly, on the area, it will be acceptable only where an overriding national need for the development in that particular location can be demonstrated and there is a lack of acceptable alternative sites.

Where development proceeds because of an overriding national requirement, removal and restoration of the site will be required in the event of redundancy at a later date.

#### Habitats for CO5

Development that would adversely affect wildlife habitats of international or national importance will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the international or national policy to safeguard the network of such sites.

Development and land use changes likely to have an adverse effect upon the following sites listed below will not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the substantive nature conservation interest in the site. Where development is permitted and is likely to cause damage, such damage will be kept to a minimum. Where this is not possible, appropriate mitigating measures will be sought before planning permission is granted. The creation of new habitats will be required as early as possible in the development process, and in some cases this may be before development commences. Such measures will include the creation of habitats of equal quality elsewhere within the site or the Borough as a whole. Where these measures are not possible, planning permission will be refused.

Local Nature Reserves or potential Local Nature Reserves;  
Sites of Importance for Nature Conservation;  
Regionally Important Geological/Geomorphological Sites;

Existing woodlands and hedgerows, particularly those in the Inventory of Ancient Woodlands;

Habitats identified as declining in the Essex Biodiversity Action Plan;

Important hedgerows;

Wetlands, water meadows and ponds;

Unimproved grasslands.

### Cage Lane Protection

(CO7) 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.

### Isolated Industrial Complexes (Hill Farm Rural Business Site)

(EMP5) Development on Existing Free-standing Rural Business Sites. Any expansion and consolidation of appropriate existing authorised uses, and any new uses as may be approved on the Rural Business Sites listed below, will:

(a) only be within the areas defined on the inset maps:

(i) Hill Farm, Boxted;

(b) The use(s) and/or development shall be compatible with the character and scale of any nearby settlement and the surrounding rural areas.

### Boxted Straight Road – Special Policy Area

(EMP6) Within the area around Boxted Straight Road, as defined on the Proposals Map, the following principles will apply:

(a) Renewal of temporary permission will be granted subject to: any consent being made personal to the applicant;

there being no current or likely future planning problems; environmental benefits being secured.

(b) Temporary permissions will not be renewed where unacceptable problems exist and where these cannot be overcome by condition and/or planning agreements;

(c) No further permission on new sites or the expansion/consolidation on existing ones will be granted.

## Conservation Area (Boxted)

(UEA1) Within Conservation Areas, all those buildings, open spaces, trees, views and other aspects of the environment which go to make up the character or appearance of such places will be protected.

Development considered detrimental to the setting of Conservation Areas will be refused.

## Acknowledgements

We wish to thank Boxted Parish Council and RCCE for their financial help and advice, and Colchester Borough Council for reviewing the draft and accepting the findings for incorporation in the planning process.

We also thank the villagers who have taken the time to participate one way or another in this Plan, without them, there would be no Plan.

Our thanks go to Hugh Large who set and printed the document.

Finally, thanks go to Steve Lawrence, Chairman, Robert Spittal, Treasurer and Chris Tadman, Secretary, and the other Plan members who stayed to the end.

## Bibliography

References:

Colchester Borough Council, Core Strategy 2008.  
Adopted Review Colchester Borough Local Plan, March 2004  
[http://www.colchester.gov.uk/Colchester Core Strategy v2: 12/11/07](http://www.colchester.gov.uk/Colchester%20Core%20Strategy%20v2:12/11/07).

Boxted – Portrait of an English Village, Douglas Carter, 2006.

**TABLE 1 – LOCAL PLAN AND CORE STRATEGY POLICIES RELEVANT TO BOXTED’S VILLAGE DESIGN STATEMENT**

<i>Issue:</i>	<i>Local Plan policies:</i>	<i>Core Strategy policies:</i>
Overall Development Control	DC1 Overall Development Control Policy	SD1 Sustainable Development Locations
Built Conservation Areas	UEA1 Character of Conservation Areas Design UEA11 Design UEA12 Design Character	UR2 Built Design & Character
Countryside/Environment (including landscape, settlement pattern as well as biodiversity, archaeology, ? )	C01 Rural Resources CO5 Nature Conservation (Habitats) CO7 Protected Lanes	Superseded by policy ENV1 (Environment) ENV1 ENV1
Dedham Vale AONB	CO2 Dedham Vale AONB	ENV1
Affordable Housing	H5 Affordable Housing - Rural Exceptions	H4 Affordable Housing
Rural Communities	CF1 Infrastructure and Community Facilities Provision CF4 Retention of key Community Facilities	Superseded by SD2 (Delivering Facilities and Infrastructure) SD3 Community Facilities
Rural Employment	CO10 Agricultural Diversification EMP4 Employment Uses in the Countryside EMP6 Botted Straight Road EMP7 Development of Existing employment sites in the c/side	CE1 Centres & Employment Classification and Hierarchy CE3 Employment Zones
Transport	T5 Public Transport T7 Traffic Management Schemes	TA1 Accessibility & Changing Travel Behaviour
Parking	Policy T10 obsolete now and covered by T9 T9 Parking outside Colchester	TA5 Parking

**Appendix B.**

**SAVED LOCAL PLAN POLICIES TO BE SUPERCEDED BY THE DEVELOPMENT POLICIES DPD**

<b>Saved Local Plan Policy</b>	<b>Development Policy</b>
CO7 Protected Lanes	Superseded by DP21 (Nature Conservation and Protected Lanes).
UEA1 Conservation Areas	Superseded by DP14 (Historic Environment).
CO2 Dedham Vale Area of Outstanding Natural Beauty	Superseded by DP22 (Dedham Vale Area of Outstanding Natural Beauty).
CO3 Countryside Conservation Areas	The evidence base has been updated by a Landscape Character Assessment which is referred to in Core Strategy Policy ENV1. Policy CO1 is superseded by this updated evidence base, DP21 (Nature Conservation and Protected Lanes) and DP14 (Historic Environment Assets).
CO5 Nature Conservation (Habitats)	Superseded by DP21 (Nature Conservation and Protected Lanes).
CO7 Protected Lanes	Superseded by DP21 (Nature Conservation and Protected Lanes).
EMP5 Rural Business Sites	Superseded by DP5 (Appropriate Employment Uses and Protection of Employment Land and Existing Businesses).
EMP6 Boxted Straight Road	Superseded by DP5 (Appropriate Employment Uses and Protection of Employment Land and Existing Businesses).

*\* Development Policies will not supersede the saved Local Plan policies until they can be formally adopted following an EIP in 2010*



## Local Development Framework Committee

Item  
**9**

7 June 2010

<b>Report of</b>	<b>Head of Strategic Policy and Regeneration</b>	<b>Author</b>	<b>James Firth</b> <b>01206 508639</b>
<b>Title</b>	<b>Colchester North Station Master Plan Supplementary Planning Document Public Consultation Results</b>		
<b>Wards affected</b>	Mile End, Castle		

**The Local Development Framework Committee is asked to note the results of the recent public consultation on the Colchester North Station Master Plan Supplementary Planning Document (SPD) and agree to further work to revise and progress the SPD.**

### **1. Decision(s) Required**

- 1.1 To note the results of the recent public consultation on the Colchester North Station Master Plan Supplementary Planning Document (SPD) as set out in Appendix 1.
- 1.2 To agree that the Colchester North Station Master Plan Supplementary Planning Document (SPD) is revised in response to the consultation responses and additional traffic modelling work.

### **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. The Colchester North Station Master Plan SPD will help guide future development in this area which is recognised as a key Urban Gateway in Colchester's adopted Core Strategy

### **3. Alternative Options**

- 3.1 The Committee could decide not to agree further work to revise the document. This may result in the North Station Master Plan failing to take account of the issues raised by the representations.

### **4. Supporting Information**

- 4.1 At the meeting on the 1<sup>st</sup> February 2010 the Local Development Framework Committee resolved that the Colchester North Station Master Plan Supplementary Planning Document (SPD) be progressed to the formal public consultation stage prescribed by Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004. Due to the significance of the North Station Gateway to the Borough of Colchester and the importance of delivering improvements in the area it was considered appropriate to report the document to Local Development Framework Committee prior to public consultation rather than the usual Portfolio Holder approval process.

- 4.2 The North Station Master Plan SPD was released for public consultation on 25<sup>th</sup> February until the 26<sup>th</sup> March 2010. In accordance with the Committee's decision an additional information sheet was also made available alongside the consultation which provided more information on the context of growth and transport/traffic issues.
- 4.3 A total of 83 responses were received during the Regulation 17 consultation. The format and structure of the consultation, and the responses received are explained in detail in the attached consultation summary (appendix 1).
- 4.4 The Commission for Architecture and the Built Environment (CABE) have indicated they would like their design panel to review the document and provide comments by way of a formal written response. A response is expected to be received during June 2010.
- 4.5 Next steps: The consultation on the Master Plan has highlighted that opinions on future plans for the North Station area are divided, with some strongly supportive of restricting vehicular traffic in the area and others in favour of increasing capacity for it. Consensus on the scope for improving the public realm is not matched by consensus on how best to achieve this. Further work on the Master Plan will accordingly need to find a middle ground on key points to secure overall support from stakeholders and the public. The Council is continuing to work with Essex County Council regarding traffic modelling in the North Station area to show the impact of changed travel patterns and new road layouts. It is intended to develop the Master Plan by incorporating outputs from work with the County Council and other stakeholders; feedback from the consultation; and additional engagement work as needed. Revisions to the document will be brought forward to LDF Committee in the future.

## **5. Proposals**

- 5.1 It is proposed that the Local Development Framework Committee note the results of the recent public consultation on the Colchester North Station Master Plan Supplementary Planning Document (SPD) as set out in Appendix 1.
- 5.2 The consultation summary is attached as an appendix to this report and includes the following key sections:
- Introduction and background to the North Station Master Plan
  - Details on previous consultation stages
  - The format and structure of the recent Regulation 17 consultation
  - Detailed responses from organisations to the Regulation 17 consultation
  - Questionnaire responses to the Regulation 17 consultation

## **6. Strategic Plan References**

- 6.1 Noting the results of the North Station Master Plan consultation and amending the document where appropriate will help the Council listen and respond to comments and concerns about the North Station area. The LDF helps facilitate the delivery of all the Council's priorities. The North Station Master Plan will help address the priorities Enabling Job Creation, Homes for all, Congestion busting, and Healthy living in particular.

## **7. Consultation**

- 7.1 A number of earlier consultation events have already been undertaken during the production of the draft Supplementary Planning Document as set out in the previous consultation section of the attached summary (appendix 1).
- 7.2 A stakeholder workshop was held in March 2009. This event was held at the Moot Hall and included landowners, community representatives, residents groups, and councillors, as well as County, Borough, and Parish Council officers. The workshop included presentations from the consultant team and the key issues raised at this event are detailed in section 4.2 (page 21) of the draft Supplementary Planning Document.
- 7.3 An emerging ideas public consultation was then held during May 2009. This consultation was carried out at a relatively early stage in the process and the responses to the consultation were used to guide the further development of the master plan proposals. Further details on this consultation and the responses received are included in section 4.7 (page 22) of the draft Supplementary Planning Document.
- 7.4 A full draft of the Supplementary Planning Document was then produced and was recently released for public consultation as required by Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004. A Sustainability Appraisal was also produced and released alongside the document for consultation. This report requests that the Committee note the results of this consultation as set out in the attached summary (appendix 1).

## **8. Publicity Considerations**

- 8.1 The consultation on the North Station Master Plan generated some local publicity. The public consultation was formally advertised by way of public notice as required by the Town and County Planning (Local Development) (England) Regulations 2004. On-going work on the North Station Master Plan may continue to have some local publicity implications.

## **9. Financial Implications**

- 9.1 Producing a Supplementary Planning Document for this area is likely to assist the Council when requiring appropriate contributions towards infrastructure and other improvements by way of planning obligation.
- 9.2 If consideration of the consultation responses and traffic modelling information highlights a need to make significant changes to the document, and it is not possible to carry out this work in-house, further work may be required from consultants at additional cost for which there is currently no budget.

## **10. Equality, Diversity and Human Rights Implications**

- 10.1 The consultation on the North Station Master Plan was carried out in accordance with the Council's Statement of Community Involvement (SCI). The SCI encourages the use of a range of consultation methods 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 A link to the Equality Impact Assessment for the Local Development Framework is provided on the LDF Committee webpage.

## **11. Community Safety Implications**

- 11.1 The SPD promotes high quality urban design which will have a positive impact on community safety. The urban design principles include the need to create a safe public realm and to develop convenient and safe routes through the area.

## **12. Health and Safety Implications**

- 12.1 The SPD aims to enhance the quality of the public realm through improved footpaths and direct crossings, in order to encourage walking and cycling, particularly between the town centre and station. Measures that support modal shift and improve safer use of the area by pedestrians and cyclists should have positive health and safety implications.

## **13. Risk Management Implications**

- 13.1 A decision to note the results of the consultation will ensure that the comments from residents and other stakeholders are adequately taken into account in the emerging document.
- 13.2 A decision not to note the results of the consultation or to revise the document in response to the comments would fail to take account of the views of local residents and other stakeholders. The existing problems in the North Station area may also remain unaddressed with problems increasing in intensity in the future due to the impact of further growth.

## **Background Papers**

Draft North Station Master Plan



**North Station Master Plan  
Supplementary Planning Document**

**Regulation 17 Consultation  
25 February – 26 March 2010**

**Summary of the main issues raised in  
representations**

**May 2010**

## **Introduction and background**

Colchester's adopted Core Strategy identifies the North Station area as an important 'Urban Gateway' to Colchester. The Core Strategy states that the Council will manage the regeneration of the North Station Area to deliver:

- An attractive gateway to business, tourists, commuters and residents
- New office and mixed use development at central locations
- Key transport connections between Town Centre and North Colchester

A considerable amount of consultation has already been undertaken at earlier stages in the production of the Master Plan. The structure and outcomes of these consultations are summarised below. Full detail on these consultations is provided in the statement of consultation available on the Council's website.

## **Previous consultations**

### *Stakeholder workshop*

A stakeholder workshop was held in March 2009 and was a key stage of the visioning process. The event was held in the Moot Hall, Town Hall, Colchester and included participants drawn from the key stakeholders, including landowners, community representatives, residents groups, and county, borough and parish council officers. The format of the event helped develop the ideas and principles which should shape the document. The key issues and themes arising from the workshop included:

- Prioritise public transport, pedestrians and cycle routes
- Improve connectivity and permeability
- Improve legibility (particularly the route between the station and town centre)
- Simplify/soften/humanise existing road junctions
- Rationalise parking
- Improvement in the environment at key spaces

More details on the issues raised are given on page 21 of the draft SPD. These issues were taken into account when working up emerging ideas for the North Station area.

### *Sustainability Appraisal scoping consultation and report*

During the preparation of the North Station document a Sustainability Appraisal scoping report was prepared and consulted upon in April 2009. The scoping report was set to all of the statutory consultation bodies. A response was received from Natural England requesting the inclusion of two additional documents and the summary of the review of these documents can be found in appendix E of the North Station SPD Sustainability Appraisal report. A full Sustainability Appraisal report was then produced and this was released for consultation alongside the draft North Station Master Plan SPD during February and March 2010.

### *Emerging ideas consultation*

An emerging ideas consultation was held in May 2009. This public consultation was carried out at a relatively early stage in the process and presented emerging ideas for the area. The emerging ideas were made publicly available at the Council's offices and on the website. There was also a public display of the emerging ideas on Friday 8 May 2009 at the Moot Hall, Town Hall, Colchester and on Saturday 9 May 2009 at Colchester Central Library. Members of the consultant team and Council officers were available to answer any questions. The events were advertised by way of press release and by direct invites to stakeholders who had previously expressed an interest.

A total of 51 responses were received to the emerging ideas consultation. Most of these used the official questionnaire and a few respondents chose to provide more detailed comments by email or letter. A response in a report style format was received from the Mile End Village Design Statement group. A summary table of the consultation responses is available in the consultation statement on the Council's website.

At this stage the ideas of seeking to provide street trees, start-up units for smaller businesses, and improved 'green links' were the most popular. Seeking to provide more direct crossings for pedestrians and cyclists and using paving to unite spaces, slow traffic speeds and create a better environment were also well supported. These ideas have been retained and further developed in the draft SPD. Some ideas such as the possibility of Turner Rise being a location for family housing were not so popular. The draft SPD now proposes that this site remains a district centre providing shops and services. More detail on the emerging ideas consultation is available from the previous consultation section of the Council's website.

### **Regulation 17 consultation**

The most recent Regulation 17 consultation ran from Thursday 25 February to Friday 26 March 2010. This statement provides a summary of the main issues raised during the consultation.

The stakeholders involved in the early stages of the project were again notified of this consultation. Email and letter notifications were sent to over 500 residents, organisations and businesses on the Council's LDF database. A statutory advert was placed in the newspaper and a press release was issued advertising the consultation. There were a number of articles published in the paper. Hard copies of the consultation materials were made available to view in the Customer Service Centre and in Colchester Central Library. The material was also made available on the Council's website and a direct web-link created [www.colchester.gov.uk/planningconsult](http://www.colchester.gov.uk/planningconsult).

A public consultation event was held on Saturday 6 March at Myland Parish Hall. Staff from Colchester Borough Council and Essex County Council

consultant's Mouchel were available to answer any questions. The event was attended by approximately 150 people.

Supporting material was made available alongside the draft SPD to help explain the proposals. This included a public consultation information sheet explaining the context for the proposals and information regarding choices for congestion and transport planning. It also included the questionnaire and the sustainability appraisal report.

### **Summary of the main issues raised**

A total of 83 responses were received during the Regulation 17 consultation. The majority of responses were made using the official questionnaire a copy of which is attached as appendix A. A smaller number of respondents chose to submit more detailed comments by way of letter. A number of detailed responses from organisations were received which are summarised below.

### **Detailed responses from organisations**

#### *The Commission for Architecture and the Built Environment (CABE)*

CABE have indicated that they would like their design panel to review the document and provide comments by way of a formal written response. A response is expected to be received during June 2010.

#### *Colchester Blind Society*

The response states that all blind people are entirely opposed to shared space which is a dangerous and stressful concept. Pavements or footpaths with a normal kerb are essential. Guide Dogs for the Blind have now launched a Judicial Challenge to the Shared Space scheme in Kensington. It is appreciated that shared space is only at the planning stage but there is a need to make the position clear well in advance.

#### *Colchester Cycling Campaign*

It is vital to take this opportunity to provide an effective alternative to the car for trips between North Colchester and the town centre. This will involve improved provision for pedestrians, cycles and buses to make faster, safer journeys. The response makes suggestions for bus lanes, signalised junctions and shared space in different sections of the Master Plan area. A number of cycle routes that should be considered as part of the North Station Master Plan are also suggested.

#### *National Express East Anglia*

- Agree that the station gateway concept needs to provide for a fully functioning double sided station, but consider that the proposals for development around the station site place too much of a constraint on the efficient operation of the station and access to it.
- The proposals for the two forecourts are too detailed and do not give enough flexibility. The private car will always be the main mode of access for the station. There should be no proposals to reduce the amount of car parking at the station. The idea that the Park and Ride

will be used to access the station is impractical at best. The Park and Ride service can however be used to improve the level and quality of bus service offered between the station and the town centre, and therefore a viable product for bus/rail integrated ticketing.

- The plan places a significant emphasis on shared space at several key locations around the station. We would question the suitability of shared space around the station bearing in mind the high volumes of movement into and out of the station at peak periods. Managing conflict by segregation is necessary to minimise the risks to all.
- Overall, we are somewhat disappointed with the SPD document. The document constrains much of the improvement that we consider necessary. Our views have not been given due weight by the consultants, and this clearly impacts on our ongoing support for developments in the station area.

*Bidwells (on behalf of Glanmore Investments Ltd.)*

- Strongly disagree with draft proposals for Turner Rise. There has not been adequate consultation with key land owners, and the Council has failed to secure buy in, agreement and commitment from the owners of the Turner Rise Retail Park.
- Concerned that the proposals could subsequently adversely affect the owners attempts to maintain occupancy of the units and provide a vital and viable facility. We do not consider that the employment uses being proposed are viable and would suggest that far better use could be made of the site.
- In effectively allocating the site for employment uses albeit with a limited element of retail development the draft proposals within the SPD do not reflect the area's designation as a District Centre.

*Blue Sky Planning (on behalf of F&C Commercial Property Holdings Ltd.)*

- Support the allocation of the Cowdray Centre as part of the wider North Station area. It is agreed the site provides an opportunity for a high quality mixed use development and that it could play a fundamental role in facilitating the provision of a future link between Cowdray Avenue and land north of the railway.
- The proposed master plan does not identify the full range of potential uses and includes a scale of B1 office development which is not appropriate. The level of proposed B1 use should be reduced, greater flexibility should be allowed in the location and type of residential accommodation, and a range of car parking solutions should be allowed including decked parking where appropriate and viable.

*East of England Regional Assembly*

The Colchester North Station Master Plan is in general conformity with the East of England Plan. Overall, the Master Plan objectives are consistent with regional aspirations for Colchester. Significant improvements are sought in terms of delivering a more pedestrian friendly environment and greater priority will be given to increased connectivity between sustainable transport modes.

### *The Ramblers – Colchester District*

Applaud the potential of the missing pedestrian links and the idea to complete the riverside footpath.

### *Myland Parish Council*

- The display contained no relevant information for local residents to consider. To make matters worse, visitors were asked to complete a questionnaire but the questions did not address the issues people are concerned about.
- There are a number of important issues but we believe there are three main ones the regeneration project must consider if it is to be of any value. These are:
  - Traffic* - far more imaginative and robust solutions should be created.
  - Street scene* - The street scene proposals in the North Station area also seem very limited
  - Compulsory purchase* – Retail/Commercial Land - Compulsory purchase should be used to bring more options, increase flexibility and enable consultants and advisers to be more creative with their problem solving.

### *Natural England*

Natural England welcomes the support for public transport and the encouragement of more sustainable transport choices. We also support the sustainability objectives, such as passive energy efficiency and provision of sustainable urban drainage. In our view, a Green link between Castle Park and High Woods Country Park should be delivered as a matter of priority.

### *PMS Leasehold Management*

In our experience as managing agents for residential sites in the area the introduction of a pedestrian bridge over the river would impact on the quiet enjoyment and security of residents of Victoria Chase.

## **Questionnaire responses**

Most individual respondents made their comments using the questionnaire. The questionnaire results are summarised below.

## Question 1 – Existing problems and principles

Under this question respondents were asked to rank the principles for the area in priority order (1 being the most important and 7 being the less important). Each number could only be used once.

Percentage of respondents who ranked the priority as:	Improve journey from station to town (eg. easier routes, better street design)	Improved bus priority measures	More space for pedestrians / easier road crossings	More attractive streets / environment	Additional road space for cars	Improved shops and services	Better links through the area for pedestrians and cyclists
<b>1 (most important)</b>	29	2	10	14	30	7	10
<b>2</b>	19	21	15	10	5	21	10
<b>3</b>	19	17	7	12	18	7	20
<b>4</b>	5	14	34	12	5	14	17
<b>5</b>	12	19	17	21	0	12	20
<b>6</b>	12	10	10	24	14	17	12
<b>7 (least important)</b>	5	17	7	7	30	21	12

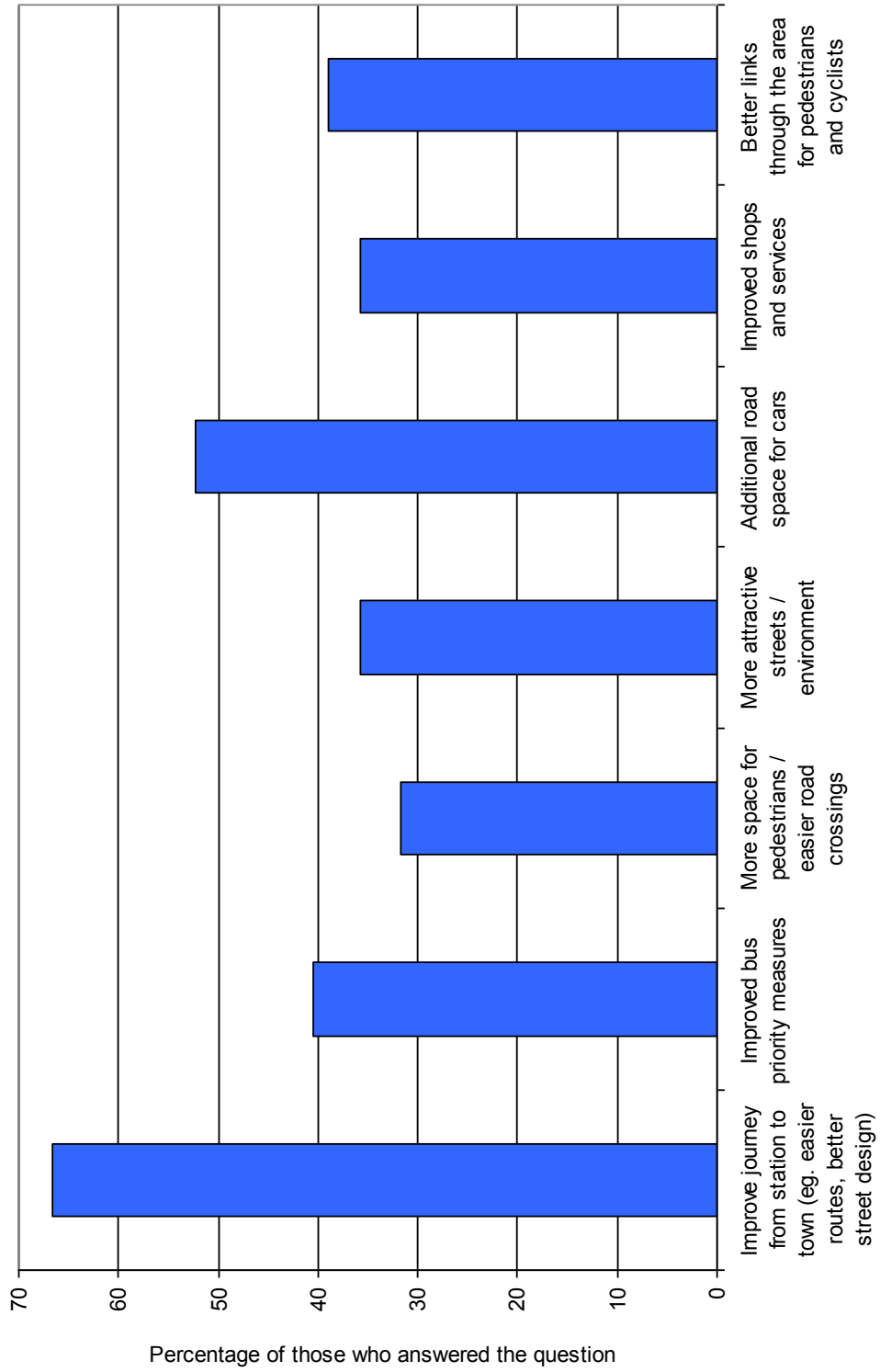
Improving the journey from the station to the town appears to have been a key priority with a high percentage of the respondents rating this as their first, second or third most important issue.

Improved bus priority measures, more space for pedestrians / easier crossings, and better links for pedestrians and cyclists were seen as middle ranking priorities for most respondents. Making the streets more attractive was generally seen as less important than some of the other objectives although few considered it to be the least important.

Opinion concerning additional road space for cars was very mixed. 30% of those who answered this section ranked this as the number 1 priority making it the most frequently stated number 1 priority. Another 30% of respondents, however, ranked this as the lowest priority, also making it the most frequently stated lowest priority. It is clear that opinion on this issue is very divided.

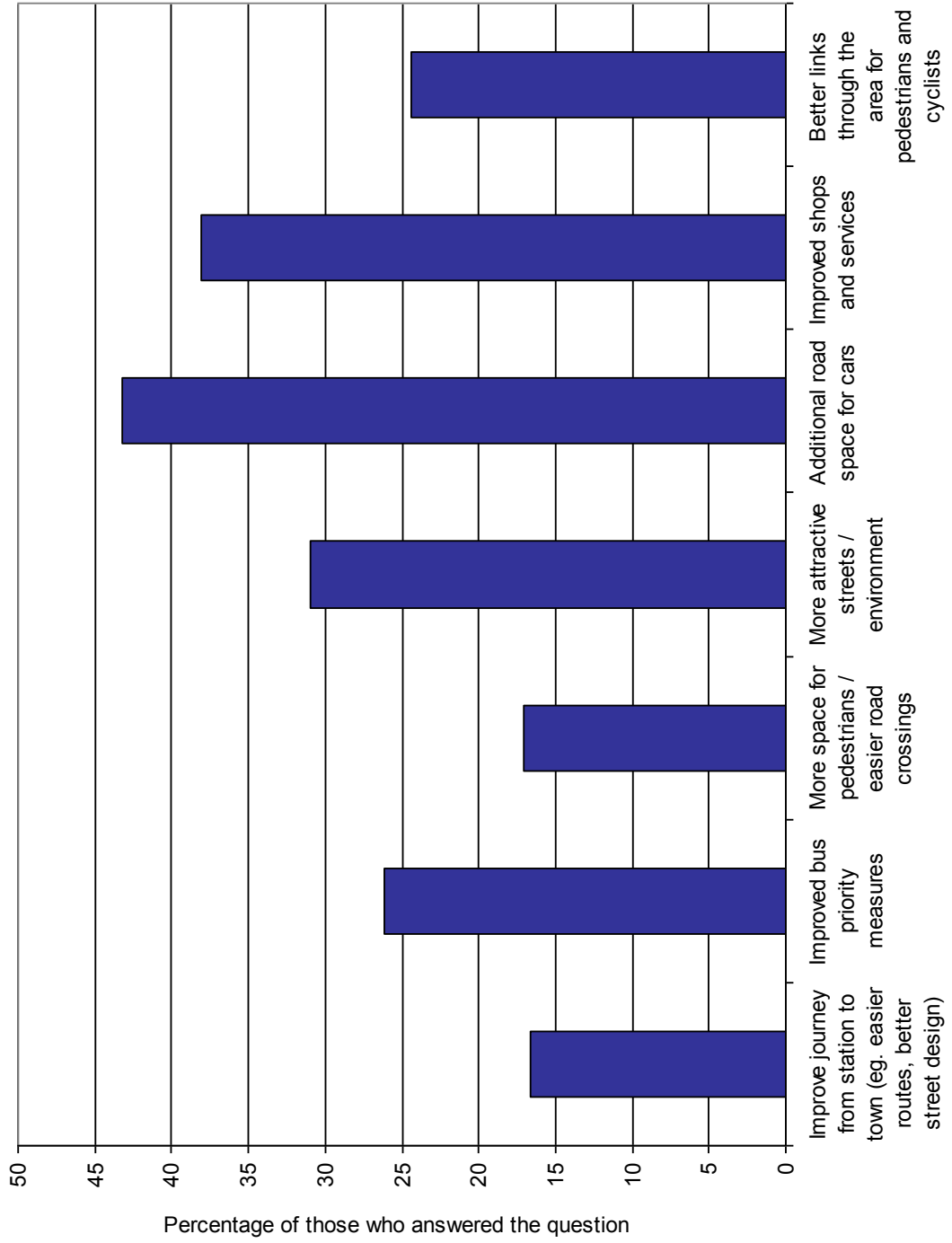
The charts on the following pages indicate the percentage of respondents who ranked issues in their top 3, and the percentage who ranked the issues as their lowest or second lowest priority.

**Percentage of respondents who ranked the issue as a top 3 priority**





**Percentage of respondents who ranked the issue as their lowest or second lowest priority**



## Question 2 – Other priorities

Respondents were then asked if they thought there were any other priorities that should be addressed. Responses given to this question included:

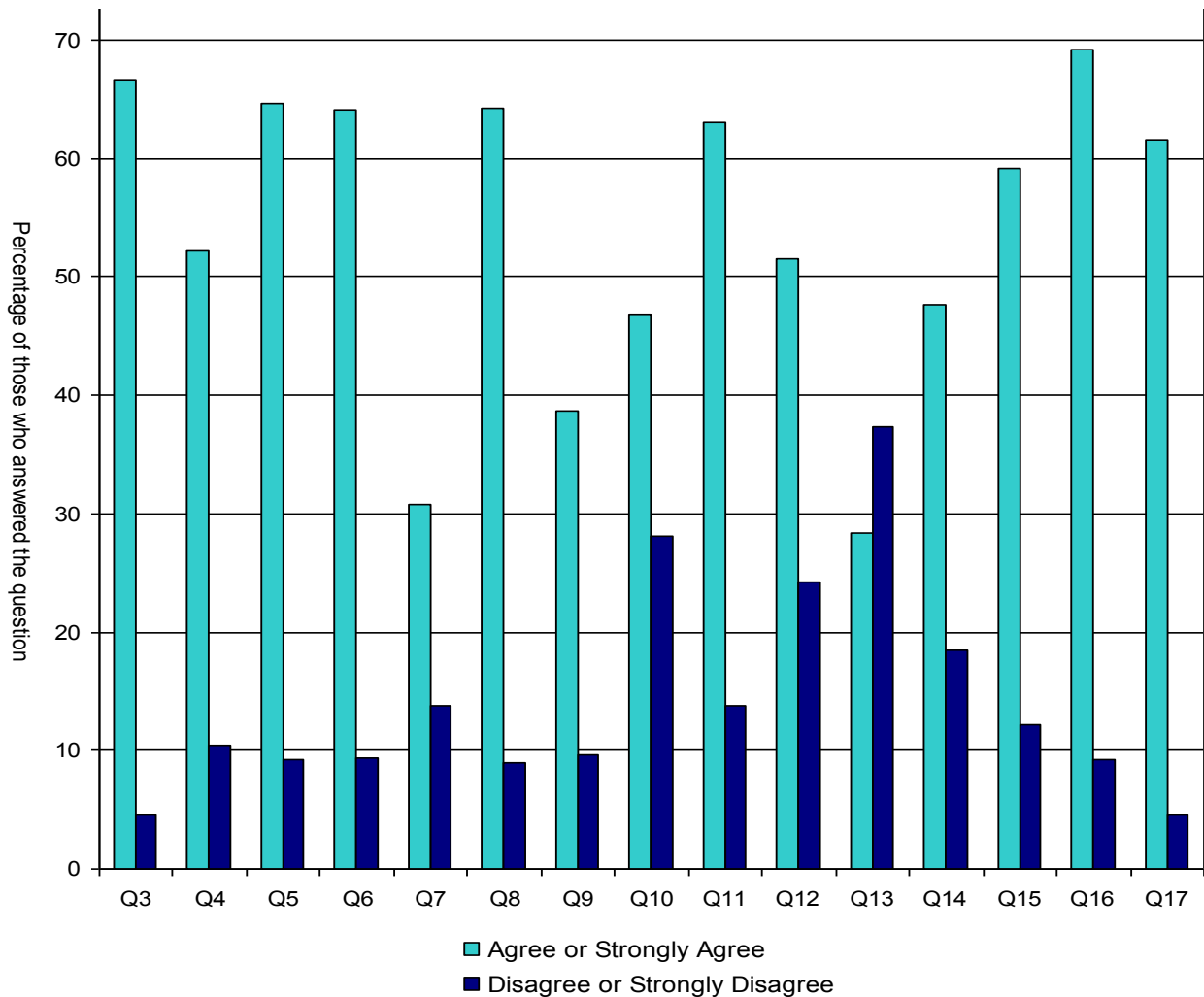
- There should not be extra pedestrian routes through quiet residential areas - these increase fear/risk of crime and anti-social behaviour
- Make the area clearer for everyone to negotiate
- Extra cycle parking urgently required on the entrance to the London bound trains
- State of roads and volume of traffic
- Redirect traffic away from North Station
- Deal with the traffic problems and make it less stressful for motorists
- Traffic flow - traffic signal timing should be looked at
- There should be better coordination between buses and trains early in the morning.
- Traffic flow across North Station / ASDA roundabout
- Insufficient attention has been paid to motor vehicles - do not build nearly 4,000 more homes in the area north of the station.
- Any changes should be in keeping with the fact that Colchester is the oldest town in Britain
- Object to the proposed footbridge over the river, which would provide a thoroughfare into Victoria Chase and a shortcut to North Station Road, on the grounds of security, and loss of amenity.
- The masterplan does not give sufficient weight to improving access to the station for all modes of transport, including walking (for customers and maintenance). New development in the station area will bring additional pressures on space and layout.
- No thought has been given to increased crime due to increasing pedestrian through routes, especially in quiet communities that are currently secure and controlled such as Victoria Chase.
- The key priority should be sorting out the traffic situation
- Securing an extra road link under the railway - the suggested link from Petrolea Close to the Cowdray Centre should be a priority rather than merely an aspiration.
- I think that reducing crime should be high priority, and that reducing the amount of pedestrian cross routes through quiet residential areas would help this.
- Please remove existing bus lanes in the area. Bus lanes stop cars from travelling through the area via the most direct route.
- Take opportunities for crime reduction
- Retain privacy and prevent crime in residential areas. i.e not creating additional routes through Victoria Chase.
- Separation of road traffic and cyclists & pedestrians
- Security, reduced noise and vandalism
- The provision of additional road access North / South is essential to success and future of the area.
- Reducing pedestrian cross routes through quiet pedestrian areas.
- Additional road lanes or alternative routes are needed under the railway
- Any use of shared space ideas should be shelved until the proposed Government review is completed and published with recommendations. See Guide Dogs for the Blind Shared Space Campaign regarding the necessity of clear raised kerb demarcation between pavement and roads.

- The SPD needs to support the overarching objectives such as supporting regeneration and securing a greater mix of uses.
- Reduction of Heavy Goods Vehicles using these routes
- Problems with traffic, especially North Station roundabout at peak time
- Reduce the number of road crossings between at Asda Roundabout as well as between the Station and Town Centre
- Reduce crime opportunities
- Keeping the traffic flowing.
- More consideration for motorists in this plan
- Cease further housing development in Mile End - grid lock traffic patterns exist already.
- The reduction of crime in the area must be of paramount importance
- Link Petrolea Close with Cowdray Avenue
- Alternative crossings of the railway should be given more consideration
- Bridges for pedestrian crossings at Essex Hall Roundabout and Avenue of Remembrance
- Retain the Boadicea Statue in a prominent position that can be seen in all seasons of the year
- Where is the congestion issue?
- Residential parking bays and restrictions in Mile End Road
- Improve links / crossings for pedestrians and cyclists. Extra bridge / tunnel for vehicles to prevent bottleneck under North Station bridge.
- Accessibility to trains for blind, partially sighted and disabled people.
- Accept that for some journeys there is no alternative to car transport
- No development of housing and/or business until new route under the railway
- Roundabout at the end of Bergholt / Mile End Road
- Station way pedestrian underpasses instead of crossings would enhance traffic flow
- It is important that any changes do not increase pedestrian routes in quiet residential areas

### **Questions 3 to 17 – Design Ideas**

This question asked the respondents to indicate if they agreed or disagreed with a number of different statements and ideas in the document. A table summarising the responses is provided on the following page. This is followed by a chart showing the percentage of respondents who agreed or strongly agreed; and disagreed or strongly disagreed; with the various statements.

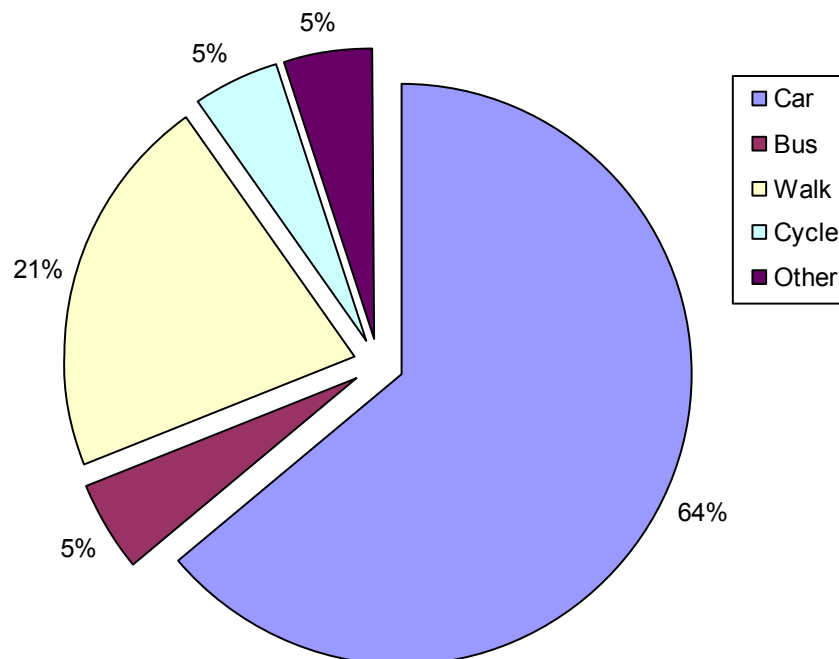
	<i>Percentages (of those who answered the question)</i>	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
<b>Q3</b>	That the station forecourt should be redesigned	0	5	29	42	24
<b>Q4</b>	The ideas for a possible new station forecourt (page 28/29 of the SPD)	1	9	37	39	13
<b>Q5</b>	The ideas for a 'station piazza' with more pedestrian space on the south side of the station (page 30 of the SPD)	0	9	26	46	18
<b>Q6</b>	The provision of improved more direct pedestrian and cycle crossings at Station Way (page 31)	5	5	27	41	23
<b>Q7</b>	The potential change to Essex Hall roundabout (page 32 of the SPD)	6	8	55	25	6
<b>Q8</b>	The Station / Asda roundabouts should be redesigned	3	6	27	25	39
<b>Q9</b>	The possible alternative ideas for the Station / Asda junction (page 33)	6	3	52	26	13
<b>Q10</b>	Priority should be provided for Park and Ride services and other buses through the North Station area	11	17	25	25	22
<b>Q11</b>	Street improvements should be made to North Station Road to improve the route towards the town centre	3	11	23	40	23
<b>Q12</b>	Improved bus priority, walking and cycling measures on North Station Road should be provided.	6	18	24	30	21
<b>Q13</b>	Access only for local business and residents along North Station Road should be encouraged	10	27	34	18	10
<b>Q14</b>	The Albert roundabout should be redesigned	3	15	34	28	20
<b>Q15</b>	Any redevelopment of the Cowdray Centre should provide business and employment focused development	3	9	29	38	21
<b>Q16</b>	Redevelopment at the Cowdray Centre should include links for walking and cycling between High Woods Country Park and Castle Park	2	8	22	34	35
<b>Q17</b>	Land should be safeguarded to allow for a possible future vehicular link between Cowdray Avenue and Petrolea Close	3	2	34	23	38



<b>Q3</b>	That the station forecourt should be redesigned	<b>Q11</b>	Street improvements should be made to North Station Road to improve the route towards the town centre
<b>Q4</b>	The ideas for a possible new station forecourt (page 28/29 of the SPD)	<b>Q12</b>	Improved bus priority, walking and cycling measures on North Station Road should be provided.
<b>Q5</b>	The ideas for a 'station piazza' with more pedestrian space on the south side of the station (page 30 of the SPD)	<b>Q13</b>	Access only for local business and residents along North Station Road should be encouraged
<b>Q6</b>	The provision of improved more direct pedestrian and cycle crossings at Station Way (page 31)	<b>Q14</b>	The Albert roundabout should be redesigned
<b>Q7</b>	The potential change to Essex Hall roundabout (page 32 of the SPD)	<b>Q15</b>	Any redevelopment of the Cowdray Centre should provide business and employment focused development
<b>Q8</b>	The Station / Asda roundabouts should be redesigned	<b>Q16</b>	Redevelopment at the Cowdray Centre should include links for walking and cycling between High Woods Country Park and Castle Park
<b>Q9</b>	The possible alternative ideas for the Station / Asda junction (page 33)	<b>Q17</b>	Land should be safeguarded to allow for a possible future vehicular link between Cowdray Avenue and Petrolea Close
<b>Q10</b>	Priority should be provided for Park and Ride services and other buses through the North Station area		

### Question 18 - Travelling through the North Station area

If the respondent regularly travels through the area this question asked them to indicate which mode they most frequently use. The chart below shows the answers given by way of percentage for the different modes. Some respondents did not answer this question and have therefore not been included in these percentages.



### Question 19 – Any other comments

This question allowed respondents to submit any other individual or detailed comments. Responses to this section included:

- Object to the proposed footpath links. Do not want a footpath going across my land.
- The area is currently dangerous & confusing
- A new road taking traffic away from the area should be considered especially when the new junction is open at the community stadium.
- Since the Braiswick Park development traffic is virtually at a stand still and any further development of the area will make it impassable
- We don't want more cars passing through North Station
- If Myland has to accept the next two awful and not wanted or required housing developments then the infrastructure should be amended to cope with this before.
- Any more priority to buses should be linked to the bus companies providing a service consumers are interested in.
- Chelmsford station is much easier to access and more convenient. Partly because it is in the town centre but also because of the new Marconi Plaza development with convenience shops and easy pick up points for buses.
- The area is often very congested and there is no sense to traffic light routines.

- Pedestrians should not have to use a pelican crossing that hinders traffic flow.
- It is not always practicable to use public transport
- Petrolea way should be extended through to the Cowdray Centre, or better still through to Ipswich Road.
- If there was no pedestrian crossing south of the station everyone would cross the road by the foot bridge thereby allowing traffic to move continually instead of stopping at the traffic lights.
- Traffic congestion needs to be dealt with before any future development.
- The current development of North Colchester and new A12 junction will create greater congestion.
- Object to the proposed pedestrian river crossing near Victoria Chase. This would encourage permeability in the Victoria Chase development causing security concerns and increasing illegal parking.
- Object to the proposal for the Potential Pedestrian Bridge over the River Colne and development of pedestrian routes through the quiet community of Victoria Chase. The increase of crime and increase in fear of crime with the increased pedestrian freedom proposed through Victoria Chase is just not acceptable.
- The Masterplan's ideas for the Cowdray Centre, North Station Road and the station itself are good, but not putting resolving traffic issues front and centre within planning for the future of this area means they're not likely to be deliverable. Green space at the heart of roundabouts should be maintained or replaced nearby wherever possible.
- Object to the suggestion for a footbridge across the river at Victoria Chase.
- Do not desire a bridge joining Victoria Chase to the Westway Horizons development. This in my opinion would just increase crime.
- Strongly disagree with the proposed opening up of Victoria Chase with the addition of a bridge across the river and/or additional riverside pathways/cycleways.
- It is not a good idea to build another bridge across the River Colne.
- Strongly oppose any plans which include routes through the quiet residential area of Victoria Chase.
- Simplify the driver experience with more connections to trunk roads to relieve congestion. Focus on Park and Ride not just as a utility service but as an effective mode of speedy easy transport into work and shops.
- Many of the ideas are totally speculative and dependent on third parties releasing land and committing to redevelopment in accordance with this consultation.
- The park and ride dedicated bus lane must continue into the town centre unhindered by the existing traffic congestion caused by the North Station bridge.
- A new commuter car park should be built on or in the vicinity of the Cowdray Centre with an attractive pedestrian link to serve commuters.
- Consideration should be given to a new road link between the Avenue of Remembrance and the rear of Claremont Heights.
- Colchester Borough Council should recognise the major economic benefits of residents commuting into London and make easy access and egress from North Station a priority.
- Without significant investment and proposals to relieve congestion vehicles wishing to go to the north of the station will access the A12 to get there via the new junction. The Highways Agency should be made aware of this situation.

- Opportunities to create new bridges underneath the railway line for vehicles, cyclist and pedestrians should be safeguarded.
- The master plan must incorporate cycle and pedestrian routes of sufficient capacity and safety.
- A significant proportion of the funding for infrastructure investment for the North Station area must be obtained from developers.
- Support the improvements being proposed to the townscape of the North Station Area but investment to relieve traffic congestion should be given a far higher priority.
- Funding should be sought as a matter of priority from the Haven Gateway Partnership and Essex County Council to facilitate highway improvements.
- Deal with all the issues correctly rather than deal with cosmetic matters.
- Colchester Borough Council should recognise the adverse effect upon the quality of live and economic costs of traffic congestion.
- Reduce pedestrian cross routes through quiet pedestrian areas.
- A footbridge over the river near Victoria Chase would not contribute to the aims of the project.
- The possible future vehicular link from Petrolea Close has to be done as a priority.
- Redesigning the whole North Station area and improving green links would be most welcome for those who walk.
- The station is overdue a complete revamp. Creating a positive sense of arrival and tying this in with Colchester's huge historical significance as well as retaining and attaining a real sense of character, would speak volumes.
- The Big Yellow Storage building sends out a message of business first, whilst people and culture come a poor second.
- The whole masterplan with it's sustainable and green ethos is to be applauded and welcomed but it will only make a real difference to us living here if it is not drowned out by overdevelopment in the area which will bring more traffic.
- Cars parked on the hill on the approach to the station from West Bergholt are dangerous and cause major problems with traffic flow.
- The main problem is the amount of traffic not the road design too many houses have been built in the area and it looks like this trend will only continue.
- No development should ever takes place on Bergholt Rd recreation ground or allotments. Perhaps trees in and along boundary of the recreation ground could have TPOs.
- A new tunnel under the railway should be a priority to improve traffic flow
- Strongly object to the potential footbridge link between the Western Horizons development and Victoria Chase.
- The plans are largely cosmetic and the money would be better spent in improving the pedestrian/cyclist/bus journey from station to town centre.
- There are implications that increased pedestrian access to the Victoria Chase community would lead to an increase in crime
- The traffic lights should be turned off to experiment with the junction as a double roundabout. This would allow traffic flow to dictate the balance. Pedestrians should cross using a footbridge or subway. Bus lanes should be suspended.
- Restrict housing development to match road infrastructure
- The bridge over the River Colne must not be allowed as it would increase the risk of crime.



- The present roundabout at North Station has been well designed and works very well. There will always be a rush hour surge of traffic. Facilitate the Petrolea Way to Cowdray Avenue road link.
- The plan takes no account of the impact of the new A12 junction and the changes in travel patterns that will ensue, or of the additional traffic which will be produced by the new housing development already in the pipeline.
- More road space is needed so traffic can flow more freely between North Station and other routes such as the Avenue of Remembrance.
- Outside of rush hours the North Station traffic light system is very good.
- You cannot expect drivers to leave their car without affordable flexible alternatives. No homes should be built until the NAR is completed along with the associated Park and Ride.
- A lot of the ideas are good. How they are implemented is another matter. Continuous cycle paths should be designed through the area. Cars must be given lowest priority.
- Improvements should be made to the station site itself
- Traffic control signals are needed at the proposed T junction between Bergholt Road and Mile End Road
- The computer generated 'artist impression' images could have been superimposed over current maps for better identification.
- If it is made easier, safer, cheaper, and more pleasant to bike, walk or bus into town then maybe more people would leave cars at home for more journeys. Park and Ride should help with this.
- Number of buses will be doubled with the Park and Ride. The Park and Ride site should be south of the railway and Park and Ride should be free.
- The population is getting older. All these cycle ways are fine but don't forget the pensioners.
- The vision seems to be idealistic. The priority of this scheme should be a much needed improvement to keep traffic flowing.
- Object strongly to the idea of a bridge over the River Colne that would increase pedestrian movement over and around a secure community that currently exists.

**Draft Colchester North Station Master Plan  
Supplementary Planning Document (SPD)**

**Public Consultation  
25 February – 26 March 2010**

**Questionnaire**

The draft North Station Master Plan has been developed using feedback received through earlier stakeholder workshops and emerging ideas events. The draft document contains potential ideas for improvements in the area and sets out a framework to guide any future development. This consultation is an opportunity to gain feedback on what priorities we should focus on when developing detailed plans.

Please answer as many questions as you can. If you wish to supply further information it will help us if you can indicate which page, paragraph or diagram your comments relate to. If you need more space, please continue on separate sheets, but it is important each extra sheet includes your name and address and is signed and dated. Any representations received will be used to inform final draft version of the North Station SPD.

***Please note:***

***Government planning rules mean that any questionnaires received will be made available for public inspection. By signing this questionnaire you are consenting to your name, address and comments being published on the Council's website and in other related documents. Questionnaires must be returned by 5pm on Friday 26 March 2010***

**Existing problems and principles**

Please rank the following principles for the area in priority order:

(1 = most important, 7 = least important)

	<b><i>Priority</i></b>
Improve journey from station to town (eg. easier routes, better street design)	
Improved bus priority measures	
More space for pedestrians / easier road crossings	
More attractive streets / environment	
Additional road space for cars	
Improved shops and services	
Better links through the area for pedestrians and cyclists	

**Are there any other priorities that should be addressed?**

**Design ideas**

The draft Supplementary Planning Document contains a number of ideas for potential improvements in the area. Please indicate if you agree or disagree with the following statements / parts of the document.

	<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly agree</b>
That the station forecourt should be redesigned					
The ideas for a possible new station forecourt (page 28/29 of the SPD)					
The ideas for a 'station piazza' with more pedestrian space on the south side of the station (page 30 of the SPD)					
The provision of improved more direct pedestrian and cycle crossings at Station Way (page 31)					
The potential change to Essex Hall roundabout (page 32 of the SPD)					
The Station / Asda roundabouts should be redesigned					
The possible alternative ideas for the Station / Asda junction (page 33)					
Priority should be provided for Park and Ride services and other buses through the North Station area					
Street improvements should be made to North Station Road to improve the route towards the town centre					
Improved bus priority, walking and cycling measures on North Station Road should be provided.					
Access only for local business and residents along North Station Road should be encouraged					
The Albert roundabout should be redesigned					
Any redevelopment of the Cowdray Centre should provide business and employment focused development					



## MONITORING QUESTIONS

The following questions are optional and will help us ensure that we are including all sectors of the community. All information collected with regards to ethnicity, age and gender will be separated from your comments and will only be used by the Council for monitoring purposes.

Please tick those boxes relevant.

Postcode: .....

### Age

0 – 19   
20 – 39   
40 – 59   
60 – 79   
80+

### Ethnic Group

Asian or Asian British   
Black or Black British   
Chinese   
Mixed   
White   
Other Ethnic Group

### Gender

Male

Female

### Disability

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

Yes

No

If you have any questions or enquiries about any element of the representation form then please feel free to contact a member of the Spatial Policy Team on 01206 282473 / 282476 / 282480 / 508639 or alternatively email [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk)

**Please return completed questionnaires by the 26 March 2010 to the following address:**

**FAO Spatial Policy  
RL SL-ZTSR-SG7A  
FREEPOST  
Colchester Borough Council  
Town Hall  
Colchester  
Essex  
CO1 1ZE**

## **AGENDA ITEM 9**

### **Local Development Framework Committee – 7 June 2010**

#### **North Station Masterplan Supplementary Planning Document Consultation Draft (previously dated July 2009)**

#### **ECC Highways Formal Response to CBC**

We have reviewed the North Station Supplementary Planning Document (NSSPD) and in principle support the long term transport aspirations contained within the document.

We recognise the practicalities of delivering such aspirations presents a number of substantial challenges. It is widely acknowledged that this part of the highway and transport network can, at certain times of the day, experiences high levels of queuing and delay. With further substantial growth planned for north Colchester, including the NGAUE, the potential is that this situation may worsen without the correct intervention.

Whilst we always endeavour to promote the use of public transport, cycling and walking we cannot ignore our responsibility to provide an efficient highway network for essential car users. Therefore any proposals within the document must deliver a balanced approach which considers all modes of transport.

As it currently stands we feel the document is too prescriptive and the proposals presented still require further work. In recognition of this we are keen to continue to work closely with Colchester Borough Council to find a balanced approach to the transport challenges in this part of Colchester.

27 May 2010



## Local Development Framework Committee

Item  
**10**

7 June 2010

<b>Report of</b>	<b>Head of Strategic Policy and Regeneration</b>	<b>Author</b>	<b>Karen Syrett 01206 506477</b>
<b>Title</b>	<b>North Colchester Urban Extension Supplementary Planning Document Public Consultation Results</b>		
<b>Wards affected</b>	Mile End		

**The Local Development Framework Committee is asked to note the results of the recent public consultation and agree further work on the North Colchester Supplementary Planning Document (SPD)**

### **1. Decision(s) Required**

- 1.1 To note the results of the recent public consultation on the North Colchester SPD as set out in Appendix 1.
- 1.2 To agree the further work required to the North Colchester SPD in response to the consultation responses, to include additional detail and technical work.

### **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. The North Colchester SPD will help guide future development in this area which is recognised as a broad area for new housing and employment in Colchester's adopted Core Strategy.

### **3. Alternative Options**

- 3.1 The Committee could decide not to revise the document. This may result in the SPD failing to take account of the issues raised by the representations. It could also mean there is no additional detail to help determine any future planning application.

### **4. Supporting Information**

- 4.1 The Core Strategy identifies North Colchester as a growth area which will deliver significant housing and employment development along with other facilities including park and ride. Approximately 6200 new homes have or will be built including a sustainable urban extension and the regeneration of the Severalls Hospital site. Due to the significance of the North Colchester Growth Area Urban Extension (NGAUE) it was considered appropriate to prepare the Supplementary Planning Document to add a level of detail to inform future planning applications.

4.2 The SPD was released for public consultation on 1<sup>st</sup> February until the 5<sup>th</sup> March 2010. Formal public consultation was carried out in accordance with that prescribed by Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004.

4.3 A total of 366 responses were received during the Regulation 17 consultation. The format and structure of the consultation, and the responses received are explained in detail in the attached consultation summary (appendix 1).

## **5. Proposals**

5.1 It is proposed that the Local Development Framework Committee note the results of the recent public consultation as set out in Appendix 1.

5.2 The Committee are also asked to agree the following additional work to progress and improve the SPD;

- Analysis of the consultation responses and meeting with consultants to discuss incorporation of findings
- Independent facilitated workshop with developers, consultants, Myland Parish Council and welovemyland group reps. The University of Essex are being contacted to act as facilitators
- Preparation of a masterplan providing more certainty for local community
- Undertaking additional technical work including transport assessment.

5.3 The revised SPD would be reported back to the Committee for approval prior to adoption.

## **6. Strategic Plan References**

6.1 Noting the results of the consultation and amending the document where appropriate will help the Council listen and respond to comments and concerns about the NGAUE. The LDF helps facilitate the delivery of all the Council's priorities. The SPD will help address the priorities of Homes for all, Congestion busting, and Healthy living in particular.

## **7. Consultation**

7.1 Two earlier workshops have already been undertaken during the production of the draft Supplementary Planning Document as set out in the previous consultation section of the attached summary (appendix 1).

7.2 The events were held at the Community Stadium and involved landowners, community representatives, councillors and parish councillors, as well as County and Borough Council officers. The workshops included presentations from the consultant team and interactive work.

7.3 A full draft of the Supplementary Planning Document was then produced and was released for public consultation as required by Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004. A Sustainability Appraisal was also produced and released alongside the document for consultation.



## **8. Publicity Considerations**

- 8.1 The consultation on the Supplementary Planning Document has generated some local publicity. The public consultation was formally advertised by way of public notice as required by the Town and County Planning (Local Development) (England) Regulations 2004. On-going work on the SPD may continue to have some local publicity implications.

## **9. Financial Implications**

- 9.1 Producing a Supplementary Planning Document for this area will assist the Council when requiring appropriate contributions towards infrastructure and other improvements by way of planning obligations.
- 9.2 Further work as detailed above would result in additional costs to the Council. It is proposed to fund this from the 2009/10 allocation of the Housing and Planning Delivery Grant (if a carry forward is agreed.)

## **10. Equality, Diversity and Human Rights Implications**

- 10.1 The consultation was carried out in accordance with the Council's Statement of Community Involvement (SCI). The SCI encourages the use of a range of consultation methods 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 A link to the Equality Impact Assessment for the Local Development Framework is provided on the LDF Committee webpage.

## **11. Community Safety Implications**

- 11.1 The SPD promotes high quality urban design which will have a positive impact on community safety. The urban design principles include the need to create a safe public realm and to develop convenient and safe routes through the area.

## **12. Health and Safety Implications**

- 12.1 The SPD aims to enhance the quality of the public realm and includes measures that support modal shift and improve safer use of the area by pedestrians and cyclists which should have positive health and safety implications.

## **13. Risk Management Implications**

- 13.1 A decision to note the results of the consultation will ensure that the comments from residents and other stakeholders are adequately taken into account in the emerging document. The SPD also reduces the risk of development taking place without additional guidance.

## **Background Papers**

Draft North Colchester SPD

**North Colchester  
Supplementary Planning Document**

**Regulation 17 Consultation  
1<sup>st</sup> February – 5<sup>th</sup> March 2010**

**Summary of the main issues raised in  
representations**

**May 2010**

## **Introduction and background**

Colchester's adopted Core Strategy identifies North Colchester as a Growth Area where significant new development has and is expected to take place over the lifetime of the plan. The growth area will accommodate 6200 homes, including 2200 within a sustainable urban extension and 1500 in the regeneration of Severalls Hospital. The growth area will also deliver employment opportunities, the new A12 junction, the north transit corridor and park and ride.

The Core Strategy identifies greenfield land west of Mile End Road and south of the A12 with capacity for 2200 new homes. This area is known as the North Growth area Urban Extension (NGAUE). It is intended that this land will come forward between 2016 and 2023 although there is an expectation that we must keep these dates under review and bring development forward if needed. The landowners are pursuing an early release through the Site Allocations DPD so it is prudent to have guidance in place should an application be submitted.

### **Previous local engagement**

Two workshops took place early in the process which helped inform the production of the SPD. Full details about these workshops are provided on the Council's website.

#### *1<sup>st</sup> Stakeholder workshop*

A stakeholder workshop was held in December 2008 and was a key stage of the visioning process. The event was held at the Community Stadium and included participants drawn from the key stakeholders, including landowners, community representatives, Myland PC, county and borough council officers and members. The workshop was held to explain the background and process of preparing the SPD and to seek early views from local stakeholders. The format of the event helped develop the ideas and principles which should shape the document. The key issues and themes arising from the workshop included:

- The existing sense of community cohesion should be maintained even where new development extends that community
- Public transport needs to work properly
- Connectivity and permeability are important to link the new and existing developments and also to improve connections to the hospital, town centre and employment areas
- The quality, location and function of the landscape is important and the relationship between development and open space needs to be considered. It was specifically suggested that new development should make up for the lack of open space delivered through previous developments in the area.

## *2<sup>nd</sup> Stakeholder workshop*

A second stakeholder workshop was held in March 2009. The purpose of the workshop was to move forward from the work undertaken in December by looking in more detail at the opportunities and constraints on the site and to ask what local stakeholders thought about how new development could be structured and where different land uses should go. The participant group was similar to above and full details are again available on the Council's website.

## **Sustainability Appraisal scoping consultation and report**

During the preparation of the North Colchester document a Sustainability Appraisal scoping report was prepared and consulted upon in April 2009. The scoping report was sent to all of the statutory consultation bodies. A response was received from Natural England requesting the inclusion of two additional documents and reference to English Nature's Accessible Natural Green Space Standards (ANGSt) which aim to achieve natural green space within 300m of every home. A full Sustainability Appraisal report was then produced and this was released for consultation alongside the draft SPD in February 2010.

## **Regulation 17 consultation**

The recent Regulation 17 consultation ran from Monday 1<sup>st</sup> February to Friday 5<sup>th</sup> March 2010. This statement provides a summary of the main issues raised during the consultation.

The stakeholders involved in the early stages of the project were again notified of this consultation. Letters were also sent to every household bordering the site (326). Email and letter notifications were also sent to 364 residents, organisations and businesses on the Council's LDF database. A statutory advert was placed in the newspaper and a number of articles published in the paper. Myland PC and local Councillors publicised the consultation in local documents. Hard copies of the consultation materials were made available to view in the Customer Service Centre, in Colchester Central Library and at Myland PC offices. The material was also made available on the Council's website and a direct web-link created [www.colchester.gov.uk/planningconsult](http://www.colchester.gov.uk/planningconsult).

Two public consultation events were held as agreed with the Parish Council/Councillor. These took place on Thursday 11 February at Colchester Golf Club in the afternoon and evening and on Saturday 13 February at Myland Parish Hall between 10am and 3pm. Staff from Colchester Borough Council and Essex County Council along with developers and consultant's were available to answer any questions. The events were extremely well attended.

## Summary of the main issues raised

A total of 372 responses were received during the Regulation 17 consultation. The majority of responses were made using the official questionnaire a copy of which is attached as appendix A. A smaller number of respondents chose to submit more detailed comments by way of letter. A number of detailed responses from organisations were received which are summarised below.

### Detailed responses from organisations

#### *Myland Parish Council*

The Parish Council have carried out a number of consultations themselves in relation to the Myland Design Statement. They have also produced their own plans and ideas as to how the NGAUE could be developed (although these have not been shared with CBC) The response to the SPD is extremely detailed but the executive summary states;

1. The draft SPD is poorly structured, wordy and vague and should be rewritten
2. The design principles are profoundly flawed
3. Economic realities will delay the project – it should be mothballed till 2020.
4. The impact on the locality should be assessed when other major projects are completed.
5. A number of the S106 items are *ultra vires* and should be rewritten.
6. Stress the vital importance of generous open space, community centres and primary schools in both the north and south parts of the site. More footpaths and cycleways, good sports facilities, a safe crossing over the A12, community centres to have generous allocations of land and to be accessible from other parts of Mile End and to be located to minimise the need for car use.
7. There must be a binding undertaking that the development receives the appropriate infrastructure and community facilities.
8. CBC's healthcare policies should accommodate provision for dementia care/assisted living and housing developments should be designed to encourage social cohesion.

#### *The Commission for Architecture and the Built Environment (CABE)*

CABE reviewed the SPD to gauge whether Design Review's National Panel could usefully comment on the document at this stage. They feel however that it would be difficult for the panel to comment on the document given that it is more of a policy document than a master plan. They are keen, however, to review the scheme and therefore offer some design advice at the early stages of the masterplanning process.

#### *Essex County Council*

The County Council concludes that the current draft North Colchester Growth Area Supplementary Planning Document lacks sufficient detail and recommends that more detail is included within the SPD to enhance clarity and understanding of the strategic level policies set out within the Core Strategy. It is recommended that prior to publication of the final SPD

Colchester Borough Council supply the County Council with some appropriate secondary school sites within the Northern Growth Area.

The master plan should provide detail on the scale and location of recreational, sports and open spaces to be provided. Land north of the A12 has not been allocated in the Core Strategy and would be accessed primarily by car.

The policy context should include reference to the need to provide early years and child care facilities and on a precautionary basis land for a secondary school. Text on page 52 should reflect county policy on the size and number of primary schools required.

Revisions should be made to the plans to add clarity. Use of colours is inappropriate. SPD should set out principles and objectives for landscaping and development at Severalls. Reference needs to be made to archaeological evaluation and mitigation. Homes should be designed to easily facilitate home delivery and home working.

Sustainable transport solutions should be promoted throughout the document. Park and Ride buses unlikely to use route through the NGAUE and reference to it should be removed. Cycle and pedestrian access opportunities have not been given sufficient prominence and should set out safe routes to schools. Further detail required about public transport. Need to determine appropriate access between the NGAUE and Severalls. Figure 7 should highlight key existing and future developments eg educational facilities. The SPD should highlight that the NGA will be served by state of the art passenger services as well as improved existing services. The principal access should not split the school and community hub. The vast majority of development should be served by extending the NAR. The delivery action plan should set out how the transit corridor through the development will be delivered and phased including early introduction of bus services. Further details required about access across the A12.

#### *Essex Playing Fields Association*

Concern that land allocated in the local plan to secure an extension to Mile End Recreation ground is being abandoned. Areas alongside the A12 are noisy and suffer air pollution. There is a shortage of playing fields in Mile End and there should be no net loss of provision. The Association would be willing to play a positive role in refining the proposals.

#### *Forestry Commission, England*

Overall the SPD makes good mention of the retention of Chesterwell Wood, providing landscape corridors and protecting ancient trees. There should be clearer links between the landscape improvements onsite and the larger landscape. Landscape corridors, open space and the Chesterwell Wood buffer should be well wooded in accordance with RSS policy ENV5. Sustainability opportunities for wood fuel should be explored especially in relation to providing district heating systems. A statement on the long term

sustainable management of the proposed green infrastructure should be included.

#### *Sport England*

Support retention or relocation of Mile End Recreation Ground and the principle of new sport and recreational facilities to meet the needs of new development. However, there are concerns about relocating the recreation ground north of the A12, the provision of sports pitches south of the A12 and the partial relocation of sports pitches from the recreation ground and the retention/improvement of the remaining pitches possibly in the form of a village green including a cricket pitch.

#### *Environment Agency*

The SPD is comprehensive in its coverage. The Council and developers should work together on phasing so water quality is not impacted. It would be unacceptable to grant outline planning permission without a firm indication that there is adequate infrastructure for foul water disposal. Support use of SUDS and suggest existing ditches could be incorporated within the surface water management scheme and serve as watercourses.

#### *Boxted Parish Council*

Object to sports facility north of A12. Emphasis placed on public transport is unrealistic and extra burden will be placed on North Station.

#### *West Bergholt Parish Council*

No further housing development should be permitted in North Colchester until for a minimum of 10 years following completion of Severalls etc. Other sites should be considered. Existing infrastructure cannot cope and impacts of the new A12 junction are not yet known. There is no policy to relieve congestion under railway line. Would wish to see cycle route from West Bergholt to existing cycle route at New Braiswick Park paid for by the development. Task and Finish group should be established to assess impacts.

#### *The Ramblers*

Call for a bridge over the A12, support the idea of continuous links through the whole site. Various detailed comments. General support for Myland Parish Council/Community response.

#### *Colchester Cycling Campaign*

The development offers the opportunity for massive change to how the town thinks about transport as part of peoples daily lives. However, while the consultation document acknowledges the need for improved cycle-bus, pedestrian links to the town centre, it does not state how this will be done. This development must not go ahead without these improved links. CCC put forward a few suggestions which should be incorporated in the final plan. Welcome the statement in the document which says that the aim is: "Sustainable transportation and highway improvements such as continuous links through the site for public transport, cycling and pedestrians." We appreciate the use of the word "continuous" and look forward to a well thought

out network without the breaks and obstacles that characterise other parts of the cycle network in Colchester.

## Questionnaire responses

In addition to the comments summarised above the questionnaires and other letters recieved are summarised below.

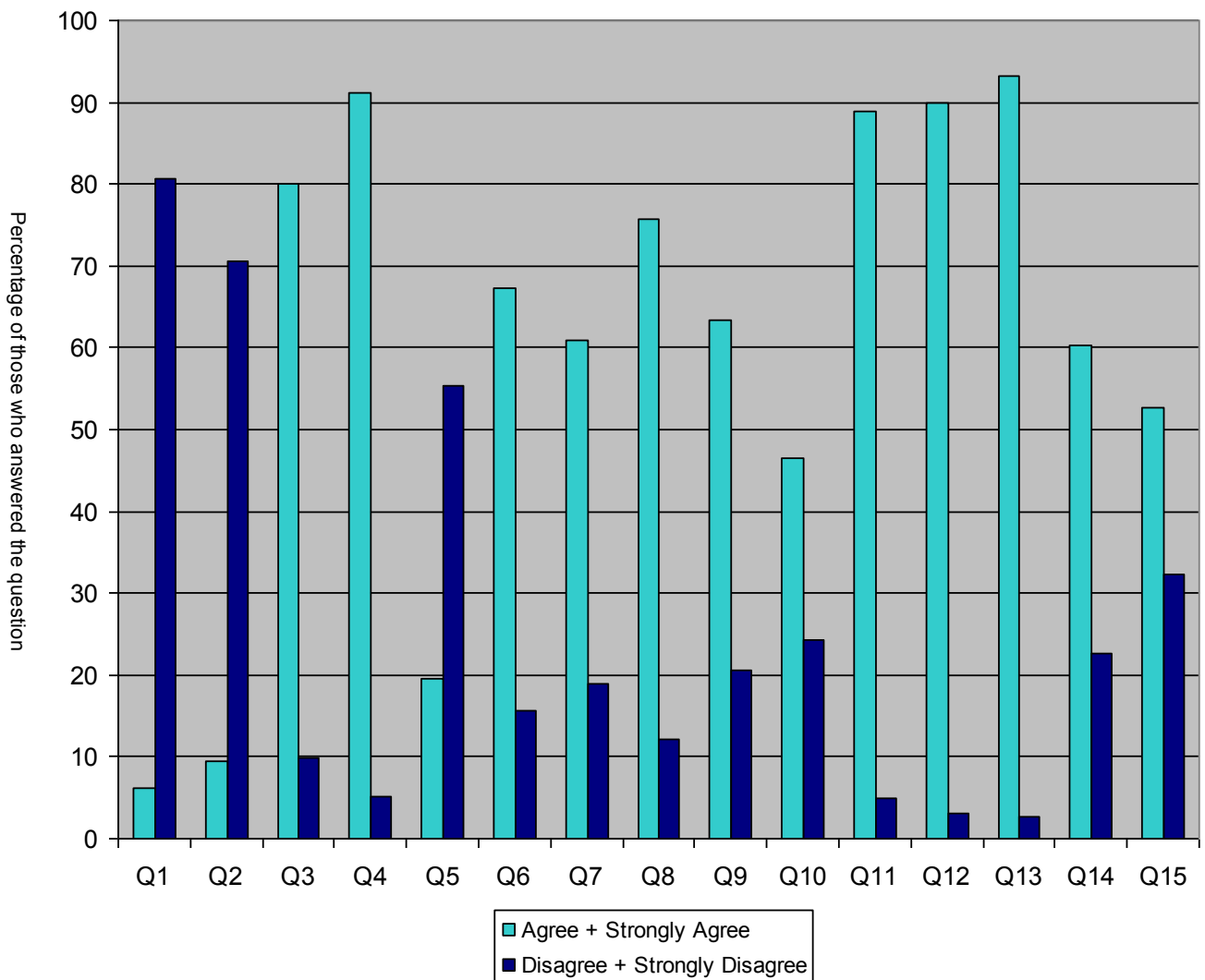
### Questions 1 – 15

The first set of questions asked the respondents to indicate if they agreed or disagree with a number of different statements and ideas in the document. A table summarising the responses is provided on the following page. This is followed by a chart showing the percentage of respondents who agreed or strongly agreed; and disagreed or strongly disagreed; with the various statements.

	Percentages (of those who answered the question)	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
<b>Q1</b>	The proposals provide a clear and sensible framework for the SPD	60	20	13	6	1
<b>Q2</b>	The right level of detail has been provided in the SPD	45	26	20	9	0
<b>Q3</b>	The strategy for growth must be based upon promoting sustainable communities	6	4	10	35	45
<b>Q4</b>	New residential accommodation should be supported by appropriate health, education and other community facilities	5	0	4	27	64
<b>Q5</b>	New development will help support existing shops and facilities in Nayland Road	29	26	25	12	7
<b>Q6</b>	A new primary school should be built within the site	11	5	17	25	42
<b>Q7</b>	A new secondary school should be built to serve the area	13	6	20	24	37
<b>Q8</b>	Public transport must be promoted and prioritised in the new development	6	7	12	23	53
<b>Q9</b>	There should be no direct road access from the new development onto Bergholt Road	11	10	16	12	51
<b>Q10</b>	There should be no direct car access between the South and North parts of the site	12	12	29	11	36
<b>Q11</b>	Proposals need to include improvements to bus, pedestrian and cycle links to the station and town centre	3	2	6	26	63



<b>Q12</b>	The height of buildings should be restricted	2	1	7	14	76
<b>Q13</b>	Lower density development is most appropriate for the area	2	1	4	14	79
<b>Q14</b>	The proposals to make Chesterwell Woods a public space will improve the environment	16	6	17	20	41
<b>Q15</b>	Additional public open space north of the A12 would be a valuable asset to the community	25	7	15	15	38



- Q1 The proposals provide a clear and sensible framework for the SPD
- Q2 The right level of detail has been provided in the SPD
- Q3 The strategy for growth must be based upon promoting sustainable communities
- Q4 New residential accommodation should be supported by appropriate health, education and other community facilities
- Q5 New development will help support existing shops and facilities in Nayland Road
- Q6 A new primary school should be built within the site
- Q7 A new secondary school should be built to serve the area
- Q8 Public transport must be promoted and prioritised in the new development
- Q9 There should be no direct road access from the new development onto Bergholt Road

- Q10 There should be no direct car access between the South and North parts of the site
- Q11 Proposals need to include improvements to bus, pedestrian and cycle links to the station and town centre
- Q12 The height of buildings should be restricted
- Q13 Lower density development is most appropriate for the area
- Q14 The proposals to make Chesterwell Woods a public space will improve the environment
- Q15 Additional public open space north of the A12 would be a valuable asset to the community

## Question 16 – Any other comments on the issues mentioned above

The responses to this question were as follows:

- Most responses state that they strongly oppose the development. The development must not go ahead or the need for the homes is opposed in principle.
- There is already have too much high density housing in Mile End
- There must be input from current organisations in the community e.g.. Parish Council, Churches together in Myland
- Concerns regarding infrastructure particularly traffic at North Station. Concerns regarding traffic
- The questions are loaded, none of the questions seem to address whether we actually support the development. No development at all should go ahead
- The level of open space within existing area must be maintained
- Halt all further immigration in to Britain
- The new housing should be built around existing playing fields not playing fields across the A12. Keep existing playing fields
- Infrastructure first before any housing development
- No building on Fords Lane Recreation ground
- Existing residents of the area have not been asked if they actually want to have this development.
- The access arrangements are unsatisfactory and impractical.
- The new Queen Boudica Primary School is not enough to support the current growth, two new primary schools would be needed.
- The area should be maintained as green space
- There should be clearer links between the landscape improvements onsite and the larger landscape. A statement on the long-term sustainable management of the proposed Green Infrastructure needs to be included in the SPD.
- New residents moving into such a development will be commuters working in central London. This is not sustainable for Colchester.
- The plan will ruin the area's environment and community.
- Impact on wildlife.
- Any building of houses on the proposed development will increase the flooding potential.
- It should be a prerequisite of these plans that the development has to be green and self-sustaining
- Public transport links must be improved before development.
- Too many flats in Colchester already
- TPOs should be put on all trees currently within the site
- It has been decided to close existing schools in Colchester, and yet these new plans include possibly a new primary school and a new secondary school - this is madness
- It is pointless prioritising public transport as part of these plans when nearly all existing buses are largely empty of passengers, probably due to fares being too high.
- All new builds should have really good off street parking and plenty of on-street parking too for additional cars and guests
- Appropriate social infrastructure is required
- Bergholt Road is too busy already
- Brownfield sites, like off Cowdray Avenue, should be prioritised over greenfield sites?

- Completion of NAR to A12 junction urgently needed.
- If the urban expansion is to be sustainable it is likely that a range of employment land opportunities shall be needed.
- Community facilities must include public houses and a Post Office
- A new secondary school is needed
- Cycle paths are essential and not currently shown
- This high density, over-development imposed by central government
- The report does not reflect the need for the development to fund improvements to infrastructure around North Station
- There is a shortage of wheat crops. Do not build on arable land.
- Construction period will cause chaos.
- Development must not increase traffic through adjoining rural communities.
- Landscaping should have a high priority plus safe crossings to the General Hospital and Queen Budicca primary school. There should be bus stops on the new bus lane.
- The sewerage works can not cope with the proposed levels of growth.
- Build a country park or open space that can be enjoyed by all certainly but no more houses.
- Heights of residential buildings should be max of 3 storeys.
- The provision of public transport is irrelevant. Householders will own cars and will expect to be able to use them.
- A much more sustainable and appropriate approach would be to develop the numerous 'brownfield' sites throughout the town.
- There are enough empty houses already.
- All this building goes against the heritage of the town
- Mile End will be destroyed by this development it is already a traffic nightmare.
- Access from Mile End Road down to north station roundabout is bad enough and cannot cope with any more traffic
- Additional pos next to the A12 is greatly diminished; proximity to heavy traffic
- This area is a wonderful open space used by local residents. It should be preserved as "green lungs" for Colchester and should not be developed.
- We do not need any further development in Myland. It has already ceased to be a village or community - it is too large and has not enough roads or facilities to sustain it as it is.
- A new road structure should be put in place before any of the above
- How about a decent community centre, one like they have at Kesgrave, with a sprung dance floor for us dancers in Colchester (Shame about Severalls Hall)
- There must be good opportunity for kick about areas in the development not little pockets or remote areas
- The amount of housing means a large reduction of green space within an already heavily residential area. All that green space is used by dog walkers - the corridors can't provide the feeling of space and freedom
- Consideration must be given to traffic paring around Turner/Mill Road area. Already the congestion is shocking and we constantly have cars parked in our close blocking emergency vehicles. This mustn't get any worse.
- I support the steady growth of Colchester and have realized that the land would be developed at some time. Development to a high density standard should be in small stages in particular with increased public services and other amenities not after
- No point having the playing fields miles away past the A12 this won't make the playing fields to be more accessible

- This proposals should not go ahead it is unsustainable in terms of road, employment, schools & Infrastructure
- Growth is not needed therefore development should be postponed for 5 to 10 years and then reappraised
- Public transport is not the sole solution to the Infrastructure deficiencies it is far too expensive and will not support all travel requirements, retention of Chesterwood should be given, removal of tree lined streets not a good idea waste of money exactly what happened on Osbourne street,
- Less social housing units
- Valuable farm land should not be taken
- Development should be pushed back to central government saying No. There is already too much new housing in the area
- Section 106 funds must be provided to start new bus services serving the area and access roads must be suitable for buses being wide enough with no sharp corners
- It is all very well improving pedestrian, cycle and bus links but most traffic will ne motor vehicle regardless of anyone's wishes and ideas. Road improvements including the bottle neck of the station must be carried out prior to this development
- These plans would worsen a situation - we have a district hospital already over capacity and a GP surgery which is over stretched also consideration of educational needs and public spaces.
- There should not be anymore development in Colchester - the infrastructure is not there the town is already practically and locked and over developed.
- This should never have been agreed, I do not support any application for further development in Mile End
- Before deciding where to place a new secondary school, the whole needs of Colchester should be considered - bearing in mind transport
- No more flats please. Some detached houses with decent gardens and frontage
- The proposed development will ruin the whole natural beauty of this part of Colchester
- Must have enough car parking facilities.
- The Council have in the past allowed piecemeal development without proper infrastructure being put in place that solves existing problems before creating new problems. I have no faith that anything different will happen this time around
- Before building on this land, brown land should be used
- Public open space right to the A12 is a waste of time as it is not a peaceful place you could go to unwind or for a nice walk
- Why make Chesterwell Woods a public space when we already have fields and footpaths that you want to build on.
- New housing development would not be needed if immigration is stopped, all new development should be carbon neutral.
- Questionnaire does not allow for objections to the proposal altogether
- The playing field is a great facility and if it gets covered over with houses where is the fete going to be.
- Colcheter Borough has met its target on flats and houses.
- The plans should not have been approved in the first instance. There is a general lack of public spaces in Colchester and particularly, this area no changes should occur until the infrastructure to road and rail connections have been resolved.

- Colchester is the oldest recorded town - with all the crazy development it will soon become the next Newtown, Colchester is sinking under concrete. The Council should stand up for itself and abandon these government targets. We need open space not houses
- The proposals are not clear or even give a firm start date of 2016 - leaving it open for an earlier release of land. Statement that there will be green corridors - could in fact be as little as 10m. Making Chesterwell Woods public space will only harm the environment for the wildlife
- To little emphasis on Open Space, 2 primary schools needed not one; 2 amenity centres needed - one north and other south; any public open space north of A12 must not serve to reduce open space on site; open space north of Braiswick Farm must be added to playing fields.
- I have answered all the questions as neutral because all of the questions are worded in such a way as to say I agree with the SPD proposals. This is untrue and shows an unfair bias towards agreement to the proposals - therefore I answer neutrally
- Why does their need to be a third road running North to South - already Mile End Road & Northern Approach Road, the are will be crisscrossed by road
- No need for new road to link North and South parts of the site as you have suggested yourselves. Open Space recreational activities, pleasant. Cycling and walking areas with trees and views are required as is the case now
- What advantages will this have to existing Myland residents
- Hedges and trees should be given TPO's; access to Bergholt Road are 2 pedestrian and cycle routes - it must be non negotiable
- Provision should be made for satisfactory schooling in the form of Secondary and primary schools, the necessary health facilities must be expanded to cover the increase in population, protection of existing trees, footpaths and hedgerows is important and all should be reviewed and listed prior to submission of a detailed planning application, there will be a big loss of amenity by building over this open country field, is this development absolutely necessary?
- The additional open space is stupid – it should be in the middle of development not at the edge. Who would want to use open space right by the A12 it's dangerous and noisy, why not concrete the new housing there instead and leave some countryside untouched where it is. What are green corridors? Glorified Footpaths

### Questions 17 - 18 – Sustainability Appraisal

The first question asked if the respondent thought the Sustainability Appraisal provided an appropriate assessment of the proposals in the SPD. The answers given to this question are shown below.

	<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>
<i>Percentage</i>	45	23	25	7	0

Respondents were then asked if they had any further comments on the Sustainability Appraisal. Many respondents chose to use this question to provide more comments on the development in general rather than comments specifically related to the Sustainability Appraisal. Where more general comments were submitted under this

question these have been summarised in the other comments section (question 21). Commonly raised issues related to the Sustainability Appraisal included:

- The report makes good mention of the need to safeguard Chesterwell Wood although this needs to be considered in the context of Policy ENV5. The Forestry Commission notes the buffering along the A12 and it is seen that a large proportion of the landscape improvements are wooded especially along the boundaries of existing woodland sites.
- The Sustainability Appraisal is too complicated to absorb and comment upon. It is obtuse and difficult to understand. People cannot agree something they do not understand. This is 'Local Authority Jargon'.
- It is not an easy document to wade through for an average resident
- Appraisal is reasonable, based on the misguided starting point that Colchester needs to be turned into a large city. The need for growth has not been identified.
- Don't know what the Sustainability Appraisal is.
- The Sustainability Appraisal is well presented
- The proposals are not sustainable and have not involved residents sufficiently
- Very poor and confusing piece of work e.g. traffic modelling only at high level
- It lacks specifics, is badly thought out, and is therefore meaningless
- There is insufficient road capacity into Colchester and the loss of open space will degrade the current level of sustainability. It doesn't take into account the overall defacement of open space.
- More housing is not sustainable
- Sustainability is not everything
- The questionnaire is ambiguous.
- The document reads well but some of the assumptions are not totally correct such as statements that public transport links into the town centre are good. The frequency and reliability of early evening bus services is particularly poor.
- These documents are going to be produced to provide the most convincing argument for you to go ahead as you want to.
- There is nothing sustainable about this report or development at all.
- The document is very long. Something more to the point would be better.
- Document is very long with lots of information to digest
- The Sustainability Appraisal is generic, contains inaccurate data, and is clearly just cut and pasted from something done before. Not even enough local knowledge to know that simple SUDS won't work in this area
- The document ignores the Wildlife Survey adopted by the Borough Council in December 2008, in particular Wildlife Statement 5, which indicates that areas holding red listed birds should be designated wildlife sites
- How can the planned new development be considered sustainable in any way when it destroys open countryside?
- How can views of open countryside be less sensitive than views of a clock tower, water tower or park?

## Questions 19 - 20 – Scope and structure of document

The first question asked if the respondent considered the document clear and easy to understand. The answers given to this question are shown below.

	<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>
<i>Percentage</i>	32	29	27	12	0

Respondents were then asked if they any other comments on the issue including how the scope and structure of the document could be improved. Again many respondents used this question to raise general points about the development. Where this is the case the comments have been summarised in the other comments section (question 21). Commonly raised issues related to the scope and structure of the document included:

- The document is difficult to understand or unclear, too much use of jargon or too wordy.
- Too much information.
- The report is contradicting and political.
- The documents contain inaccuracies, errors, omissions and misleading information.
- The document is too vague and open, no firm dates or numbers of homes, lack of information on road congestion and parking issues
- Headings should be set out early in the document
- Maps are unclear and should be improved
- There is no data to support the proposals or timings for implementation
- A sensible plan is needed for the train bridge
- It would have been a good idea to have a constant rolling slow speed PowerPoint presentation of the SPD to help residents get a clearer understanding of its contents
- There are too many 'potential' facilities and not enough commitment to schools and public green space.
- The document should contain more clearly defined areas using colour
- Should be more transparent and explain that plans for development passed 4 years ago seem unlikely to be changed by an SPD
- Residents should have been consulted first before any such document is produced
- It is a typical political document which says everything but what is it hiding
- The document should be made consistent
- The document showed lots of pictures of houses but no details of developments. It is not detailed enough. A master plan is needed.
- I am sure that there is lots of information that has not been included
- The document is easy to read
- The document should be honest
- It hasn't been publicised. Copies of the document should be sent by direct mail to all affected residents
- Large print plans should be provided for people with low vision
- The questionnaire should allow those who oppose the development to clear express their view. The document is too one sided and bias towards development. It does not address the concerns of the community.



- Some questions are ambiguous - not easily understood particularly the elderly
- The document should use plain and simple English, do not use 'catch phrases' such as 'community hubs' or 'green corridors'.
- The document is too lengthy. A simplified version should be produced. Keep it shorter and to the point with more use of 'pictures' and artists impressions.
- Ask the residents and listen to what they say
- Start again using people who understand what they want to achieve. The whole justification for developing this area needs to be reviewed
- Take into account the comments of local residents when publishing the final version
- Use paragraph numbers
- The assumption of adoption makes a mockery of the consultation!
- Provide clear website with visual examples of how problems would be addressed. This should include examples of successful approaches from other parts of the country
- Need to think to the future and link plans together instead of working on each area in isolation
- Some of the pictures in the SPD are clearly unrealistic.
- The public display plans and diagrams should have been larger.
- The report makes good mention of the Haven Gateway Green Infrastructure Strategy and landscape connections into the wider landscape. The report highlights the need to make Green Infrastructure connections into High Woods Country Park, although other wooded sites need to be considered especially from the landscape viewpoint.
- Sad that many of the presentation team were not even local people. How can they interact with us?
- The document is structured and worded by someone who has little or no intention of making it accessible to the general public. There needs to be clearer summaries, concise introduction, bullet points, more precise diagrams and less use of 'pretty local images'.
- The proposals should be published in every local and daily paper in easy to read form. Costs should show where money is being wasted.
- Insufficient copies of the consultation document at the meeting - bad organisation I was unable to read the document
- The document should explain how infrastructure going to be improved to accommodate the impact of the additional housing.
- Stronger emphasis needed on the transport requirements of the development.
- More detail on the proposals
- Timescale for consultation and comments is far too short for such a massive project,
- Further consultation is needed including public meetings.

### **Question 21 – Other comments**

This question provided an opportunity for respondents to submit any other comments. Many of these repeated comments already reported above. These have not been repeated below but have been grouped and summarised below;

- Object to the development in principle
- Existing infrastructure cannot cope
- New infrastructure will be required to support the development and should be built first

- Any further building cannot even be considered before the effects of the new A12 junction are seen
- In current economic climate we will be left with empty unsold homes and the problems this creates.
- A new road under the train bridge must be built to take traffic away from the station and Asda area
- Just implementing a bus service will not clear the bottle neck.
- Open space should be protected
- There is already traffic congestion at North Station, Bakers Lane is already dangerous
- Myland is already over developed
- Why are all of the new houses to be built in Myland? New Braiswick Park should not be part of Mile End/Myland. It should be Braiswick!
- Too many houses, not enough jobs to cater for all this new growth
- Insufficient detail on future road plans/rail plans which should be part of the sustainability appraisal as those will affect the assessment of how sustainable the proposal is given peoples current travel preferences i.e. for car and not buses - need to have realistic expectations of what can be achieved. Not clear how much recreation space is going to be allocated - several areas identified but not clear whether all or none will be in final development. Could a smaller development not be considered, which is then more integrated in to the current community rather than trying to create 2 communities within one area (North /South Myland)
- The level of social housing proposed is unacceptable. 35% is too high. It will bring down standards and just increase trouble and social problems. We will end up sandwiched between 2 bandit areas, Highwoods and this development
- We once had a thriving pretty area called Mile End, now our community functions as a ghetto for commuters. We're bi-sected built up polluted with light noise all in the name of accommodating governmental requirements.
- Maybe as a start the station or station access could be relocated. New road parallel with the railway on the north side to connect to the A12 & Ipswich road.
- Perhaps if the government stopped letting everyone in we will not need more housing
- Sewage, drainage, global warming lead to flooding
- Build a fly-over from North to South Colchester
- Within a few years Colcheter will be the same as form Basildon and other built up high density towns in Essex All the things that made Colchester a pleasant place to live will have gone - Covered in concrete and tarmac,
- How will these proposals maintain and support bio-diversity which is a legal requirement
- Houses should have more gardens, also there are no allotments in the SPD
- Please allow space for walking at present we walk around the fields where this new development is planned. We read recreational space not just formal parks.
- There should be more proposed details rather than aspirations and ideas put into the plans
- Since Colchester has a poor road layout and too much traffic it is madness to close 2 schools in the south and bus or more likely take children by car to other parts of Colchester. The schools should be improved not closed and more allowance made for their catchment areas when looking at league tables

- Why do we need a proposal for 2200 houses on this land when 3000 planned for Severalls have not been built yet
- Find an area in the town centre where these houses could be built.
- The council should not be funding consultants who do not necessarily understand the local community.
- The idea of having playing fields the wrong side of the A12 is a poorly thought out plan.
- The Golf Course will not welcome a large number of people/dog walkers on their land
- I am a young adult and I'm personally horrified at the thought of a loss of Green Space. I travel to school on Lexden Road and the traffic at North Station is so bad on a Friday it can take me 2 hours to travel by bus to get home. I have lived here for a number of years and with these plans you are going to crush childhood memories and I hope that the power of the people are going to be able to stop this development
- There seems to be considerable number of brownfield sites in and around Colchester to be developed first. All existing empty houses for sale or rent to be occupied before any new homes built. I support the Parish Council in their efforts to protect the countryside and residents of Mile End in the future
- In combination with the Turner Road, Severalls, and Flaktwoods sites there is a new town 1 tenth the population of Colchester.
- I am not against the development - just want to see enough schools and enough parking spaces of an adequate size so that we don't end up living on top of each other and not enjoying the area.
- The North Colchester Growth area proposal has been kept very quiet and the majority of the members of the community have not been made aware of it until it is too late to protest.
- I think it is poor that the document will not be consulted upon again prior to adoption, it would be much better for local residents to have the opportunity to see the final version and provide feedback before adoption. Although this is an SPD, it will still significantly affect residents and they should be given a greater opportunity to contribute - the next review of the SCI should include greater consultation on SPDs.
- What is the desire to try and force these SPD and potential Masterplans through as such a speed. We need to stop this process for several years and take stock. We should also review all housing allocation sites and really question whether we have done our homework properly. We should pick the plans up for the 2200 homes for this site in 2016 and look at the Masterplan then, not try and do it all now decades ahead of when it is required. So put this on ice and look at it again in 2016 onwards. Stop any work and time on this. Concentrate on North Station only and getting investment in this area.
- Make sure the document is actually realistic. Lovely pictures of houses built into crescents are not the reality we're seeing with developments in Colchester. We are just getting lots of high density houses with little or no car parking for residents or their visitors. Where the children that will live in these houses will go to school also needs to be considered - as well as how parents will drop them off and pick them up.
- There are numerous empty properties and sites in and around Colchester – why build more.
- Scrap this SPD, wait to see how the recession will pan out over the next 5 to ten years, then review if this development is still needed. Don't use non local consultants, and don't treat the public as fools by producing such glossy fluffy, vague information again. Masterplans , demographic analysis of need, outline design quality brief and well researched factual and evidenced

analysis of the proposed site, would be a minimum for any future public consultation.

- Although the Borough Council has fulfilled all the legal requirements regarding notification of these proposals, it has become clear that these requirements are inadequate for alerting communities to what is being proposed for the areas around them. A proposed development of this magnitude needs to be publicised much more widely and openly, so that local people are aware of it at an early stage and have the opportunity to comment before the process goes too far. A very large number of Mile End residents only became aware of this proposed development in the spring of 2009. To say that the planning process is opaque would be an understatement
- Braiswick Park and the residential developments around Highwoods and Turner Rise clearly illustrate the Council are not able to promote meaningful new communities within these developments. All these new developments rely solely on car use which in turn is destroying the town.
- Where will these new residents work? Is there a corresponding plan which opens up new employment opportunities in and around the area?
- The train service, particularly into London, is already full and overflowing.
- Thought should be given to provision of sites for churches to be built which not only provided a focal point for the street scene but provide valuable space for social workshops, interaction and provision for social enriching activities
- Minimise high density building as it always gives to social problems
- We need a ring routes around Colchester to ease traffic congestion e.g. section parallel to North or south of the A12
- A suitable separation strip (min 50 m) should be provided between the Golf course and the new residential development for safety reasons
- Several errors in the document Have the authors visited the different areas of the site
- Will there be a faster Broadband?
- It's not clear how much green areas are going to be left and proposed public transport is very vague and will not help the traffic flow
- Staff at the exhibition confirmed that no traffic model had been produced
- There is no explanation why we need a further 2,200 houses when there are already over 2,000 unoccupied houses in the Colchester area, with another 3,000 plus in the process of being built in Turner Village, and to be even started (Severalls hospital).
- Do not settle for less S106 than we are entitled to for Severalls but get the maximum infrastructure built at the same time as the houses
- to make an informed comment we need to see the plans of the actual dwellings to be built
- Needs trees specifically Oak and Beech
- A detail transport impact assessment to be provided that deals with all the difficult areas that have yet to be revealed and discussed.
- What are the alternatives e.g. the area between Marks Tey and Kelvedon. Why?
- The Myland community response is far more acceptable than this and represents my view if any development takes place
- Maybe sections that target affected groups and present the information in an easily digestible format - to widen the possible sample of opinions. The literacy level of the documentation automatically excludes certain residents. How are their views being represented?

## Appendix A

### Copy of questionnaire

#### North Colchester Supplementary Planning Document (SPD for short)

Please answer as many questions as you can by ticking the most appropriate option. If you wish to supply further information it will help us if you can indicate which page, paragraph or diagram your comments relate to. If you need more space, please continue on separate sheets, but it is important each extra sheet includes your name and address and is signed and dated.

Any representations received will be used to inform final draft version of the North Colchester SPD to be published and adopted later in 2010.

#### Please note:

**Government rules mean that any questionnaires received will be made available for public inspection.**

**Questionnaires must be returned by 5pm on Friday 5<sup>th</sup> March 2010 to the following address:**

**Spatial Policy  
Colchester Borough Council  
Freepost NAT 4433  
PO Box 885  
Colchester CO1 1ZE**

	Strongly disagree	Disagree	Neutral	Agree	Strongly Agree
The proposals provide a clear and sensible framework for the SPD					
The right level of detail has been provided in the SPD					
The strategy for growth must be based upon promoting sustainable communities					
New residential accommodation should be supported by appropriate health, education and other community facilities					
New development will help support existing shops and facilities in Nayland Road					
A new primary school should be built within the site					

A new secondary school should be built to serve the area					
Public transport must be promoted and prioritised in the new development					
There should be no direct road access from the new development on to Bergholt Road					
There should be no direct car access between the south and north parts of the site					
Proposals need to include improvements to bus, pedestrian and cycle links to the station and town centre					
The height of buildings should be restricted					
Lower density development is most appropriate for the area					
The proposals to make Chesterwell Woods a public space will improve the environment					
Additional public open space north of the A12 would be a valuable asset to the community					

Do you have any other comments on the issues mentioned above?

.....  
.....  
.....  
.....  
.....

**Sustainability Appraisal**

The Sustainability Appraisal provides an appropriate assessment of the proposals in the SPD

Strongly disagree    Disagree    Neutral    Agree    Strongly agree

Do you have any other comments on the Sustainability Appraisal?.....

.....  
.....

**Scope and structure of document**

The document is clear and easy to understand

Strongly disagree    Disagree    Neutral    Agree    Strongly agree

Do you have any other comments? How could we improve the scope and structure of the document?

.....  
.....

Do you have any other comments not covered above?

.....  
.....  
.....

Please continue on a separate sheet if required)

**YOUR DETAILS**

Please complete the following in order for your representation to be properly considered by the Council. Government rules mean that *only* comments submitted with name and address details and signed can be considered.

Name:.....

Address:.....

Signature.....

Date.....

**Next stage**

Do you wish to be notified when the SPD is adopted? YES NO

**Please complete the monitoring information on the following page as part of this questionnaire.**

## MONITORING QUESTIONS

The following questions are optional and will help us ensure that we are including all sectors of the community. All information collected with regards to ethnicity, age and gender will be separated from your comments and will only be used by the Council for monitoring purposes.

Please tick those boxes relevant.

Postcode: .....

### Age

0 – 19   
20 – 39   
40 – 59   
60 – 79   
80+

### Ethnic Group

Asian or Asian British   
Black or Black British   
Chinese   
Mixed   
White   
Other Ethnic Group

### Gender

Male  Female

### Disability

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

Yes  No

If you have any questions or enquiries about any element of the representation form then please feel free to contact a member of the Spatial Policy Team on 01206 282473 / 282476 / 282480 / 508639 or alternatively email [planning.policy@colchester.gov.uk](mailto:planning.policy@colchester.gov.uk)

By signing this questionnaire you are consenting to your name, address and comments being published on the Council's website and in other related documents. For further information about this issue contact Karen Syrett at Colchester Borough Council on 01206 506477 or [karen.syrett@colchester.gov.uk](mailto:karen.syrett@colchester.gov.uk)



