

# **Local Plan Committee Meeting**

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

**Monday, 18 December 2017 at 18:00**

**The Local Plan Committee** deals with the Council's responsibilities relating to the Local Plan

## **Information for Members of the Public**

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**COLCHESTER BOROUGH COUNCIL**  
**Local Plan Committee**  
**Monday, 18 December 2017 at 18:00**

**The Local Plan Committee Members are:**

Councillor Martin Goss	Chairman
Councillor Nick Barlow	Deputy Chairman
Councillor Lewis Barber	
Councillor Nigel Chapman	
Councillor Andrew Ellis	
Councillor Adam Fox	
Councillor Dominic Graham	
Councillor John Jowers	
Councillor Gerard Oxford	
Councillor Martyn Warnes	

**The Local Plan Committee Substitute Members are:**

All members of the Council who are not members of the Cabinet, the Planning Committee or this Panel.

**AGENDA**  
**THE LIST OF ITEMS TO BE DISCUSSED AT THE MEETING**  
**(Part A - open to the public)**

**Members of the public may wish to note that Agenda items 1 to 5 are normally brief.**

**1 Welcome and Announcements**

The Chairman will welcome members of the public and Councillors and remind everyone to use microphones at all times when they are speaking. The Chairman will also explain action in the event of an emergency, mobile phones switched to silent, audio-recording of the meeting. Councillors who are members of the committee will introduce themselves.

**2 Substitutions**

Councillors will be asked to say if they are attending on behalf of a Committee member who is absent.

**3 Urgent Items**

The Chairman will announce if there is any item not on the published agenda which will be considered because it is urgent and will explain the reason for the urgency.

**4 Declarations of Interest**

Councillors will be asked to say if there are any items on the agenda about which they have a disclosable pecuniary interest which would prevent them from participating in any discussion of the item or participating in any vote upon the item, or any other pecuniary interest or non-pecuniary interest.

**5 Have Your Say!**

The Chairman will invite members of the public to indicate if they wish to speak or present a petition on any item included on the agenda or any other matter relating to the terms of reference of the meeting. Please indicate your wish to speak at this point if your name has not been noted by Council staff.

**6 Minutes of 6 November 2017** 7 - 22

The Councillors will be invited to confirm that the minutes are a correct record of the meeting held on 6 November 2017.

**7 Authority Monitoring Report** 23 - 72

A report by the Assistant Director Policy and Corporate seeking agreement to the Authority Monitoring Report which provided an annual summary of key statistics that allowed the Council to monitor the effectiveness of its Local Plan.

**8 Brownfield Land Register** 73 - 86

A report by the Assistant Director Policy and Corporate giving details of the updated Brownfield Land Register taking into account the change in planning status of sites within the Borough, completions and commencements of sites along with changes in the regulations since the pilot Brownfield Land Register scheme was undertaken.

**9 Colchester Northern Gateway Master Plan Review** 87 - 190

A report by the Assistant Director Policy and Corporate giving details for endorsement by the Committee of the final version of the Colchester Northern Gateway Master Plan which had been updated and amended to align with the Draft Local Plan Publication Draft land use allocations in the Northern Gateway.

**10 Exclusion of the Public (not Scrutiny or Executive)**

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

## **Part B**

**(not open to the public including the press)**



# Local Plan Committee

## Monday, 06 November 2017

**Attendees:** Councillor Lewis Barber, Councillor Nick Barlow, Councillor Nigel Chapman, Councillor Andrew Ellis, Councillor Adam Fox, Councillor Martin Goss, Councillor Dominic Graham, Councillor Martyn Warnes

**Substitutes:** Councillor Patricia Moore (for Councillor John Jowers)

**Also Present:**

### 121 Have Your Say!

Councillor Smith, in his capacity as Leader of the Council, attended and, with the consent of the Chairman, addressed the Committee. He stated that the Committee could continue with the draft Local plan and build 920 houses per year or it could delay its submission and risk being penalised by being required to build a higher target of 1,095 houses per year. It was in all Colchester residents' interest to build an effective planned development and, as such, it was a necessity that careful consideration was given to all proposals, particularly those concerning the Garden Communities. He referred to other Essex Local Authorities who had expressed interest in the Garden Community principle, already started in North Essex. He was of the view that the Council needed to retain control of development, rather than landowners and developers, so that the benefit to local communities could be maximised. development needed option for development which should ensure that Colchester would receive the maximum benefit from the proposals. He urged the Committee to continue, to look carefully at the Garden Community proposals particularly given the support given to them by the Government. Colchester had received 28% of the total national funding in the latest round of allocations which reflected the importance given to the proposals by the Government. It was a very significant opportunity for Colchester with a way to ensure that infrastructure was provided first, a feature which no other options provided.

John Akker addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He was interested to know what response had been made by the Planning Inspector in relation to the Government's consultation on housing needs and whether it had any implications for the current examination. He also asked why no motion had been put to the recent Council meeting on the consultation. The dire consequences of the White Paper had been referred to at the previous meeting of the Local Plan Committee and he considered there had been a missed opportunity for all Council members to voice their collective opposition to the consultation at the Council meeting. He also referred to the views of the local Members of Parliament on the consultation and whether they were aware of the White Paper's implications for the

Council. In terms of the Garden Communities, he expressed his concern regarding the volume of information contained in the Committee's agenda and the ability of the Committee members to devote sufficient time to adequately assimilate the volume of information before them for determination at this meeting. In the light of the huge implications, he was of the view that the Committee members required more time to consider the consultative documents on the two Garden Communities. He further felt the Committee needed more control of the process and, as such, urged the Committee members to defer their consideration.

The Chairman explained that the Council would be responding formally to the Government's White Paper and reassured Mr Akker that Councillors were all familiar with the need to allocate appropriate time prior to a meeting to read the information provided to them and it was for individual councillors to take responsibility to manage this workload.

The Place Strategy Manager confirmed that the Council would be objecting to the Government's consultation paper, the draft Local Plan, prepared on the basis of a requirement of 920 houses per year, had already been submitted for examination and, as such, would not be subject to the revised housing needs assessment method contained in the White Paper. The proposals set out in the consultation paper did not therefore affect the Council's draft Local plan, as now submitted. She also confirmed that details of correspondence from the Inspector and the Council's response had been published on the joint website for Section 1 of the draft Local Plan examination.

Sir Bob Russell addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He referred to the minutes of the previous meeting and the comments in relation to Salary Brook. He considered the proposals in relation to Middlewick should be resisted at all costs and that the Ministry of Defence was being negligent in planning to sell off one of its two firing ranges in a Garrison town. From his reading of the map contained in the Issues and Options document he noted that, so far as Salary Brook Valley was concerned, there would be no development on the Eastern Slopes of Salary Brook, and as such, he thanked the Committee, the ward councillors and the officers for this acknowledgement of the arguments made over a number of months. He was of the view that, in order to prevent any potential misunderstanding between landowners and developers, this acknowledgement also needed to be reflected in the text in the document, to the effect that 'There shall be no development on the eastern side of Salary Brook which is visible from Greenstead and Longridge'.

In terms of Middlewick Ranges, the Chairman acknowledged the concerns about the loss of one of the Garrison's assets but reiterated the importance of including the proposed development in the draft Local Plan as to do otherwise may lead to the imposition of development on a larger scale than that specified in the draft plan.

The Committee members were of the view that a textual amendment to the document to acknowledge the protection of the eastern side of Salary Brook would be appropriate.

Tony Ellis, on behalf of Langham Parish Council, addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He explained that Langham Parish Council welcomed the move away from a developer led approach, together with a greater focus on infrastructure, services, health and education., although it was regretted that this was happening late in the process. Langham had already delivered an example of a developer led approach to site allocations in the Local Plan. He explained that the current sewage provision was totally inadequate with the current recycling plant already over capacity. Whilst planning permission had been granted for 36 additional dwellings in Boxted and a further site allocation in the Local Plan for Langham of another 80 dwellings. Additional permissions meant that there was likely to be a shortfall in capacity of up to 250 dwellings. The Parish Council had informed the Planning Inspectorate of its concerns about the sewage provision and the soundness of the plan. In addition the road infrastructure and sub-standard access junctions would not be able to cope with the extra load imposed from additional development to the extent envisaged in the plan. He also referred to poor medical facilities and requested the Committee to review the current proposals in order to address the lack of infrastructure in Langham.

RESOLVED that details of the suggested wording be circulated to the members of the Local Plan Committee and an appropriate amendment be made to the Tendring and Colchester Borders Garden Community Issues and Options document to reflect views expressed regarding the protection of the eastern side of Salary Brook.

## **122 Minutes of 2 October 2017**

RESOLVED that, subject to the rewording of that part of Councillor Graham's comment at Minute No 120 to 'He acknowledged residents' concerns about the provision of NHS and health services but the Council had very little influence over these service providers and, as such, it was wrong to seek assurances from this committee in relation to solutions.' the minutes of the meeting held on 2 October 2017 be confirmed as a correct record.

## **123 Local Development Scheme**

The Committee considered a report by the Assistant Director Policy and Corporate giving details of the proposed changes to the Local Development Scheme (LDS).

Karen Syrett, Place Strategy Manager, presented the report and responded to members questions. It was explained that the LDS was an essential tool used to keep the Local Plan up to date and provide details of consultation periods, public examinations and expected dates of adoption and publication for each document. The Committee had previously reviewed the LDS in August 2016 and February 2017 and it now required updating to reflect the latest developments in Colchester's plan-making as follows:

- For the full Local Plan, the new timetable retained the same adoption date of September 2018 as the previous LDS, but minor one month adjustments had been made for the submission and examination dates to reflect the actual position. Additionally, the adoption date for Section 1 had been moved to align with Section 2 to reflect that all parts of the plan would need to be found sound before the plan as a whole was adopted. The dates programmed for plan examination reflected the Planning Inspectorate's current rate of delivery on plan examinations;
- For the Joint Strategic Growth Development Plan Documents (DPDs) being prepared jointly with Braintree and Tendring, the authorities had agreed that consultation on these DPDs would include two consultation periods prior to the pre-publication consultation instead of just one;
- Great Tey Neighbourhood Plan had been added to the list of Neighbourhood Plans under preparation, reflecting the fact that the Plan Area was approved in June 2017.

The LDS also set out which documents would form part of the Colchester Local Plan along with the timetable for the preparation and review of each document. The key dates for planning documents were:

- Local Plan  
Submission – October 2017  
Examination of Section 1 - January 2018  
Examination Section 2 – April 2018  
Adoption of full plan – September 2018
- Community Infrastructure Levy Charging Schedule and Planning Obligations DPD, to be prepared in tandem with the Local Plan (Part 2)
- Joint Development Plan Documents for Garden Communities  
Issues and Options consultation – Nov 2017- Jan 2018  
Preferred Options consultation- June/July 2018  
Submission version consultation – Jan/Feb 2019  
Submission – April 2019  
Examination –June 2019  
Adoption - November 2019
- Neighbourhood Planning  
Boxted – NP Adopted December 2016  
Myland – NP Adopted December 2016  
West Bergholt – Plan Area adopted in July 2013  
Wivenhoe – Plan Area adopted in July 2013  
Stanway – Plan Area adopted in June 2014  
Tiptree – Plan Area adopted in February 2015  
Eight Ash Green – Plan Area adopted in June 2015  
Marks Tey – Plan Area adopted in September 2015  
West Mersea – Plan Area adopted in November 2016  
Great Tey – Plan Area adopted June 2017
- Evidence base documents and updates which will be necessary to support the



#### Local Plan Review

- Changes to the text of the LDS to reflect the range of documents outlined above.

There was no longer a requirement to include Supplementary Planning Documents (SPDs) and the only SPD programmed for the next three year period was on Planning Obligations. Future additional SPDs as well as further guidance notes and development brief documents may therefore be produced by without formal modification of the LDS due to their non-statutory status in the decision making process.

In response to a question from Councillor Ellis regarding the timing of the adoption of Community Infrastructure Levy (CIL) charging levy and Development Plan Document, the Place Strategy Manager explained that in the absence of information regarding the Government's intentions in relation to the Government's intentions, it had not been considered appropriate to proceed in relation to CIL. The issue was being kept under review and when further information was published the CIL programming could be amended accordingly and the LDS brought back to the Committee for approval.

RESOLVED that the changes to the Local Development Scheme be agreed.

#### **124 Colchester Braintree Borders Garden Community and Tendring Colchester Borders Garden Community // Issues and Options Consultations**

**Councillor Graham (in respect of his employment by Holmes and Hills Solicitors) declared a non-pecuniary interest in this item pursuant to the provisions of Meetings General Procedure Rule 7(5).**

The Committee considered reports by the Assistant Director Policy and Corporate seeking agreement to the publication of the Colchester Braintree Borders Garden Community and the Tendring Colchester Borders Garden Community Issues and Options consultation documents and the Sustainability Appraisals and Strategic Environmental Assessments for an eight week period of consultation.

Christopher Downes, Planning Policy Officer, presented the report and, together with Karen Syrett, Place Strategy Manager, responded to members questions. It was explained that the principle of development of the Colchester Braintree Borders Garden Community (CBBGC) and Tendring Colchester Borders Garden Community (TCBGC) was identified in the joint strategic Section One of Tendring District, Colchester Borough and Braintree District Councils' Submission Local Plans. In addition, Local Plan Policy SP9 specifically referred to development of Garden Communities at Colchester Braintree and Tendring Colchester Borders and required Strategic Growth Development Plan Documents (DPDs) be prepared to guide their delivery. The emerging CBBGC and TCBGC Plans, which were subject to the Issues and Options consultation, would be the Strategic Growth DPDs referred to in the Local Plan.

It was considered that the carrying out of an Issues and Options consultation on the planning of the Garden Communities prior to the Local Plan examination would serve to demonstrate progress on the Section One proposals whilst at the same time providing the Councils with an opportunity to carry out an additional, early stage of consultation with local communities and stakeholders. Two further stages of consultation would accompany the Preferred Options stage and Publication stages and, additionally, local communities affected by the proposals would be proactively engaged to ensure their views were fed back into proposals as well as ensuring they were kept informed of progress which would be facilitated by independent Community Enablers. The consultation documents gave details of the vision for the new communities, the strategy for delivery and provided a summary of the evidence base. It was also explained that the Garden Communities were being overseen both by the strategic planning partnership agreed between Colchester, Braintree, Tendring and Essex Councils, as well as North Essex Garden Communities Ltd (NEGC Ltd). NEGC Ltd was jointly owned by the four Councils to drive the delivery of the three Garden Communities and secure investment in enabling infrastructure across the wider area. Through NEGC Ltd, the Councils would act as the 'lead developer', having more control over type of development, design and rate of delivery as well as the ability to commit to an 'infrastructure first' approach. This would ensure that transport improvements (including new roads), schools, health and leisure facilities were developed ahead of or alongside new housing, to adequately serve the needs of the new community and to minimise any adverse impacts on existing communities. This innovative delivery approach would also give the Councils a key role in attracting investment and businesses to assist in the creation of vibrant, thriving and sustainable communities.

It was intended that the North Essex Garden Communities Charter would be embedded into the planning and delivery of the Garden Communities, providing a set of Principles against which strategies, policies and proposals could be monitored. Furthermore, the development potential of the Garden Communities had been explored in Concept Framework studies which had been published as part of the evidence base. These studies looked at the area of search identified in the Local Plan for the Garden Communities, suggesting the distribution and location of land uses and associated infrastructure that could be accommodated to meet the aspirations of the North Essex Garden Communities Charter as well as emerging Local Plan policies.

The Concept Frameworks identified an overall capacity for up to 24,000 homes within the CBBGC and up to 7,500 homes within the TCBGC with the following common key attributes:

- Distinct development parcels each with its own characteristics and each with a particular role to play in the new community as a whole. Each of these 'neighbourhoods' serviced by essential community infrastructure, all within walking distance, including educational establishments, local shops, public transport services, employment opportunities and recreational facilities.
- Green buffers that provide visual and physical separation between new

development and existing communities; establishing an attractive landscape setting for the new development; providing space for functions such as storm water management; and creating opportunities for formal and informal recreation, including enhanced cycle and footway links to surrounding settlements.

- Generous amounts of accessible green spaces and landscaping, providing opportunities for recreation as well as creating a distinctive, verdant townscape.

With the following additional key attributes within the CBBGC:

- Rerouting of the A120 to a new alignment between Braintree and Marks Tey, removing strategic through-traffic from passing through the centre of Marks Tey and thereby improving the living environment and cohesiveness of the existing community.
- Rerouting of the A12 between Feering and east of Junction 25 to a new alignment to the south of the Garden Community.
- An opportunity to relocate the railway station to increase capacity and frequency of services.
- New employment areas between the railway and the old A12 alignment, and separately close to the new junctions on the A12 and A120.
- Five large new residential neighbourhoods around a new Town Centre, separated by broad green corridors connecting to open countryside.
- Sites for up to nine new primary schools and three new secondary schools.
- Sites for future health provision to service the needs of the future settlement.
- A rapid transit public transport spine through the centre of the Garden Community connecting a new Park and Ride site near the A12, new employment areas, the new Town Centre and the settlements local centres with Colchester, Sudbury, Braintree and the wider north Essex area.

With the following additional key attributes within the TCBGC:

- A new Country Park at Salary Brook incorporating substantial amounts of additional land to that currently designated as a Local Nature Reserve.
- A new link road from the A133 to a new junction on the A120.
- An employment area close to the A120 to the east of the new link road.
- Land for the expansion of the University's Knowledge Gateway to the north of the A133.
- Land for the expansion of the University Campus to the east of Brightlingsea Road south of the A133.
- Two residential neighbourhoods north of the A133 separated by a broad green corridor connecting Salary Brook to open countryside.
- Smaller-scale, lower density areas of housing development close to Crockleford Heath.
- Mixed use centres close to the A133, the proposed expansion of the University and to each proposed new neighbourhood.
- Sites for up to four new primary schools and a new secondary school.
- A rapid transit public transport spine through the centre of the Garden Community connecting a new park and ride with the A120 and A133, employment areas, the mixed

use centres and the University with Colchester Town Centre and the wider north Essex area.

Within the document consultees would be asked their opinion on what is perceived to work well in the Concept Framework and also what does not work as well whilst the inclusion of the spatial approach was intended to provoke discussion and would be refined as the Plans progressed. The consultation responses would play a key role in shaping the 'Preferred Options' stage which would set out the Councils' preferred strategies and approaches to addressing the planning issues in the form of a draft Plan. The Preferred Options would be subject to formal public consultation which was anticipated to take place in summer 2018.

Rosie Pearson, on behalf of Campaign Against Urban Sprawl in Essex (CAUSE), addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). She considered that money was being wasted on the consultation, given the previous consultation had only recently been concluded, CAUSE's representations had not been taken into account and the Planning Inspector had not yet issued a determination. She considered there was no need for the consultation at this time, particularly given the programming of the Garden Community proposals towards the end of the plan period. She continued to be concerned about the lack of infrastructure at Marks Tey and the outcome of the consultations on the routes for the A12 and A120 were still awaited. She was of the view that a new railway station was unlikely to be built while the estimated costs were increasing. She was also sceptical about the plans for a rapid transport system. She was of the view that the consultation should be postponed until after the Inspector had agreed the principle at which point there would be more certainty about the proposals. If the consultation proceeded she considered it likely that CAUSE would advise its supporters to be cautious in responding to the consultation questions. She asked the Committee to work with local people not against them.

The Planning Policy Officer explained that the consultations did not involve any commitments on the part of the Councils whilst delaying the consultation may lead to risks in relation to the delivery of the draft Local Plan within the proposed timescales. He was also of the view that there were benefits to be gained in engaging with community members early in the process. In addition the consultations did not involve any detailed proposals whilst the infrastructure first approach would involve longer lead in times which may be jeopardised if the consultations were delayed. He also considered there were merits in the Councils adopting a proactive approach which would be of benefit in planning terms and would avoid poor infrastructure provision which had been made in the past. He added that both Essex County Council and Highways England were fully aware of the consultation proposals.

Alan Walker, on behalf of Marks Tey Parish Council, addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He referred to views expressed by residents of Marks Tey who were against any expansion of the community

but considered that the role of the Parish Council was to be in a position to influence any development which did come forward. The intention of Marks Tey Parish Council was to ensure that they worked in partnership to ensure the proposals were innovative and were of benefit to the community. However, there was concern about the delivery of the proposals as envisaged. He confirmed that the Parish Council would respond to the consultation and confirmed that the Neighbourhood Plan would be adjusted to reflect the proposals. He asked whether the proposals for the Garden Community would influence Highways England in relation to the options for the routing of the A12, he questioned whether improvements to the A120 would start prior to the commencement of the Garden Communities and speculated whether the proposals would give a light touch to existing communities. He believed that residents wanted to interact with the proposals and to influence the outcomes. He commented that Colchester was the only council involved in the proposals which did not have political consensus and he was of the view that for Colchester's largest political party to be at odds with the proposals was a significant risk factor in the successful delivery of the proposals. He advocated an all-party consensus to work for the good of the whole community.

Andrea Luxford-Vaughan addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). She considered the proposals were being considered too early in the process and should be delayed until the outcome of the Planning Inspector's examination was known. She considered there were no options for consideration and that residents were of the view that their views were being ignored. She speculated that the Council was attempting to rush through the consultation in order to circumvent the regime set out in the Government's proposals on measuring housing need. She considered that the views of Wivenhoe Town Council had not been taken into account, contrary to what she had been led to believe. The proposals contained in the documents had already been rejected by the Town Council and were therefore unlikely to be successful. She considered that Tendring District Council had been successful in not complying with the Local Plan regime set out by the Government and she advocated the adoption of this approach by Colchester. She was of the view that the University of Essex would be unwilling to agree with proposals for a link road or bypass through the campus. She objected to illustrations depicting trams on the basis that this means of transport had been acknowledged as unviable. She sought postponement of the proposals and for them to be considered at a meeting of the full Council with the decision being the subject of a named vote. She considered that councillors needed to give more scrutiny to the issues presented to them by officers and consultants and for the Council to challenge the approach adopted by Tendring District Council whereby it was not delivering its required housing target and opting to jointly develop on its border with Colchester. She questioned the deliverability of up to 40,000 new homes in the Borough and explained that Wivenhoe Town Council had found numerous grounds to question the soundness of the draft Local Plan.

The Chairman explained that the report on the consultation was not required to be submitted to a meeting of the full Council. However, a report seeking determination of

the final version of the Local Plan would be presented to full Council following the outcome of the examination by the Planning Inspector in 12 to 18 months' time. He further confirmed that the reports before the Committee at this meeting did not set out the proposals in their final form and did not bind the Committee to particular details. He also confirmed that a named vote for such a decision was not a requirement of the Council's consideration.

The Committee members gave full and detailed consideration to the report and the comments made by the speakers.

Some members of the Committee, whilst welcoming the information contained in the reports, were of the view that the consultation proposals were too premature, particularly because the outcome of the route options for the A12 and the improvements to the A120 were still unknown and the principles in relation to the development had yet to be established. The view was expressed that an adequate economic case had not been made for either of the two Garden Communities and questions remained regarding the employment opportunities. It was not considered appropriate and may prove to be a poor use of funds to consult on plans which may not receive approval. The appropriate time for consultation was considered to be after the Inspector's determination of the draft Local Plan when the framework for the development had been confirmed. Concern was also expressed that an immediate consultation exercise was likely to lead to community disengagement and it would be acceptable to wait for a period of four to five months to a later stage in the process. This would also have the benefit of avoiding any question of wasting valuable funds.

Reference was also made to the duration of the proposed consultation , given that it extended through the festive period and generally Committee members were of the view that, should the consultation receive the Committee's approval, consideration needed to be given to extending the consultation dates to accommodate the loss of time over the Christmas and New Year holidays.

The Place Strategy Manager explained that the development and consultation proposals contained in the reports before the Committee had been prepared in the context of previous representations to the Committee seeking further detailed information upon which to base the Committee's decision making. She considered that the reports demonstrated that these comments had been listened to and were being acted upon. She considered that the consultation exercise would provide valuable opportunities for meaningful discussions with residents and communities as had previously been the case in relation to workshop events which had taken place in relation to East Colchester. As a result of these workshops significant changes had been made to the proposals which illustrated the capacity for consultation to influence. She considered that a consultation would also provide opportunity to influence Highways England in relation to the A12 options and that it would accord with the engagement criteria built into the Garden City Charter. She was of the view that the question for the Committee to consider was 'why

not consult?' rather than 'why consult?' so that the Council could take the proposals forward

Councillor T. Young, in his capacity as Portfolio Holder for Business and Culture (and Deputy Leader of the Council), attended and, with the consent of the Chairman, addressed the Committee. He considered that now was the right time to put the proposals out to consultation for the reasons set out by the Place Strategy Manager. He also welcomed the comments made by Parish Councillor Alan Walker advocating a consensus approach to get the best result for the whole of the Borough. He hope all members of the Committee would be on board with a joint approach to the decisions before them as he considered it was vital that the decisions on the important issues, such as design, density, transport, health and education facilities, growth and job opportunities, were the right ones. He also referred to the energy and resources which the Government was also putting into the proposals and was of the view that it was unlikely that they would not be supportive of the developments proceeding. He acknowledged the concerns of residents in relation to housing numbers but referred to the local housing crisis in relation to the numbers of people seeking homes in the area.

Other members of the Committee welcomed the detailed information provided in the reports and were of the view that residents wanted to be involved in the process and to influence the development proposals and it was therefore right to include the community in another consultation exercise at this stage. The commitment already placed in the Garden Community proposal by the Government had been considerable and it was appropriate for community members to be given the opportunity to state their views on roads, rapid transfer options and employment. The view was also taken that the draft Local plan had been approved by the Committee for submission and, as such, the Committee members ought to be confident that its decision had been based on sound advice and was therefore likely to be considered sufficiently robust by the Planning Inspector. Reference was also made to the joint nature of the proposed consultation, the duty to co-operate with neighbouring councils and that the Committee members needed to be mindful of simultaneous decisions to proceed with the public consultation by Braintree and Tendring Councils. The view was also expressed of the opportunity to influence Highways England in relation to the routing options for the A12.

The Place Strategy Manager confirmed that it was for Braintree and Tendring to determine for themselves whether to proceed with the joint consultation within their own areas. She conceded this could potentially lead to confusion for residents. She also explained that no specific date had been confirmed for the examination by the Planning Inspector and, in any event, an examination, once started may be subject to suspension or deferral which may impact on anticipated determination dates. She went on to explain that, the proposed period for the consultation (which was not a statutory one) was eight weeks and, as such, was already planned to be longer than the normal six week statutory requirement.

In response to specific questions confirmed that Community Enablers had been commissioned by the three Councils to assist Parish Councils to engage with the planning process and had been sourced from Community 360 (formerly Colchester Community Voluntary Service) and the Rural Community Council for Essex.

During the course of the discussion a number of members of the Committee asked for consideration to be given to ways in which joint committee discussions / interactions could be formulated to assist with the decision making processes.

RESOLVED (FIVE voted FOR and FOUR voted AGAINST) that –

- (i) The Colchester Braintree Borders Garden Community Issues and Options document and the Tendring Colchester Borders Garden Community Issues and Options document both be approved for publication and consultation over a ten week period from 13 November 2017 to 22 January 2018 and an appropriate minor amendment be made to the Local Development Scheme to reflect these amended dates;
- (ii) The Sustainability Appraisal/Strategic Environmental Assessments be approved for consultation;
- (iii) Authority be delegated to the Place Strategy Manager to make minor revisions to the documents prior to publication.

## **125 Planning for the Right Homes in the Right Places // Consultation Proposals**

John Crookenden addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He explained that CAUSE was of the view that over many years the Council had failed to ensure that infrastructure had kept pace with housing developments and therefore was obliged to ensure it provided a very robust response to the Government's consultation. He was concerned that the proposals would be of significant harm to Colchester in the future. He referred to Councillor Smith's comments that Colchester could not be considered a special case but he was of the view that Colchester was a special case as it had consistently delivered over many years more houses than any other town in the East Of England and was now being unfairly penalised as a result of its past success. In addition it was a commuter town and the new formula penalised Colchester again. CAUSE had submitted a technical document to the Council in response to which feedback was awaited. He sought assurances for robust leadership from the Council. He also considered that the document referred to as a draft Concept Plan was actually a Master Plan because its contents included the word 'mandate'.

Councillor T. Young, in his capacity as Portfolio Holder for Business and Culture (and Deputy Leader of the Council), attended and, with the consent of the Chairman, addressed the Committee. He considered the Government consultation an unforeseen publication but that a robust response had been drafted and considered by the Cabinet members. However he welcomed comments from the Committee on its contents and was happy for it to be made more robust. He agreed that Colchester had out performed



on its targets over a number of years and had formulated a realistic target of 920 homes per year for the emerging Local Plan which had been unanimously agreed by the Committee. He was concerned that if the Committee now delayed or prevaricated on the Local Plan process there was a danger that a higher target would be imposed as a consequence of newly formulated changes in legislation. He therefore asked the Committee to support the draft response and welcomed any suggested to strengthen its contents.

The Chairman shared with the Committee information he had recently gathered from the sale of recently released new houses in Severalls. 77% of houses had been sold to people already living in Colchester and 100% were owner occupied.

The Committee considered a report by the Assistant Director Policy and Corporate giving details of the consultation document which set out a number of proposals to reform the planning system to increase the supply of new homes and 'increase local authority capacity to manage growth'.

Karen Syrett, Place Strategy Manager, presented the report and responded to members questions. It was explained that earlier in the year the Government had published the Housing White paper, 'Fixing our Broken Housing Market' which set out proposals to tackle the housing crisis and reforms to planning to help achieve these objectives. The White Paper referred to further consultation on specific issues and in mid-September, proposals to address housing need had been published.

The proposals envisaged a three-stage calculation to simplify the process for assessing housing need which used the official projections of household growth for a local authority as a baseline. This figure would then be adjusted according to local housing affordability. The modelling proposed that each 1 per cent increase in the ratio of house prices to earnings above four would result in a quarter of a per cent increase in need above projected household growth. The Government considered that this would achieve the overall level of delivery that most external commentators believe is needed, while ensuring it is delivered in the places where affordability is worst. For example, for an area with a projected household growth of 100 a year, it would have an annual need of:

- 100 if average house prices were four times local average earnings
- 125 if average houses prices were eight times local average earnings
- 150 if average house prices were twelve times local average earnings.

The third stage was a cap, limiting increases in objectively assessed need (OAN) according to the current status of the local plan in each authority as follows:

- (a) for those authorities that had adopted their local plan in the last five years, the new annual local housing need figure should be capped at 40 per cent above the annual requirement figure currently set out in their local plan; or
- (b) for those authorities that had adopted their local plan over five years ago the new annual local housing need figure should be capped at 40 per cent above whichever is

higher of the projected household growth for their area over the plan period or the annual housing requirement figure currently set out in their local plan.

Using the proposed methodology resulted in an increase in the annual housing target for Colchester Borough from 920 per year to 1,095 – an increase of 19.02%. In total, nationally, 156 authorities would see an increase in their OAN. The formula's impact in London raised assessed need from the 49,000 in the current London Plan to 72,000, whilst capacity numbers were constrained by availability of sites to 42,000, suggesting the implications of such an uplift could spread out from the capital. The consultation proposed that the new formula be applied to all plans submitted after 31 March 2018. Any delay in the submission of Colchester's new Local Plan was therefore likely to result in a higher target being required and additional sites needing to be identified.

In terms of response to the consultation, it was considered that the view should be expressed that any new methodology should take account of previous housebuilding rates and that authorities should not be penalised for maintaining housing delivery over recent years when others had failed to do so.

The White Paper set out a plan for more effective joint working through Statements of Common Ground, setting out how authorities intended to work together to meet housing need across boundaries. This was intended to encourage all local planning authorities, regardless of their stage in plan-making, to co-operate effectively and seek agreement on strategic cross-boundary issues, and help local planning authorities demonstrate evidence of co-operation. It was also proposed that a Statement of Common Ground should be submitted as supplementary evidence of effective co-operation between authorities when applying for strategic infrastructure investment. The White Paper's proposed new approach for assessing local housing need would also require updates to existing planning guidance on how to plan for different types of homes which would be published alongside a revised National Planning Policy Framework.

Other proposals in the White Paper included the provision of neighbourhood planning groups with a housing need figure, where this was needed to allow progress to be made with neighbourhood planning; amendments to planning policy to ensure a robust basis for assessing viability at the plan-making stage and to lessen the need for this to be revisited when planning applications came forward and intentions to set out circumstances when a planning application may be refused on the grounds of prematurity in the National Planning Policy Framework, rather than in guidance.

In response to suggestions for a more robust response, the Place Strategy Manager suggested the draft response to Question 1 of the consultation be amended to read: 'This Council does not agree with the proposed new methodology. However, in principle Colchester Borough Council (CBC) is supportive of a straightforward, standardised methodology for calculating objectively assessed housing need.' She also suggested that the finalised response be shared with the Council's local Members of Parliament.

Committee members were generally concerned about the proposed new methodology considering it to be over simplified and significantly flawed, for example, given the

potential for average housing values to be skewed by significantly inflated values in desirable housing neighbourhoods. Members welcomed the encouragement to make the draft response more robust including a need for the formula to take account of employment growth.

RESOLVED that –

- (i) The content of the Consultation Paper be noted;
- (ii) Consideration be given by the Portfolio Holder for Business and Culture prior to the submission of the final response to the Department of Communities and Local Government to the following amendments:
  - The response to Question 1 to read: ‘This Council does not agree with the proposed new methodology. There are arguments in favour of a straightforward, standardised methodology for calculating objectively assessed housing need.’;
  - A reference to an affordability index;
- (iii) The final response be shared with the Council’s local Members of Parliament.



## Local Plan Committee

18<sup>th</sup> December 2017

Item  
**7**

Report of	Head of Policy and Corporate	Author	Laura Chase 01206 282473
Title	Authority Monitoring Report		
Wards affected	All		

### The Local Plan Committee is asked to approve the Authority Monitoring Report (AMR)

#### 1. Executive Summary

- 1.1 The Authority Monitoring Report provides an annual summary of key statistics that allows the Council to monitor the effectiveness of its Local Plan.
- 1.2 Key statistics for the monitoring period 1<sup>st</sup> April 2016 – 31<sup>st</sup> March 2017 include:
  - 1705 planning applications received
  - 912 homes completed
  - 100 affordable unites completed
  - 73% of new and converted dwellings built on previously developed land
  - Net loss of 8,690 square meters of commercial floorspace, reflecting 10,978 sq metres of office floorspace changing to residential, which could potentially create 213 units.
  - 55% reduction in carbon emissions from the baseline year of 2008.

#### 2. Decision(s) Required

- 2.1 To approve the 2016-17 Authority Monitoring Report (AMR) for publication on the Council's website.

#### 3. Reasons for Decision(s)

- 3.1 Until the Localism Act came into effect in April 2012, Section 35 of the Planning and Compulsory Purchase Act required that every local planning authority (LPA) should prepare and publicise an Annual Monitoring Report (AMR) containing information on the implementation of the Local Development Scheme (LDS) and the extent to which the policies set out in Local Development Documents (LDDs) and local plans are being achieved. The Localism Act removed the requirement for local authorities to submit their AMR to Government, but retained a duty for local authorities

to monitor policies. The Council accordingly still needs to demonstrate the effects of its policies in what is, as of 2015, termed an Authority Monitoring Report instead of an Annual Monitoring Report.

#### **4. Alternative Options**

- 4.1 There are no alternatives as the Council needs to provide an annual source of information on the delivery of its planning functions.

#### **5. Supporting Information**

- 5.1 The Authority Monitoring Report (AMR) provides key information that helps the Borough Council and its partners to evaluate planning policies in the context of current trends and delivery levels. The full report covering the period April 2016 to March 2017 is attached as Appendix 1 and will be available to view on the council's website [www.colchester.gov.uk](http://www.colchester.gov.uk) and upon request to the Planning Policy team.
- 5.2 As part of the Localism Act, authorities can now choose which targets and indicators to include in their monitoring reports as long as they are in line with the relevant UK and EU legislation. Their primary purpose is to share the performance and achievements of the Council's planning service with the local community. The format of this AMR accordingly is designed to clearly demonstrate how the Council is meeting targets and indicators arising from the adopted policies contained in its Local Plan and provide information that can be used in reviewing the plan. The AMR also includes information on how the Council is working with partners to meet the duty to co-operate on cross-boundary strategic matters.
- 5.3 The AMR is divided into a number of Key Themes covering progress in meeting Local Plan policy aspirations across a variety of areas.
- 5.4 The housing section documents historic delivery rates and provides a detailed list of housing units delivered last year. The requirement for the Council to demonstrate how it intends meet the five year housing land supply requirement is being addressed by the publication of a separate Five Year Housing Land Supply report. Officers are content that there is a 5 year supply of housing land.
- 5.5 Other key findings include:
- The total number of applications received between 1 April 2016 and 31 March 2017 of 1705 shows a slight increase on last year's total of 1,680 but is below the pre-recession figure of 2,015 in 2007-08.
  - The report shows that a net of 912 homes were built between 1 April 2016 and 31 March 2017. This is slightly down on last year's total of 933 but is only marginally below the Objectively Assessed Need target for Colchester of 920 housing units a year. This figure is the one forming the basis for allocations in the new Local Plan. The table

based on projections from the monitoring year indicates the Council is projected to deliver 5,216 new homes over the five year period 2017/18-2021/22, which is a yearly average of 1043. This projection exceeds the Council's duty to maintain a five year supply of housing land in line with national planning policy requirements (920 per year plus a 5% buffer = 966). It is important to bear in mind, however, that even if the Council can ensure there is an adequate supply of housing land, economic viability considerations and market conditions influence actual delivery figures.

- During the monitoring year 2016/17 100 affordable housing units were delivered, 65 were affordable rent and 35 were shared ownership. This amounts to 10.96% of all new homes delivered. It should be noted however that affordable housing through S106 agreements is only required on sites above a certain threshold. The comparable figures for the previous two years were 106 (11.4%) in 2015/16 and 259 (26.2%) in 2014/15. This year's total compared to last year reflects the challenging national climate for affordable housing where it has been difficult for Registered Providers to deliver affordable housing led developments and therefore the Council has been more reliant on delivery being through Developers Section 106 obligations. For the year 2015/16, £276,000 was received in commuted sums for affordable housing. This money was provided to meet requirements for affordable housing in lieu of affordable dwellings within some permitted schemes.
- Approximately 73% of new and converted dwellings were on previously developed land. This is a decrease on the previous year's figure of 86% which indicates that the supply of brownfield land in Colchester is beginning to diminish, although those remaining will continue to be priority sites for development.
- The Council worked with other districts to produce an Essex Gypsy and Traveller Accommodation Assessment (GTAA) to help provide an assessment of current provision and future need for pitches in the borough (Published in July 2014, with September 2014 revisions and a Colchester specific report in June 2017). The GTAA established that Colchester had 12 local authority pitches at Severalls Lane, 15 private pitches, and one site where the use was tolerated and considered lawful due to the length of time it had occurred. Council monitoring established that in January 2016 there were 64 caravan/mobile units (not pitches), including 18 on the Local Authority Site on Severalls Lane.
- The Borough has seen moderate amounts of new employment development over the last few years, mainly relating to industrial and storage and distribution uses (planning use classes B1(c), B2 and B8) uses and driven by a small number of large developments. At the same time, the Borough has been losing significant amounts of B class space, to the extent that net development rates have been

negative in recent years. This year, totals continued to be significantly affected by the 2013 introduction of permitted development rights to change office use to residential. There has been a net loss of 8,690 square meters of commercial floorspace across the Borough from planning permissions issued in the monitoring period. The majority of this net loss was on B1(a) office floorspace. 10,978 square metres of office floorspace was permitted to change to residential use in line with the change to regulations.

- While AMR figures show losses of retail floorspace within the Town Centre, the redevelopment of the Williams and Griffins department store and Lion Walk shops provides a more positive view longer term prospects of the Town Centre. Additionally, the commercial property market for existing Town Centre property is buoyant.
- The challenging issue of transportation is being tackled through a number of approaches including new transport infrastructure (i.e. the final phase of the Northern Approach Road, introduction of the Park and Ride, and improved cycle routes including shared use paths in the Garrison, University-Wivenhoe, North Colchester, Stanway, and links to the station.) The Fixing the Link project has improved the route to and from the Town Centre and Colchester North Station with new public realm features and directional markers. The Lower Castle Park and Balcerne Bridges were replaced during the monitoring year to enhance pedestrian connections to the Town Centre. Behavioural change measures are another approach to managing demand, including requirements such as travel plans which support shifts away from car-based means of transport.
- The Councils latest greenhouse gas emissions report for 2016/17 calculated that the Council achieved a 55% reduction in its carbon emissions from its baseline year of 2008. As the Council's target is to reduce CO2 emissions by 40% by 2020 the Council has exceeded this target three years ahead of schedule. The challenge now for Colchester is to develop a new carbon management plan that identifies more innovative and creative ways to continue to reduce carbon emissions by 2020, while factoring in the effects on emissions of predicted population growth in the Borough over the same period.
- The AMR shows that there was no loss/damage to Scheduled Monuments, Sites of Special Scientific Interest or (SSSIs), Local Wildlife Sites, key community facilities or loss of designated allotment sites.

## **6. Strategic Plan References**

- 6.1 Effective strategic planning supports the Strategic Plan Action Plan which includes a commitment to make Colchester a vibrant, prosperous, thriving and welcoming place.



## **7. Consultation**

- 7.1 The Authority Monitoring Report considers the effectiveness of Local Plan policies which have been through a comprehensive consultation programme as set forth in the Council's Statement of Community Involvement (SCI).

## **8. Publicity Considerations**

- 8.1 The AMR provides a wealth of statistical information on the Borough which should warrant press attention.

## **9. Financial Implications**

- 9.1 There are no direct financial implications. The AMR, however, provides evidence to evaluate the effect of wider economic influences on Council planning policies and highlights the potential for the Council to benefit from Government funding linked to housing delivery.

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

- 10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view by clicking on this link :- <http://www.colchester.gov.uk/article/12745/Policy-and-Corporate>
- 10.2 There are no particular Human Rights implications.

## **11. Community Safety Implications**

- 11.1 None

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

- 12.1 None

## **13. Risk Management Implications**

- 13.1 Monitoring policies to ensure their effectiveness is intended to reduce the risk of inappropriate development. It will provide consistent advice to landowners, developers, officers, Councillors and members of the public.

## **14. Disclaimer**

- 14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omission.





# AUTHORITY MONITORING REPORT 2017

**December 2017**



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All references to the county of Essex are to Essex as it is currently constituted i.e. without the unitary authorities of Southend-on-Sea and Thurrock.

All references to 'Colchester' refer to Colchester Borough unless stated otherwise, e.g. Colchester town.

# **1. INTRODUCTION**

## **Background to the Report**

1.1 This Authority Monitoring Report (AMR) contains information about the extent to which the Council's planning policy objectives are being achieved. The report covers the period from 1 April 2016 to 31 March 2017.

## **Introduction**

1.2 The Localism Act removed the requirement for local planning authorities to produce an annual monitoring report for Government, but it did retain an overall duty to monitor planning policies. Authorities can now choose which targets and indicators to include in their monitoring reports as long as they are in line with the relevant UK and EU legislation. Their primary purpose is to share the performance and achievements of the Council's planning service with the local community. The monitoring report also needs to demonstrate how councils are meeting the requirement to cooperate with other authorities on strategic issues.

1.3 Information on the timetable for preparation and adoption of plan documents is contained in the Local Development Scheme which is updated on a regular basis, most recently November 2017. While the Council is in the process of finalising a new Local Plan which was submitted for examination in October 2017, the AMR measures progress on the adopted Local Plan. The overall strategic policies for Colchester contained in the Core Strategy were found to be 'sound' by a Government-appointed Inspector and the Document was adopted by the Council in December 2008. Two further Local Development Documents, Development Policies and Site Allocations, were found sound and adopted in October 2010. Selected Core Strategy and Development Policies were modified by a Focused Review in July 2014. The AMR also reports progress on Neighbourhood Plans, including the Boxted and Myland/Braiswick plans adopted in December 2016 and those other plans now underway in a number of neighbourhoods across the Borough.

1.4 The development of a new Local Plan has involved an initial Issues and Options consultation, carried out in January/February 2015; a Preferred Options document consultation, carried out from 9 July - 16 September 2016; and a Publication Draft Consultation carried out from 16 June – 11 August 2017. The plan is comprised of a strategic Section 1 which provides policies shared by Braintree, Colchester and Tendring Councils along with a locally specific Section 2 which contains policies and allocations specific to Colchester. Both sections of the plan are now under examination, with hearings programmed for mid-January 2018 on the Strategic Section 1 of the plan.

## **Monitoring Information**

1.5 This report includes information on the progress the Council is making on a number of key areas. The information provided reflects the monitoring requirements set forth in the Localism Act 2010, the National Planning Policy Framework and associated regulations and guidance. The format focuses on key areas of delivery, in line with guidance highlighting the importance of monitoring progress in plan making and in assessing the success of policies concerned with delivery of housing and employment development. Additionally, the AMR includes relevant measurable indicators for the

thematic areas covered by the Local Plan of transport and accessibility; environment and rural communities; and energy, resources, waste water and recycling.

### **Duty to Co-operate**

1.6 The Town and Country Planning (Local Planning) (England) Regulations 2012 require that the local planning authority's monitoring report must give details of what action has been taken during the monitoring year to satisfy the duty to cooperate. CBC has met this requirement by holding a number of meetings on cross-border, sub-regional and regional issues with relevant stakeholders. The [Duty to Cooperate Statement submitted with the Local Plan](#) provides detailed information on how the duty to cooperate requirement has been met in preparing a new Local Plan. Partners have included district councils, the County Council, Essex-wide bodies such as the Essex Planning Officers' Association and Essex Chief Executives' Association, and the Haven Gateway Partnership covering north-east Essex and south-west Suffolk. CBC signed a Memorandum of Understanding with the University of Essex, Tendring District Council and Essex County Council in April 2014 which sets out a framework for collaboration on employment and training opportunities, growth and improved infrastructure.

1.7 In November 2016, Colchester Borough Council signed a Memorandum of Cooperation with Braintree and Tendring District Councils and Essex County Council confirming that the Councils are collaborating on joint Local Plan work to identify an agreed strategic approach to the allocation and distribution of large scale housing led, mixed use development, including employment opportunities and infrastructure provision, in the form of Garden Communities. Consideration of how potential cross-boundary settlements should be handled, including the potential for development of settlement based on Garden Settlement principles, is being informed by [jointly commissioned studies with Braintree and Tendring](#).

1.8 As part of the evidence gathering work for the Local Plan, the Council has been meeting with providers of key infrastructure to identify any major constraints or issues to consider in the generation of growth options and the identification of a preferred option. The Council has spoken to providers of roads, rail network and rail services, bus services, education, health, water and sewerage, environmental protection, electricity, and gas. The [Infrastructure Delivery Plan](#) submitted as part of the Evidence Base for the Local Plan documents the requirements for infrastructure generated by development proposed in the Local Plan.

1.9 Cooperation around the production of an evidence base has also included the Council's participation in Essex-wide work on population forecasts and on a Gypsy and Traveller Accommodation Assessment. The Council jointly commissioned work to establish an [Objectively Assessed Housing Need target](#) along with Braintree, Chelmsford and Tendring to provide a consistent approach to the development of identifying housing need across local authority boundaries.

1.10 Joint planning work is continuing with the preparation of Development Plan Documents (DPDs) for each of the two Garden Communities affecting Colchester which will provide detail on their location and design. An [Issues and Options consultation](#) on DPDs for the Tendring/Colchester Borders and Colchester/Braintree Borders Garden Communities is running from 13 November 2017 -22 January 2018.

## Statistical Profile of Colchester

Indicator	Data	Source
<b>HOUSING</b>		
Number of dwellings	78,610 as at 1 <sup>st</sup> April 2016	Valuation Office Agency
Affordable Homes delivered for the year 2016 - 17	100	CBC
Average household size (persons)	2.33	2011 Census
Average household price (£)	£286,000 as at March 2017	Hometrack
Lower quartile house price (£)	£190,000 as at March 2017	Hometrack
Empty properties	There were 1,506 empty properties as at 8 <sup>th</sup> May 2017	CBC
Households on the Housing Register	As at 31 <sup>st</sup> March there were 4,839 households	Gateway to Homechoice
Homelessness households	For the year 2016-17 CBC accepted a homeless duty for 333 households	CBC
Households in temporary accommodation	As at 31 <sup>st</sup> March 2017 there were 204 households in temp accommodation.	CBC
Further information on housing in Colchester	Colchester Housing Strategy	<a href="http://www.colchester.gov.uk/housingstrategy">http://www.colchester.gov.uk/housingstrategy</a>
<b>EMPLOYMENT</b>		
Economically active population	97,700 (Jul 2016 – Jun 2017)	Annual Population Survey, ONS
In employment	92,600 (as above)	As above
Total employees	77,500 (as above)	As above
Self-employed	15,100 (as above)	As above
Unemployed (model-based)	4,100 (as above)	As above
JSA/Universal Credit claimants	1,325 (September 2017) (1.1% of the resident population aged 16-64)	ONS Jobseeker's Allowance with rates and proportions, Nomis, ONS
Economically inactive population	21,000 (Jul 2016 – Jun 2017)	Annual Population Survey, ONS
Employed workforce composition:		
• Full-time employees	50,000 (2016)	Business Register and Employment Survey, ONS
• Part-time employees	31,000 (2016)	As above
Number of businesses (total)	6,995 Enterprises (2017), accounting for 8,265 "Local units"	Inter Departmental Business Register (ONS)
Visitor trips	5,169,000 Day visits; 262,000 Staying visitor trips;	Cambridge Economic Impact Model analysed by

	939,000 Staying visitor nights.	The South West Research Company Ltd (2014).
Educational achievement	65% of Colchester school students achieved 5 or more GCSEs at A*-C in 2012/13	Colchester Borough Local Profile, ECC (Insight and Analysis).
Further information on Colchester's economy	Colchester Economic Strategy	<a href="http://www.colchester.gov.uk/article/11571/Colchester-Economic-Development-Strategy-2015---2021">http://www.colchester.gov.uk/article/11571/Colchester-Economic-Development-Strategy-2015---2021</a>
<b>ENVIRONMENT</b>		
Area of Ancient Woodland	568 ha.	Ancient Woodland Inventory
Number of houses at risk from surface water flooding within Critical Drainage Areas	3,299 (1 in 100 years event risk level)	Surface Water Management Plan 2013
Number of Neighbourhood Plans	2 adopted (Myland and Braiswick, Boxted) 8 being prepared	Colchester Borough Council
Number of Air Quality Management Areas	4	Colchester Borough Council
Number of Conservation Areas	22	Colchester Borough Council
Number of Listed Buildings	2,056	Essex County Council
Buildings at Risk	36	Essex County Council
Number of Historic Parks & Gardens	4	Historic England
Nationally designated sites Special Sites of Scientific Interest (SSSIs)	8 SSSIs- Abberton Reservoir, Marks Tey Pit, Roman River, Upper Colne Marshes , Wivenhoe Pit, Colne Estuary, Bullock Wood, Tiptree Heath, Cattawade Marshes Upper Colne Marshes Colne Estuary	Environment Agency
Areas of Outstanding Natural Beauty (AONB)	1 (Dedham Vale AONB)	Colchester Borough Council
Internationally Designated Sites	Essex Estuaries Special Area of Conservation – 46,410ha	Environment Agency
	Abberton Reservoir Special Area of Conservation	Environment Agency
	Colne Estuary Mid Essex (Phase 2) Special Protection Area – 2719ha	Environment Agency
	Abberton Reservoir Special Protection Area -718ha	Environment Agency

## Planning Applications



	Blackwater Estuary (Mid Essex Coast Phase 4) Special Protection Area – 4,403ha	Environment Agency
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1.11 The level of planning applications provides a useful backdrop against which the effects of policies can be considered.

<b>Planning Applications from 1 April 2016 to 31 March 2017</b>	
The total number of applications determined	1,705
The number of applications approved	1378
The number of applications refused	143
The number of appeals made	44
The number of appeals allowed	19 (0 Partial, 0 Withdrawn & 20 Dismissed)
The number of departures	0 (for determinations within the period)

1.12 The total number of applications received between 1 April 2016 and 31 March 2017 of 1,705 shows a slight increase on last year's total of 1,680, but is below the pre-recession figure of 2,015 in 2007-08. Decision rates show continuing high rates with 94% of minor applications decided within 8 weeks compared to 85% in the previous year and 86% in the year before that. Performance in the 'major applications' category was at 93% compared to 89% in the previous year and 88% in the year before that. This improvement reflects successes in the Council's implementation of project management measures for applications, including pre-application advice and Planning Performance Agreements which enhance consistency and quality in processing applications. 'Other applications' also exceeded the 80% national target with 96% being achieved, exceeding the rates of the previous two years.

## 2. 2016-17 AMR PROGRESS ON PLAN PREPARATION

2.1 The published LDS sets out the programme for plan preparation between 2017-2020 (available on the Council's website, [www.colchester.gov.uk/localplan](http://www.colchester.gov.uk/localplan) and the project chart is available in Appendix D to this report). The table below summarises the progress of the documents in that LDS and identifies any relevant updated key milestones. The LDS also includes information on the evidence base documents used to inform plan preparation, including timetables for their production and updating. Table 1 below reflects key plans which are now programmed for preparation as part of the Development Plan as indicated in the revised LDS.

2.2 A number of Neighbourhood Plans are listed with key milestones during the 12 months between 1 April 2016 and 31 March 2017. Table 1 summarises the current position on these NHPs together with additional NHPs which have been designated or discontinued in the last 12 months.

TABLE 1

<b>Development Plan Document</b>	<b>Progress / Current stage Comments</b>	<b>Target Date / key milestones</b>
<b>Local Plan Focussed Review</b>	Adopted July 2014	
<b>New Local Plan</b>	Issues & Options Consultation Feb / March 2015, Preferred Options Draft and Consultation July-September 2016	Submission plan consultation June-August 2017, adoption 2018
<b>Community Infrastructure Levy</b>	Draft Schedule / Delay to align with the New Local Plan, Consultation on Draft Schedule Evidence Base February 2016	Schedule to align with Local Plan adoption 2018
<b>Planning Obligations SPD</b>	Draft to align with New CIL	Adoption to align with Local Plan adoption 2018
<b>Statement of Community Involvement (SCI)</b>	Revised and Adopted 2013. Review built into LDS but not carried out as Adopted SCI remains compliant with NPPF and current legislation not need for Review.	No review programmed unless legislative changes render the current SCI not fit for purpose.
<b>Strategic Growth DPD(s)</b>	Planning Framework Document(s) related to strategic growth areas will need to be aligned with New Local Plan and comply with Duty to Co-	Programmed for adoption in 2019

	operate with neighbouring authorities.	
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### 2.3 Neighbourhood Plans

Neighbourhood Plans for Boxted and for Myland and Braiswick were made in the monitoring period. A further Neighbourhood Plan Area has been declared for Great Tey in the 2017-18 monitoring period. These are included in the table below, together with a summary of progress on the Neighbourhood Plans identified in the LDS.

Table 2

<b>Neighbourhood Plan</b>	<b>Area Designated Progress / Comments</b>	<b>Current stage Target Date / key milestones during 2016-17</b>
Boxted	October 2012	Adopted December 2016
Messing	Withdrawn by NHP Forum July 2015	N/A
Myland and Braiswick	January 2013	Adopted December 2016
West Bergholt	July 2013	Development of Draft Plan
Wivenhoe	July 2013	Development of Draft Plan
Tiptree	February 2015	Development of Draft Plan
Stanway	June 2014	Evidence gathering / Consultation
Eight Ash Green	June 2015	Evidence gathering / Consultation
Copford	Withdrawn by NHP Group June 2016	N/A
Marks Tey	September 2015	Evidence gathering / Consultation
West Mersea	November 2016	Evidence gathering/Consultation
Great Tey	June 2017	Evidence gathering/Consultation

### 3. Key Theme: HOUSING INDICATORS

Housing Indicator 1	Housing Delivery	Indicator for Core Strategy Policy H1
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3.1 Colchester's adopted Core Strategy provided that the Borough needs to allocate and build 19,000 homes between 2001 and 2023, an average of 830 homes a year. In line with national policy contained in the 2012 National Planning Policy Framework, the Council is required to ensure sufficient housing land is supplied to meet local housing needs. The Council has developed a new Objectively Assessed Need target for the submitted Local Plan of 920 houses a year which takes into account the requirements of national policy and will ensure the Borough provides a 5 year supply of specific deliverable sites and identifies a supply of specific developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15.

3.2 The target of 920 homes a year reflects a comprehensive evidence base which includes the following;

- Objectively Assessed Housing Need Study produced by Peter Brett Associates (PBA) in July 2015 and updated November 2016 for Braintree, Chelmsford, Colchester and Tendring Councils.
- Review of the SHMA work in Chelmsford, Colchester, Braintree and Tendring to bring it into compliance with the NPPF and PPG - HDH Planning and Development Ltd, December 2015.

3.3 The majority of the housing programmed for delivery in the 2001-2023 period has already been accounted for by previous Local Plan allocations, housing completions and planning permissions. Colchester delivered 14,489 new homes between 2001/02 and 2016/17 at an average rate of 905 dwellings per year.

3.4 Table 3 below shows that a net of 912 homes were built between 1 April 2016 and 31<sup>st</sup> March 2017. This is similar to last years total of 933 and demonstrates good local market conditions. The delivery of 929 homes per year on average over the last three years provides reassurance on target delivery. In the context of delivery rates across other Essex authorities, Table 4 below illustrates that Colchester continues to demonstrate high delivery rates.

3.5 Colchester's build rate has been on target in recent years. When taking an average of the past three years Colchester has provided a net additional 929 new homes per year. In addition to locational and market factors, this reflects the Council's willingness to work with developers to bring schemes forward, including a flexible approach to scheme cost appraisals. The Council accordingly expects to be able to continue a sufficient rate of delivery to achieve a target of at least 920/year over the plan period.

3.6 The Core Strategy figure of 830 houses a year was used as the target for the period 2001/2 – 2013/14, while the figure from current OAN work of 920 is used for targets for the Council's fifteen year housing land supply to 2028/29. In addition, the Council incorporates a 5% buffer in the first 5 years of the supply, as required by the NPPF.

3.8 The Council is projected to deliver 5,216 new homes over the five year period 2017/18-2021/22, which is a yearly average of 1043. This projection exceeds the Council's duty to maintain a five year supply of housing land in line with national planning policy requirements. Details of the Councils 15 year housing land supply are contained in the Housing Land Supply document which is updated regularly.

**Table 4 (overleaf) Housing Delivery 2016-17**

Planning Ref	Site location	Ward	Site net total	Site remaining	Completed
130930	22A NATHAN COURT, BLACKHEATH, COLCHESTER	Berechurch	1	0	1
131385	10 WILLIAMS WALK, COLCHESTER	Castle	3	0	3
145687	1-3 QUEEN STREET, COLCHESTER	Castle	3	0	3
150770	25 EAST HILL, COLCHESTER	Castle	2	0	2
161269	CHURCH HOUSE, 7 CHURCH WALK, COLCHESTER	Castle	5	0	5
146507	58 HIGH STREET, COLCHESTER	Castle	3	0	3
90851	97 HIGH STREET, COLCHESTER	Castle	9	0	9
131901	ANGEL COURT, 133 & 137 HIGH STREET, COLCHESTER	Castle	4	0	4
145806	ANGEL COURT, 135-136 HIGH STREET, COLCHESTER	Castle	2	0	2
136244	ANGEL COURT, 136-137 HIGH STREET, COLCHESTER	Castle	31	0	17
150839	EXT TO COACH HOUSE, 49 EAST ST, COLCHESTER	Castle	6	0	6
146295	COACH HOUSE, 49 EAST ST, COLCHESTER	Castle	12	0	6
150536	1 BANK PASSAGE, COLCHESTER	Castle	1	1	1
136248	NORTHGATE HOUSE, ST PETER'S ST, COLCHESTER	Castle	20	0	20
160921	34 EAST STOCKWELL STREET, COLCHESTER	Castle	5	0	5
145389	TELEPHONE HOUSE, WEST STOCKWELL ST, COLCHESTER	Castle	51	0	51
144746	152 ST ANDREW'S AVENUE, COLCHESTER	Greenstead	1	0	1
145981	59 BROMLEY ROAD, COLCHESTER	Greenstead	1	0	1
160360	46 HAZELTON ROAD, COLCHESTER	Greenstead	1	0	1
160654	UNIT 1, BLOCK A, HAWKINS ROAD, COLCHESTER	Greenstead	4	0	4
150062	37 HARWICH RAD, COLCHESTER	Greenstead	1	1	1
150863	45-47 LEXDEN RD, WEST BERGHOLT	Lexden & Braiswick	4	0	4
131538	18 CHITTS HILL, COLCHESTER	Lexden & Braiswick	14	13	1
146172	20 ST CLARE ROAD, COLCHESTER	Lexden & Braiswick	1	0	1

Planning Ref	Site location	Ward	Site net total	Site remaining	Completed
151336	6 SUSSEX ROAD, COLCHESTER	Lexden & Braiswick	3	0	3
135948	FMR ECC OFFICES, PARK RD, COLCHESTER	Lexden & Braiswick	8	8	8
145494	WYVERN FARM, LONDON ROAD, STANWAY	Marks Tey & Layer	358	269	89
130239	99 & 105 LONDON ROAD, COPFORD	Marks Tey & Layer	8	0	6
146582	61 MALTING GREEN ROAD, LAYER DE LA HAYE	Marks Tey & Layer	1	0	1
111115	GATEHOUSE FARM, SCHOOL ROAD, BIRCH	Marks Tey & Layer	1	0	1
146330	LAND ADJ SCHOOL ROAD, MESSING	Marks Tey & Layer	3	0	3
152040	RED HOUSE SCHOOL ROAD, MESSING	Marks Tey & Layer	1	0	1
130411	82 COAST ROAD, WEST MERSEA	Mersea & Pyefleet	1	0	1
151804	98 FAIRHAVEN AVENUE, WEST MERSEA	Mersea & Pyefleet	1	0	1
130296	AKHURST COURT, MELROSE ROAD	Mersea & Pyefleet	5	0	5
140366	LAND ADJ 57 VICTORIA ESPLANADE, WEST MERSEA	Mersea & Pyefleet	1	0	1
151107 151597	10 BROOK HALL RD, FINGRINGHOE	Mersea & Pyefleet	1	0	1
131447	ROMAN RIVER HOUSE, CHURCH RD, FINGRINGHOE	Mersea & Pyefleet	1	0	1
150287	1 CHURCH FARM WAY, COLCHESTER	Mile End	1	0	1
150020	78-82 TURNER ROAD, COLCHESTER	Mile End	1	0	1
100502	FORMER SEVERALLS HOSPITAL PHASE 1, COLCHESTER	Mile End	248	35	51
121272	CHESTERWELL, COLCHESTER	Mile End	1600	1495	98
VARIOUS	TURNER VILLAGE/NORTHFIELDS, TURNER RD, COLCHESTER	Mile End	432	0	80
152641	12A MERSEA ROAD, COLCHESTER	New Town & Christchurch	1	0	1
145127	27 MERSEA ROAD, COLCHESTER	New Town & Christchurch	1	0	1
145976	6 ST JOHNS GREEN, COLCHESTER	New Town & Christchurch	1	0	1
152210	LAND REAR OF 90 WIMPOLE ROAD, COLCHESTER	New Town & Christchurch	7	7	7
101983	LAND REAR OF BROOK STREET, COLCHESTER	New Town & Christchurch	110	0	12

Planning Ref	Site location	Ward	Site net total	Site remaining	Completed
152487	THE TWIST, 25 MILITARY ROAD, COLCHESTER	New Town & Christchurch	2	0	2
151697	14 CREFFIELD ROAD, COLCHESTER	New Town & Christchurch	1	0	1
150250	19 OXFORD ROAD, COLCHESTER	New Town & Christchurch	3	0	3
150317	19A ALEXANDRA ROAD, COLCHESTER	New Town & Christchurch	1	0	1
142460	56 IRVINE ROAD, COLCHESTER	New Town & Christchurch	1	0	1
72906	12 LEXDEN ROAD, COLCHESTER	New Town & Christchurch	1	0	1
151229	7 OXFORD ROAD, COLCHESTER	New Town & Christchurch	1	0	1
152840	78 MALDON ROAD, COLCHESTER	New Town & Christchurch	1	0	1
152262	9 OXFORD ROAD, COLCHESTER	New Town & Christchurch	1	0	1
132771	152 OLD HEATH ROAD, COLCHESTER	Old Heath & The Hythe	1	0	1
150400	23-25 ABBOTTS RD, COLCHESTER	Old Heath & The Hythe	3	0	3
160214	CEMEX HOUSE, WHITEHALL RD, COLCHESTER	Old Heath & The Hythe	28	0	28
144808	MULBERRY BUSINESS CENTRE, HAVEN RD, COLCHESTER	Old Heath & The Hythe	9	0	9
144693	ROWHEDGE PORT/WHARF, HIGH STREET, ROWHEDGE	Old Heath & The Hythe	170	170	18
146334	HALLFIELDS FM, MANNINGTREE RD, DEDHAM	Rural North	17	0	17
140493	CORONILLA, LITTLE HORKESELEY ROAD, WORMINGFORD	Rural North	1	0	1
132764	CHERRY TREE FARM, LONDON ROAD, GREAT HORKESELEY	Rural North	1	0	1
145673	GREENGATES, BRICK KILN LANE, GREAT HORKESELEY	Rural North	7	0	5
151527	SUTTONS FARM, PENLAN HALL LN, FORDHAM	Rural North	1	0	1
121371	HIGH ACRE FARM, TEY ROAD, ALDHAM	Rural North	1	0	1
142167	15 DUNCAN ROAD, COLCHESTER	Shrub End	1	0	1
142134	25 JOHN KENT AVENUE, COLCHESTER	Shrub End	1	0	1
151948	15A BLACKBERRY RD, STANWAY	Stanway	2	2	2
151092	25 PEACE ROAD, STANWAY	Stanway	3	0	3



Planning Ref	Site location	Ward	Site net total	Site remaining	Completed
146380	39-43 LONDON ROAD, STANWAY	Stanway	8	0	8
120848	RAILWAY SIDINGS, HALSTEAD ROAD, STANWAY	Stanway	123	62	58
151101	LAKELANDS PHASE 2 (NR9), STANWAY	Stanway	40	18	22
111739	31 ST ANNE'S ROAD, COLCHESTER	St Anne's & St John's	1	0	1
145710	LAND REAR OF 489-493 IPSWICH ROAD, COLCHESTER	St Anne's & St John's	6	2	4
145132	BETTS FACTORY, IPSWICH ROAD, COLCHESTER	St Anne's & St John's	127	0	80
150893	LAND ADJ THATCHED COTTAGE, VINE ROAD, TIPTREE	Tiptree	2	1	1
144762	36 GROVE ROAD, TIPTREE	Tiptree	1	0	1
151915	79 MALDON ROAD, TIPTREE	Tiptree	1	0	1
160542	HOLLY TREE FARM, 232 MALDON ROAD, TIPTREE	Tiptree	1	0	1
160479	14 STANLEY ROAD, WIVENHOE	Wivenhoe	1	0	1
101059 / 120098	GARRISON DEVELOPMENT - A1	New Town & Christchurch	545	0	61
80712	GARRISON DEVELOPMENT - B1B	New Town & Christchurch	138	105	33
80634	GARRISON DEVELOPMENT - J2	New Town & Christchurch	80	0	4
145075	4-6 SHORT WYRE STREET, COLCHESTER	Castle	5	0	5

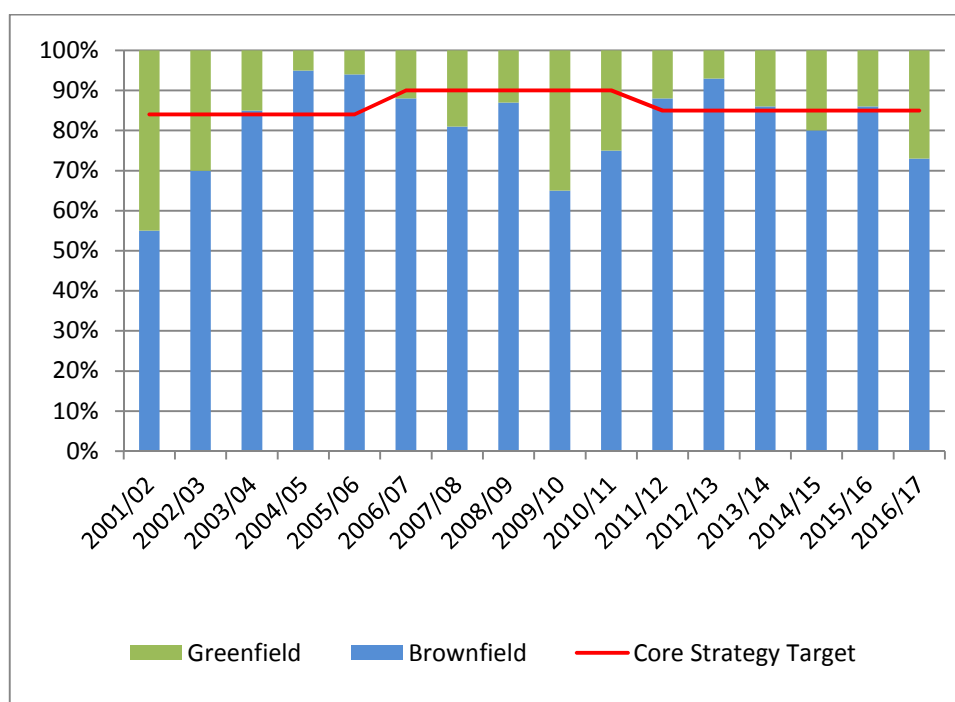
### Essex Local Authority Housing Delivery (Table 4)

Information Source – Essex County Council, Spatial Planning, Colchester BC

Authority	2012/13	2013/14	2014/15	2015/16	2016/17	Total Units 2001/2 – 2016/17
<b>Basildon</b>	622	119	679	<b>593</b>	<b>412</b>	5970
<b>Braintree</b>	176	182	409	<b>523</b>	<b>291</b>	7746
<b>Brentwood</b>	213	105	159	<b>111</b>	<b>150</b>	3055
<b>Castle Point</b>	75	168	202	<b>116</b>	<b>114</b>	2298
<b>Chelmsford</b>	274	471	826	<b>792</b>	<b>1002</b>	9517
<b>Colchester</b>	<b>617</b>	<b>725</b>	<b>943</b>	<b>933</b>	<b>912</b>	<b>15396</b>
Epping Forest	115	299	229	267	149	3665
<b>Harlow</b>	152	74	201	<b>225</b>	<b>340</b>	2964
<b>Maldon</b>	124	76	68	<b>248</b>	<b>243</b>	2213
<b>Rochford</b>	43	243	167	<b>148</b>	<b>117</b>	2470
<b>Southend</b>	254	210	138	<b>551</b>	<b>Not Available</b>	4932*
<b>Tendring</b>	244	209	276	<b>236</b>	<b>658</b>	5914
<b>Thurrock</b>	311	323	309	<b>987</b>	<b>603</b>	8202
<b>Uttlesford</b>	540	390	463	<b>554</b>	<b>722</b>	6910

<b>Housing Indicator 2</b>	<b>Percentage of new and converted dwellings on previously developed land (brownfield)</b>	<b>Indicator for Core Strategy Policies SD1, H1 and UR1</b>
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3.11 During 2016/17 there were 912 net additional dwellings completed across the Borough, of these 665 units were completed on previously developed land (brownfield), which accounts for 73% of the total. The chart below illustrates the historic delivery of new dwellings on PDL and greenfield land along with the Core Strategy target throughout the corresponding plan period.



3.12 Paragraph 111 of the NPPF encourages local authorities to seek the effective reuse of brownfield land, provided that it is not of high environmental value. As the chart above illustrates that brownfield redevelopment has amounted to the majority of completions within the last decade. Though the Council seeks to continue to make brownfield sites a priority for redevelopment within the Borough, many of the larger, less constrained sites have now been redeveloped. A further 18 applications are in the pipeline for redevelopment from office to residential with a total of another 226 homes potentially being provided.

3.13 Within the monitoring year the Borough had 232 homes provided from direct conversions from offices and a further 12 homes from the demolition and redevelopment of previously office based sites.

3.14 As of the 31<sup>st</sup> of December 2017 the Council will be required to publish and maintain a Brownfield Land Register. The Council has complied with this requirement

and has published a register which is intended to provide up-to-date and consistent information on brownfield sites that local authorities consider to be appropriate for residential led development. Registers will be in two parts, Part 1 will comprise all brownfield sites appropriate for residential development and Part 2 those sites granted permission in principle. The Council has not yet granted any permissions in principle for brownfield sites. Registers will be published locally as open data and will provide transparent information about suitable and available sites. The council accepts submissions to the Brownfield Register throughout the year to inform an annual review.

<b>Housing Indicator 3</b>	<b>Affordable housing completions</b>	<b>Indicator for Core Strategy Policies H4</b>
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3.15 During the monitoring year 2016/17 100 affordable housing units were delivered, 65 were affordable rent and 35 were shared ownership. This amounts to 10.96% of all new homes delivered. The comparable figures for the previous two years were 106 (11.4%) in 15/16 and 259 (26.2%) in 2014/15. This year's total compared to last year reflects the challenging national climate for affordable housing where it has been difficult for Registered Providers to deliver affordable housing led developments and therefore the council has been more reliant on delivery being through Developers Section 106 obligations. For the year 2016/17, £276,000 was received in commuted sums for affordable housing. This money was provided to meet requirements for affordable housing in lieu of affordable dwellings within some permitted schemes.

<b>Housing Indicator 4</b>	<b>Percentage of affordable housing in rural areas</b>	<b>Indicator for Core Strategy Policies H4 and ENV2</b>
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3.16 There were 11 affordable housing completions in rural areas between 2016 and 2017. The rural completions were: Hallfields Farm, Dedham, comprising 9 affordable rent homes and 8 market sale homes and School Road, Messing, comprising 2 affordable rent homes and 1 market sale home.

<b>Housing Indicator 5</b>	<b>Gypsy and Travellers Provision</b>	<b>Indicator for Core Strategy Policy H5</b>
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3.18 The Council worked with other districts to produce an Essex Gypsy and Traveller Accommodation Assessment (GTAA) to help provide an assessment of current provision and future need for pitches in the Borough. (Published in July 2014, with September 2014 revisions and a Colchester specific report in June 2017). The GTAA established that Colchester had 12 local authority pitches at Severalls Lane, 15 private pitches, and one site where the use was tolerated and considered lawful due to the length of time it had occurred.

3.18 Council monitoring established that in July 2017 there were 64 caravan/mobile units, including 18 on the Local Authority Site on Severalls Lane. These figures represent the total permitted number of pitches/caravans in the Borough. The actual

number of caravans present in the Borough may vary at any point in time and explain any differences between the number of caravans permitted by planning applications and the number of caravans recorded in the caravan count.

3.19 The Council amended Core Strategy Policy H5 (Gypsies and Travellers) in its Focused Review (July 2014) to clarify that it will use national policies to help determine planning applications for gypsy and traveller sites prior to the adoption of a new Local Plan. The development of new policies and allocations for gypsies, travellers and travelling show people has been guided by the Gypsy and Traveller Accommodation Assessment work noted above, which found that the Council will need to provide 15 further pitches to meet demand to 2033, including both pitches for nomadic travellers as well as the need to accommodation for those identifying as gypsies and travellers.

## 4. Key Theme: ECONOMIC GROWTH INDICATORS

### Employment in Colchester

<b>Economic Growth Indicator 1</b>	<b>Amount of floorspace developed for employment by type (sqm).</b>	<b>Indicator for Core Strategy Policies CE1, CE2 and CE3</b>
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4.10 The 2015 Employment Land Needs Assessment stated that the Borough recorded moderate amounts of new development over the last few years, mainly relating to industrial (B1c/B2/B8) uses. At the same time, the Borough has been losing significant amounts of B class space, as a result of permitted development, to the extent that permitted overall net floorspace has been negative in recent years.

4.11 This indicator shows the amount and type of employment floorspace (gains and losses and net balance) granted permission during the 2016-17 monitoring year.

	<b>B1(a) m<sup>2</sup></b>	<b>B1(b)-B8 m<sup>2</sup></b>	<b>Total</b>
<b>Gains</b>	2261	1838	4099
<b>Losses</b>	-16729	-10977	-27706
<b>Net balance</b>	-14468	-9139	-23607

4.12 In line with the findings of the Employment Land Needs Assessment, the table shows there has been a potential net loss of commercial floorspace across the Borough from planning permissions issued in the monitoring period. Most of this potential loss is B1(a) office floorspace as a direct result of the 2013 national changes to permitted development rights allowing the change of use from offices to residential. 16,232 square meters of office floorspace was permitted to change to residential use following this change to regulations. The applications for office to residential permitted and potentially to be implemented equates to a net gain of 209 dwellings from office conversions. The majority of the loss in floor space and net gain in dwellings is accounted for by 3 applications as shown in the table below which if implemented would amount to approximately 176 dwellings. Please note that last year's report saw Equity House adjacent Colchester North Station gain permission for 62 new apartments, while this year's report shows a scheme for 67 units.

<b>APP Ref</b>	<b>Description</b>	<b>Address</b>	<b>Ward</b>	<b>B1A</b>
162607	Change of Use of Office Building B1(a) to 67 Self Contained Apartments;(C3 Use) and the erection of additional floor and alterations to the; buildings external appearance.	Equity House, 2 Bergholt Road, Colchester	Mile End	-7284
161318	Prior notification for conversion of offices into 19 x one bed and 1 two bed apartments.	Victoria Place, Colchester	Castle	-1042

163227	Prior approval for a proposed change of use of building from office; use (Class B1 (a)) to dwelling houses (class C3)	North Station Road, Colchester	Mile End	-5382
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<b>Economic Growth Indicator 2</b>	<b>Amount of floorspace developed for employment by type, which is on previously developed land (PDL) (sqm).</b>	<b>Indicator for Core Strategy Policies SD1, CE1, CE2, CE3, UR1</b>
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4.13 The purpose of this indicator is to show the amount and type of employment floorspace (gross) granted permission on previously developed land (PDL) during the 2016/17 monitoring year.

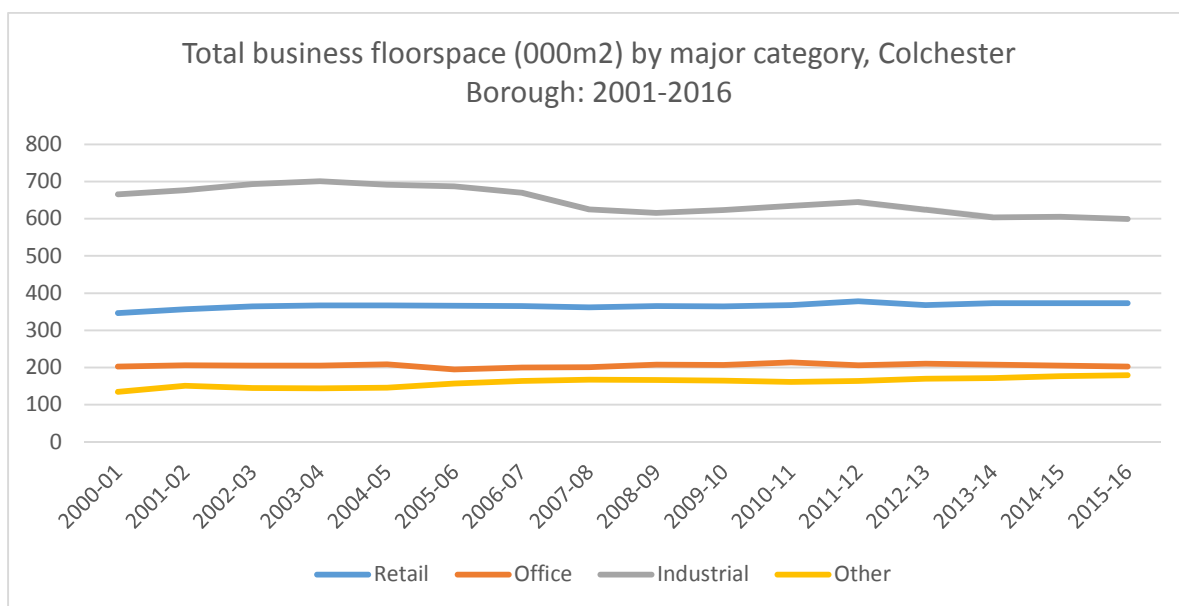
	<b>B1(a)</b>	<b>B1(b)-B8</b>	<b>Total</b>
<b>Gross on PDL</b>	1866	1553	3419
<b>Gross on Greenfield</b>	350	285	635
<b>% on PDL</b>	84%	84%	84%

4.14 For the monitoring year it was apparent that most of the applications received were for previously developed sites and few of the applications submitted were for new construction on green field sites. This is partially due to the high volume of the applications that amounted to a change in employment land being for a change in use class order in existing buildings as oppose to actual change in sqm of employment land.

<b>Economic Growth Indicator 3</b>	<b>Employment land available</b>	<b>Indicator for Core Strategy Policies CE1, CE2 and CE3</b>
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#### **Floorspace data by major category: 2001-2012**

4.15 Floorspace data from the Valuation Office Agency provides the areas occupied by major categories of rateable commercial premises over 2001-2016 and changes in the stock of space. This recent data release by the Valuation Office Agency supersedes the previous run of data from 2001-2012. Revised allocations of floorspace to sector codes means that the entire series from 2001-2016 is now consistent. The evolution of the allocation of business floorspace can be seen in the chart below:



Source: VOA Statistics, 2016

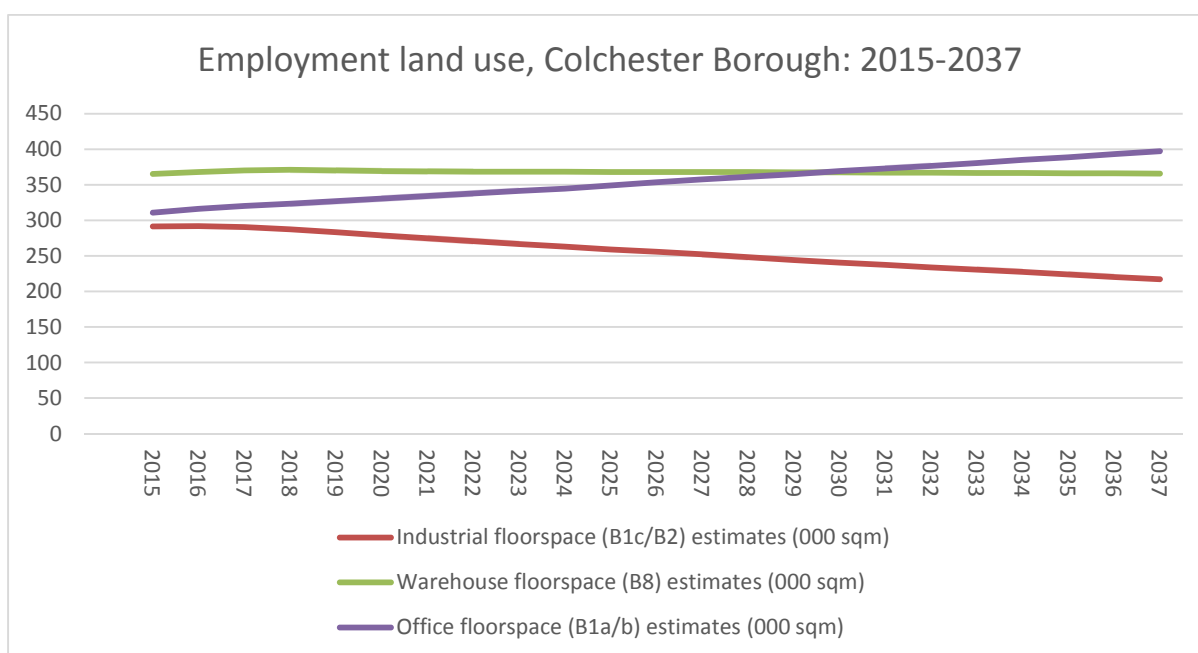
4.16 For Colchester this means that the total business floorspace across the Borough has increased from 1,349,000m<sup>2</sup> to 1,354,000 m<sup>2</sup> between 2000/2001 and 2015/2016: a rise of only 0.37 %. Within this extremely marginal overall increase over the period, the rates of change by each sector are as follows:

- Industrial floorspace has declined by 10.1%
- Retail floorspace has increased by 7.8%
- Office floorspace has remained static
- Other floorspace has increased by 32.6%

4.17 While the amount of office floorspace in Colchester has clearly been affected this year by office to residential use permissions, the longer term position is a “standstill” position which reflects changes to the office market with increasing intensity in the use of space to accommodate more staff, new methods of working such as home-working, flexi-working and the introduction of mobile communications. Retail floorspace has shown increases over the previous period, but will be affected in future by changing patterns of supply and demand. Industrial floorspace has declined but is holding up well while Other (warehouses, including retail warehouse, restaurants, etc.) has increased, reflecting both new development and reuse of existing premises.

4.18 The Council’s May 2017 [Employment Land Supply Delivery Trajectory Report](#) provides an assessment of the availability and deliverability of sites identified by the council as having the potential to contribute towards meeting future office and industrial floorspace requirements identified in the Local Plan currently under examination which covers the period to 2033. The report concludes that Colchester has sufficient employment space in overall quantitative terms to meet the needs associated with growth over the plan period. The report considers 15 identified sites in detail but also notes that there will be other sites that make some contribution to meeting future needs including emerging proposals for new Garden Communities.





Source: EEFM, January 2016

Economic Growth Indicator 4	Total amount of floorspace for 'town centre uses' (sqm)	Indicator for Core Strategy Policy CE2a
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4.18 The purpose of this indicator is to show the amount of floorspace (gross and net) for town centre uses within (i) the town centre area and (ii) the local authority area which has been permitted the last monitoring year. (NB in previous years, the indicator related to completed floorspace, but difficulties in obtaining reliable data means that the data below only relates to planning permissions granted).

(i) Town Centre area				
	A1-A2	B1(a)	D2	Total
	Retail	Offices	Leisure	
<b>Gains</b>	313	0	1482	1795
<b>Losses</b>	-6280	-225	0	-6505
<b>Net balance</b>	-5967	-225	1482	-4710

(ii) Local authority area				
	A1-A2	B1(a)	D2	Total
	Retail	Offices	Leisure	
<b>Gains</b>	3443	2261	4505	10209
<b>Losses</b>	-7615	-16954	-242	-24811
<b>Net balance</b>	-4172	-14693	4263	-14602

While AMR figures show losses of retail floorspace within the Town Centre, the redevelopment of the Williams and Griffins department store and Lion Walk shops provides a more positive view longer term prospects of the Town Centre. Additionally, the office property market for Town Centre floorspace is buoyant.

<b>Economic Growth Indicator 5</b>	<b>Number of jobs in rural areas</b>	<b>Indicator for Core Strategy Policy ENV2</b>
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Rural and urban employee jobs, Colchester Borough: 2003-2014

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Rural	<b>14193</b>	<b>14117</b>	<b>14257</b>	<b>14720</b>	<b>16065</b>	<b>15961</b>	<b>15924</b>	<b>15755</b>	<b>17304</b>	<b>17561</b>	<b>17560</b>	<b>18163</b>
Urban	56401	56902	55991	54858	54951	55636	57154	59361	56708	57354	57977	60273
Total	70592	71018	70244	69578	71016	71939	73078	75116	74012	74915	75537	78436

Sources: Annual Business Inquiry, ONS; BRES, ONS.

4.21 Rural employment has increased in absolute terms as much as urban employment over the period 2003-14. (Figures for later years are not currently available). Consequently, rural jobs are increasingly significant for the rural population share which is one-third of the Borough's population. Moving from 20% of jobs in the rural area in 2003, rural employment has increased to just over 23% of all jobs in 2011, with the same percentage (23%) achieved in 2014.

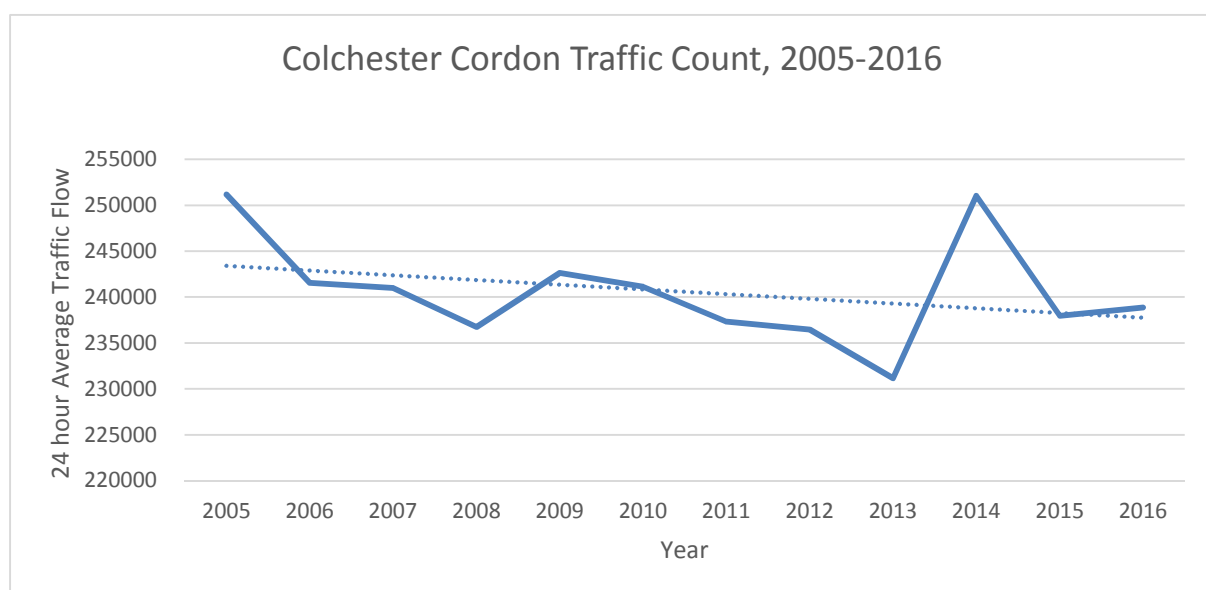
## 5. Key Theme: TRANSPORTATION

### Overview

5.1 Continuing engagement with the community has illustrated that transportation and traffic issues are still very high up on the public's list of priorities. The Core Strategy sets out the Borough Council's approach to transport, which seeks to change travel behaviour to manage demand, especially of peak hour car traffic.

5.2 The Colchester Cordon traffic count is based on data from 17 count sites in the urban area, to give a 24 hour traffic flow. Traffic increased by 0.4% in this monitoring year, from 237,973 vehicles crossing the Colchester urban count cordon in 2015 to 238,854 vehicles in 2016.

5.3 The 24 hour average traffic flows from the year 2005 to 2016 can be seen below. Further research is required but the higher flows recorded in 2005 and 2014 are abnormally high. However, over a ten year period, traffic counted across the cordon is 1.1% lower in 2016 than it was in 2006 and the linear trend is downwards. This is against a background of continued population, employment and housing growth.



Source: Essex County Council.

### Walking and Cycling in Colchester

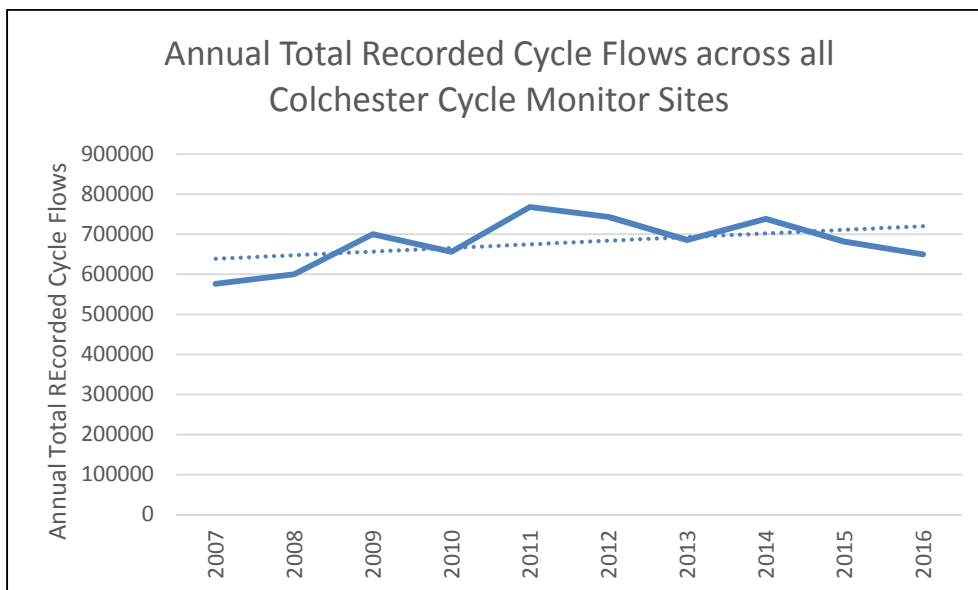
5.4 A number of pedestrian and cycle facilities have been provided or upgraded during 2016/17. These include:

- Balcerne Bridge replacement – replaced footbridge with a widened bridge deck to safely accommodate both cyclists and pedestrians as a shared footway/cycleway facility. Work included alterations to the adjacent footways and the installation of new cycle route directional signs.
- Lower Castle Park Footbridge replacement – replacement of the bridge in Castle Park to provide a wider shared structure and remove the need for cyclists to dismount.

- Winstree Road cycle route – new shared unsegregated cycle/footway provided by widening footway of Winstree Road for the entire length.
- Mile End Road cycle improvement scheme – shared footway/cycleway along Mile End Road from Braiswick Lane to Bruff Close. In addition, drainage, street lighting and resurfacing work to the existing footway.
- Wivenhoe to University cycle link – shared unsegregated cycle and footway, approximately 800m in length running along the western side of Colchester Road. The road has been widened and realigned to accommodate the new route. Drainage has been upgraded to ensure the route does not suffer with flooding. Toucan crossing installed on route to enable pedestrians and cyclists to cross the road in safety.
- Colchester Town Centre Passageway Improvements – improved pedestrian facilities which form a direct link between the High Street and other retail areas in Colchester. The work included new paving, lighting and accessibility improvements to Bank Passage, Pelhams Lane and St Nicholas passage, as well as improved route signage.

5.5 A number of training and promotional campaigns have also been delivered to encourage residents to take up cycling. Bikeability courses have been on offer during school holidays to adults and children to develop cycle skills. Cycling was promoted at 10 events across Colchester via an information stall, childrens' activities and pulp friction, a pedal powered smoothie maker. A monthly e-newsletter updating on local cycling matters is also sent out.

5.6 Cycle movements are counted at 12 locations in urban Colchester. The chart below shows the annual recorded flows over these 12 sites. Over the period 2007 to 2016, cycle movements have increased by 13%. The highest recorded flows were in 2011 and 2014. Flows have decreased in 2016 compared to 2015. However, the linear trend over the period for recorded levels of cycling is upwards.



Source: Essex County Council.

## **Transport Infrastructure**

5.7 A number of transport infrastructure projects have been undertaken in 2016/17. These include:

- Brook Street signals – existing roundabout replaced with a signalised junction. Existing zebra crossing removed on Brook Street and the incorporation of a pedestrian phase at the new signals. The road was fully resurfaced as part of the project.
- Colne Bank Avenue widening – reduction of pinch point pressure by widening the carriageway to two lanes each way between Colne Bank roundabout and the Albert roundabout. Works included strengthening works to Temple Bridge and Temple subway, re-waterproofing the bridge deck and introduction of an enhanced shared footway/cycleway to the southern side of Colne Bank Avenue.

5.8 In 2016/17 Colchester Borough Council formally adopted Healthier Air for Colchester – Air Quality Action Plan (AQAP) 2016-2021. This AQAP was produced in partnership with Essex County Council and outlines the ambitious set of measures the Council proposes to take to improve air quality in Colchester between 2016 and 2021. In addition, a Low Emission Strategy (LES) for the Borough was developed. This was funded by a £50,000 DEFRA grant and is just the sixth strategy of its type in the UK. The aim of the LES is to provide the Council with an overriding strategy to tackle road transport emissions and contains actions which the Council will adopt to reduce its own contribution to air pollution, for example with fleet management.

## **Travel Change Behaviour**

5.9 The Borough Council still works closely with the train operating company under the Station Travel Plan. The Borough is still a partner in the Community Rail Partnership scheme.

5.10 The Best Foot Forward project was a travel change behaviour project delivered between April 2016 and spring 2017. The project was focused on the Mile End area. Play walks to encourage exploration of local green spaces, Bikeability, social health walks and health coaching were some of the offers to the local community to encourage Active Travel. A good working relationship was built up with the four Primary Schools in the area.

5.11 The loveurcarcolchester (LUC) car share scheme continued to grow in popularity. Offering preferential clearly marked spaces in the key car parks in the town centre for car-sharers holding a LUC car share permit, over 1000 people had applied for a space by March 2017 (scheme started in November 2014). Four free (up to 8 hours max) LUC spaces were also launched at Colchester Station in partnership with Greater Anglia in 2016.

## **Transport and Accessibility Indicators**

5.12 A number of the indicators below are linked to data collected for the Essex Local Transport Plan (LTP) or the Local Area Agreement. Previously, the Council had access to journey to school and bus passenger levels, and to public transport

accessibility data, but as this data is no longer available at a Borough level, these indicators are no longer included in the AMR.

<b>Transport Indicator 1</b>	<b>To obtain an agreed Travel Plan for all major commercial/community developments</b>	<b>Core Strategy Indicator for Policy TA1</b>
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5.13 In total 11 establishments were accredited through the ECC Travel Plan Accreditation Scheme during 2016/17. Travel Plans are accredited against a list of travel plan measures, employee engagement and a set of specific targets. The accreditations for 2016/17 were:

#### **Business Travel Plan Accreditations – 2016/2017**

- Colchester Borough Council – Gold
- Colchester Sixth Form College – Gold
- Colchester Institute – Silver
- Gilberd School – Bronze
- Babcock – Gold
- Colchester United FC Stadium – Bronze
- University of Essex – Gold
- The Oaks Hospital – Bronze
- Fenwick – Bronze
- The Maltings (student accommodation) – Bronze
- Colchester Hospital – Bronze

5.14 The Colchester Travel Plan Club (CTPC) has continued to work closely with CTPC members and Essex County Council (ECC) to retain or improve members' accreditation to ECC's Business Travel Plan Accreditation and to further develop their travel plans. As well as working closely with Colchester Hospital, Colchester Institute, The Maltings and the University of Essex, a number of further businesses have joined the Travel Plan Club including Whitehall Resources and St Helena Hospice as full members, and Fenwick, Birkett Long and Provide as associate members.

5.15 A total of 85 Residential Travel Information Packs have been provided to new residents of residential developments in Colchester in 2016/17 as detailed below:

<b>Residential Travel Information Packs issued in 2016/2017</b>		
<b>Development Name</b>	<b>Borough</b>	<b>Number of packs provided</b>
Land West 58 Queens Road, Wivenhoe	Colchester	1
The Garrison	Colchester	40
Land adj. to Chapel Road, Tiptree	Colchester	39
Manor Road	Colchester	5

<b>Transport Indicator 2</b>	<b>Comparison of long and short stay car parking demand and duration in public car parks in the Town Centre</b>	<b>Core Strategy Indicator for Policy TA5</b>
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5.16 Colchester Borough Council is still seeing a rise in the use of its car parks as residents and visitors take advantage of the range of competitive parking offers. Refurbishment of Priory Street car park was undertaken in 2016/17 including resurfacing, new layout to improve vehicle and pedestrian access, improved landscaping and lighting. The majority of Sheepen Road car park closed in February 2016 for the construction of an office development although a small car park of 54 spaces remains alongside the Coach & Lorry Park at the rear.

## 6. Key Theme: ENVIRONMENT AND HERITAGE

6.1 The natural environment of the Borough has been shaped by both physical process and land management over time. These processes have created the high quality landscapes and diverse habitats and biodiversity/geodiversity found throughout the Borough. These include internationally significant areas of coastal and intertidal habitats, mudflats and salt marsh and shell banks, which constitute some of the features of interest within the Mid Essex Estuaries Special Area of Conservation (SAC). New development has the potential to fragment or lead to the loss of habitat. The Council seeks to conserve and enhance Colchester's natural environment, countryside and coastline as well as preserving its archaeological and built heritage through the protection and enhancement of sites of international, national, regional and local importance.

6.2 The Borough Council will continue to direct development away from land at risk from all types of flooding and will also seek to ensure that new development does not increase the risk of flooding either on or off site through the increased use of Sustainable Urban Drainage Systems (SuDS) where appropriate.

<b>Environment Indicator 1</b>	<b>Number of planning applications approved contrary to Environment Agency advice on flood defence or water quality grounds</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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6.3 Between April 2016 and March 2017 no planning applications were approved contrary to the advice of the Environment Agency. A new indicator monitoring the number of Sustainable Drainage schemes (SUDS) will be developed for the new Local Plan.

<b>Environment Indicator 2</b>	<b>Number and area of Local Nature Reserves (LNRs) Local Sites (LoWs) within Colchester</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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6.4 No new Local Nature Reserves were designated during the monitoring period. A review of the Local Sites (formerly Local Wildlife Sites) was commissioned in June 2015.

<b>Site</b>	<b>2014/2015</b>
Local Sites (LoWS)	168 sites covering 1957 hectares
Local Nature Reserves (LNR)	7 LNRs covering 175.39ha (Spring Lane, Bull Lane, Lexden Park, Salary Brook, Welsh Wood, Colne and Hilly Fields).

<b>Environment Indicator 3</b>	<b>Amount of development in designated areas (SSSI, AONB)</b>	<b>Core Strategy Indicator for Policy ENV1</b>
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6.5 Policy ENV1 seeks to protect the Borough's biodiversity within designated sites. None of the 114 applications approved with the Dedham Vale Area of Outstanding Natural Beauty (43) or close to other designated sites (71) resulted in direct harm or loss of the above designated sites.



<b>Environment Indicator 4</b>	<b>Increase in areas of public open space</b>	<b>Core Strategy Indicator for Policy PR1</b>
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6.6 Colchester Borough covers an area of 33,400 hectares, 2,028 hectares of which is accessible natural greenspace. The Borough is above the County average in terms of the provision of green space for all of Natural England's Accessible Natural Green Space Standards (ANGSt) categories.

6.7 The Council did not adopt any additional areas of open space during the monitoring year 2016/17.

<b>Environment Indicator 5</b>	<b>Recorded loss of listed buildings Grade I and II+ (by demolition), Scheduled Monuments or nationally important archaeological sites and assets on the Colchester Local List to development</b>	<b>Core Strategy Indicator for Policy UR2</b>
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6.8 In the 2014/15 monitoring period, one Listed Buildings (Grade I & II) was lost due to fire damage. Battleswick Farm, Rowhedge was added as a Grade II building to the register of Listed Buildings. No Scheduled Ancient Monuments were lost as part of development proposals. 3 new assets were added to Colchester's Local List during this period. Due to resourcing issues at Essex County Council, the Buildings at Risk register has not been updated since 2013/14.

<b>Heritage Asset</b>	<b>2016/17</b>	<b>Comment</b>
Recorded loss of any of Borough's 2057 Grade I & II Listed Buildings	1	Goods Shed Wivenhoe Station – Grade II severely fire damaged and de-listed
Recorded loss of any of Borough's 45 Scheduled Ancient Monuments	0	No change
Number of buildings on Buildings At Risk register	37	Not monitored since 2013
Number of assets on Colchester's Local List	765	20 added at Local Plan Committee in March 2017
Number of Conservation Areas	22	1 new Conservation Area proposed but not yet progressed

<b>Environment Indicator 6</b>	<b>Percentage of household waste recycled and composted</b>	<b>Core Strategy Indicator for Policy ER1</b>
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6.9 Waste sent for disposal is a wasted resource that results in a cost rather than a potential for income from recycling for the Council. As a result this is an important indicator to achieve. It is also an important indicator to see how much waste, when put alongside the amount being recycled, is being generated by households in the Borough.

<b>Activity</b>	<b>2016/17</b>
Waste collected or recycled or composted	Target: 400kg/household, achieved: 422kg/household. Target: 48% of waste recycled, achieved: 44.90%.
Increase in total tonnage waste collected for recycling	Residual waste increased overall by 924 tonnes compared with the figure for 2015-2016. Dry recycling overall was down by 24 tonnes compared with 2015-2016. There were slight increases and decrease across the range of materials collected. Garden waste was 694 tonnes higher than the previous year.  This rise in residual waste was a trend which was seen across Essex, further details will be available and a comparison with other Districts and Boroughs will be undertaken when the Essex Waste Partnership data is presented to see if this performance continues to reflect performance across Essex

## 7. Key Theme: ACCESSIBLE SERVICES AND COMMUNITY FACILITIES

### Overview

7.1 Accessible services and facilities are vital to the development and maintenance of communities. Community facilities should be located within or near centres and other accessible locations to maximise community access and build a sense of local community identity. The Council supports the retention and enhancement of existing community facilities that can provide a range of services and facilities to the community at one accessible location. In addition, the Council will work with local partners, such as Parish Councils or Community Associations, to plan and manage community facilities.

7.2 The Borough Council will safeguard existing facilities and will work with partners including the local community to bring together funding from a variety of public and private sources to deliver new community facilities. Development proposals will be required to review community needs (e.g. Health Impact Assessment) and provide community facilities to meet the needs of the new population and mitigate impacts on existing communities.

<b>Community Indicator 1</b>	<b>Recorded losses of community facilities as a result of development</b>	<b>Core Strategy Indicator for Policies SD1, SD2, UR1, PR1, TA3, and TA4</b>
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7.3 No community facilities were lost as a result of new developments during the monitoring period April 2015 - March 2016.

<b>Community Indicator 2</b>	<b>Key infrastructure projects delivered (SD)</b>	<b>Core Strategy Indicator for Policies SD1, SD2, UR1, PR1, TA3, and TA4</b>
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7.4 Table 6d in Section 6 of the revised 2014 Colchester Core Strategy identifies a number of key infrastructure projects which have been subdivided into the categories 'necessary' and 'local and wider benefit'. Many of the projects are tied to development programmed for later in the plan period, but the following progress is noted for projects delivered during the monitoring period or scheduled for delivery in 2016/17:

<b>Infrastructure projects</b>	<b>Completion date</b>
<b>Necessary:</b>	
Camulos Academy	Opened September 2016
<b>Local &amp; Wider benefit:</b>	
Stanway Village Hall improvements	Reopened September 2017
Winstree Road widening	January 2017
Wivenhoe –University shared use path	April 2016
Colchester Town Centre Passageways Improvements	September 2016
Mile End Road Cycle Scheme	August 2016
Balkerne Bridge replacement	March 2017

Brook Street roundabout upgrade to signals	May 2016
Lower Castle Park footbridge replacement	November 2016

### **Contributions secured towards Open Space Sport & Recreation**

7.5 Core Strategy Policy PR1 seeks to ensure the protection and enhancement of Open Space, Sport and Recreational Facilities and Community Facilities. All relevant developments are strictly subject to unilateral undertakings, and Section 106 agreements are prepared in accordance with adopted Supplementary Planning Documents. Contributions are being collected, monitored and allocated to local projects for the benefit of the increasing residential numbers.

7.6 The contributions secured towards the provision of open space, community facilities, travel planning and over the monitoring period are set out in the table below:

<b>Facilities</b>	<b>Amount secured during the 2016-17 monitoring period</b>
Open Space, Sport & Recreation	£2,395,178.07 towards provision, enhancement of equipment and maintenance.
Community Facilities	£76,066.66

## 8. Key Theme: Climate Change

### Overview

8.1 Colchester Borough Council is a leading carbon cutting Council in the UK and is committed to promoting efficient use of energy and resources and promoting the development of renewable energy generation alongside waste minimisation and recycling. The Council signed up to the Nottingham Declaration in 2008, and took the next step in its on-going public commitment by signing up to the LGA Climate Local in 2015. The LGA Climate Local action plan published on the Council's website (<http://www.colchester.gov.uk/energyreports>), offers a framework that can reflect local priorities and opportunities for action. It supports Councils' efforts both to reduce carbon emissions and to improve their resilience to the anticipated changes in the climate. The Council's Local Authority Carbon Management (LACM) Plan was completed by bringing all viable projects forward, with predicted savings of 400tCO<sub>2</sub> per annum.

8.2 The Council published and adopted an Environmental Sustainability Strategy in January 2015 (<http://www.colchester.gov.uk/article/15782/Environmental-Sustainability-Strategy>). A Progress report for 2016/17 has been published, along with an updated delivery plan and evidence base.

Climate Change Indicator 1	Carbon emissions and Climate Change	Supporting Indicator for Policy SD1
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8.3 During 2016/17 Colchester Borough Council saw a decrease in tCO<sub>2</sub>e emissions to 5,631 compared to 6,175 in 2015/16 and 6,533 tonnes in 2014/15.

8.4 The Council achieved a 55% reduction in its carbon emissions from the baseline year of 2008, exceeding the 40% target three years ahead of schedule. A report showing progress is published on the Council's website (<http://www.colchester.gov.uk/greenhousegasreport>).

8.5 Staff travel has increased to 47tCO<sub>2</sub> from 41tCO<sub>2</sub> in 2015/16. Staff travel does fluctuate and it is difficult to identify reasons for this. The Council implement a travel plan which encourages sustainable modes of travel, more car sharing and more efficient travel planning by staff.

8.6 Now that all viable projects in the Local Authority Carbon Management Plan have been completed the challenge for Colchester is to have a wider influencing role so that carbon reduction work takes place across the Borough and not just on Council buildings, services and operations.

<b>Climate Change Indicator 2</b>	<b>Climate Change Adaptation</b>	<b>Supporting Indicator for Policies SD1, ENV1 and ER1</b>
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8.7 During 2016/17 the Council reviewed its progress in implementation of the Environmental Sustainability Strategy. The strategy focuses on developing existing initiatives within the Council and supporting/empowering communities to take action to reduce carbon emissions. A new environment group has been formed to include 30 organisations from various sectors (including voluntary, commercial, education and health) working across Colchester to engage residents in environmental sustainability. The group is looking at ways to develop collaborative projects and partnership opportunities that link to improving health and education through volunteering opportunities.

8.8 The Council successfully applied for Government funding from the Heat Network Investment Project (HNIP) pilot to deliver a District Heating scheme in the Northern Gateway. This is one of only 9 schemes that have been awarded funding as part of the pilot. The scope to deliver District Heating within East Colchester is also being investigated.

<b>Climate Change Indicator 3</b>	<b>Renewable energy installed by type</b>	<b>Core Strategy Indicator for Policy ER1</b>
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8.9 Between April 2016 and March 2017, the following renewable energy applications were approved: Solar 4, Biomass 0, Ground Source 0 and Wind Turbines 0.

8.10 Part 40 of The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2008 gives permitted development rights to the installation of domestic microgeneration equipment. Planning permission is only required for a limited number of renewable energy technologies. This means that the number of renewable energy installations may be higher than that indicated by the number of planning applications. The number of renewable energy applications may decrease due to the recent government reductions in the tariff payments for energy produced from renewable sources.

8.11 BRE has developed the Home Quality Mark (HQM) as part of the BREEAM family of quality and sustainability standards. HQM will enable developers to showcase the quality of their new homes, and identify them as having the added benefits of being likely to need less maintenance, cheaper to run, better located, and more able to cope with the demands of a changing climate. The HQM demonstrates a home's environmental footprint and its resilience to flooding and overheating in a changing climate, highlights the impact of a home on the occupant's health and wellbeing, and evaluates the digital connectivity and performance of the home. This is a new scheme and the Council will support developers who choose to register under this scheme. Reference is made to the Home Quality Mark in emerging policy DM25. The

Home Quality Mark is optional and the Council is not aware of any new dwellings or approvals being registered under the scheme in 2016/17.

## Appendix A – Local Plan Policies

### Core Strategy Policies

<b>Sustainable Development Policies</b>	
SD1	Sustainable Development Locations
SD2	Delivering Facilities & Infrastructure
SD3	Community Facilities
<b>Centres and Employment Policies</b>	
CE1	Centres and Employment Classification and Hierarchy
CE2	Mixed Use Centres
CE2a	Town Centre
CE2b	District Centres
CE2c	Local Centres
CE3	Employment Centres
<b>Housing Policies</b>	
H1	Housing Delivery
H2	Housing Density
H3	Housing Diversity
H4	Affordable Housing
H5	Gypsies, Travellers and Travelling Showpeople
H6	Rural Workers Dwellings
<b>Urban Renaissance Policies</b>	
U1	Regeneration Areas
U2	Built Design and Character
<b>Public Realm Policies</b>	
PR1	Open Space and Recreational Facilities
PR2	People Friendly Streets
<b>Transport and Accessibility Policies</b>	
TA1	Accessibility and Changing Travel Behaviour
TA2	Walking and Cycling
TA3	Public Transport
TA4	Roads and Traffic
TA5	Parking
<b>Environment and Rural Communities Policies</b>	
ENV1	Environment
ENV2	Rural Communities
<b>Energy, Resources, Waste, Water &amp; Recycling Policy</b>	
ER1	Energy, Resources, Waste, Water and Recycling

### Development Management Policies

DP1	Design and Amenity
DP2	Health Assessments
DP3	Planning Obligations and the Community



	Infrastructure Levy
DP4	Community Facilities
<b>Centres and Employment</b>	
DP5	Appropriate Employment Uses and Protection of Employment Land and Existing Businesses
DP6	Colchester Town Centre Uses
DP7	Local Centres and Individual Shops
DP8	Agricultural Development and Diversification
DP9	Employment Uses in the Countryside
DP10	Tourism, Leisure and Culture
<b>Housing</b>	
DP11	Flat Conversions
DP12	Dwelling Standards
DP13	Dwelling Alterations, Extensions and Replacement Dwellings
<b>Urban Renaissance</b>	
DP14	DP14 Historic Environment Assets
<b>Public Realm</b>	
DP15	Retention of Open Space and Indoor Sports
DP16	Private Amenity Space and Open Space Provision for New Residential Development
<b>Transport and Accessibility</b>	
DP17	Accessibility and Access
DP18	Transport Infrastructure Proposals
DP19	Parking Standards
<b>Environment and Rural Communities</b>	
DP20	Flood Risk and Management of Surface Water Drainage
DP21	Nature Conservation and Protected Lanes
DP22	Dedham Vale Area of Outstanding Natural Beauty
DP23	Coastal Areas
<b>Energy, Resources, Waste, Water and Recycling</b>	
DP25 Renewable Energy	Renewable Energy

## Site Allocations Policies

SA CE1	Mixed Use Sites
<b>Housing</b>	
SA H1	Housing Allocations
SA H2	Gypsy and Traveller Accommodation
<b>Urban Renaissance</b>	
Town Centre and North Station	Town Centre and North Station
SA TC1	Appropriate Uses within the Town Centre and North Station Regeneration Area
<b>East Colchester</b>	
SA EC1	Residential development in East Colchester

SA EC2	Development in East Colchester
SA EC3	Area 1: Former Timber Dock
SA EC4	Area 2: King Edward Quay
SA EC5	Area 3: Magdalen Street
SA EC6	Area 4: Hawkins Road
SA EC7	University of Essex Expansion
SA EC8	Transportation in East Colchester
<b>Garrison</b>	
SA GAR1	Development in the Garrison Area
<b>North Growth Area</b>	
SA NGA1	Appropriate Uses within the North Growth Area
SA NGA2	Greenfield Sites in the North Growth Area
SA NGA3	Employment Uses in the North Growth Area
SA NGA4	Transport measures in North Growth Area
SA NGA5	Transport Infrastructure related to the NGAUE
<b>Stanway Growth Area</b>	
SA STA1	Appropriate Uses within the Stanway Growth Area
SA STA2	Phasing of Greenfield sites in Stanway Growth Area
SA STA3	Employment and Retail Uses in Stanway Growth Area
SA STA4	Transportation in Stanway Growth Area
SA STA5	Open Space in Stanway Growth Area
<b>Tiptree</b>	
SA TIP1	Residential sites in Tiptree
SA TIP2	Transport in Tiptree
SA GAR1	Development in the Garrison Area

## Appendix B – Glossary

**Affordable Housing** – This breaks down into two subcategories: social housing where rent levels are set in line with the Government's rent-influencing regime. And intermediate housing: a mix of low cost home ownership products (e.g. shared ownership) and other reduced cost rental products primarily in the form of key worker housing. More recently the Government has been promoting Starter Homes as 'affordable housing'.

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

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

**Community Facilities** – Buildings, which enable a variety of local activity to take place including, but not limited to, the following:

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

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

**Community Infrastructure Levy (CIL)** – The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

**Core Strategy** – The Core Strategy sets out the long-term vision for the sustainable development of Colchester and the strategic policies required to deliver that vision. It provides for the enhancement of the environment, as well as defines the general locations for delivering strategic development including housing, employment, retail, leisure, community and transport, which are then given precise boundaries in the Proposals Map. The Colchester Borough Core Strategy was adopted by the Council in 2008.

**Development Policies** – A document that the council have produced alongside the Site Allocations document to guide future development within the Borough. The Policies contained within this Development Plan Document, along with other relevant national and Core Strategy Policies, replaced the 2004 Local Plan policies in the determination of planning applications.

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

**Flood Risk Assessment** – An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

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

**Local Development Scheme (LDS)** – This is the project plan for a three year period for the production of documents including the Local Plan, Supplementary Planning Documents and Neighbourhood Plans.

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

**Neighbourhood Planning** - Neighbourhood planning is a new way for communities to decide the future of the places where they live and work. The government introduced this new tier of planning through the Localism Act 2011.

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

**Previously Developed Land (PDL)** – See Brownfield.

**Private Open Space** – Open spaces usually in private ownership that can fulfil similar functions as public open spaces but which tend to have significant access restrictions to the members of the public imposed through ownership rights or a requirement to pay to use facilities.

**Proposals Map** – The Proposals Map shows all boundaries and designations specified in a Development Plan Document (DPD) such as the Core Strategy, Site Allocations or Development Policies. The Colchester Borough Proposals Map was adopted by the Council in 2010.

**Public Open Space** – includes all spaces of public value, usually in public ownership, which are generally accessible to the public and which provide important opportunities for sport, outdoor recreation as well as fulfilling an amenity function.

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

**Ramsar Site** – An area identified by an international agreement which supports endangered habitats.

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

**Travel Plan** – These provide information and incentives for new residential and employment sites to use public transport. Travel Plans typically include the issuing of travel pack to new residents and businesses which may include vouchers for 12 months free or discounted travel on public transport.

**Site Allocations** – The Site Allocations document sets out the criteria for the boundaries shown on the Proposals Map and provides area and use specific allocations. The Site Allocations DPD was adopted by the Council in 2010.

**Site of Special Scientific Interest (SSSI)** – A SSSI is an area that has been notified as being of special interest under the Wildlife and Countryside Act 1981. They include the best examples of the Country's wildlife habitats, geological features and landforms.

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

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

**Statement of Community Involvement (SCI)** – This document sets out the standards that the Council intend to achieve in relation to involving the community and stakeholders in the preparation, alteration and continuing review of the Local Plan in the determination of significant planning applications.

**Strategic Housing Market Assessment (SHMA)** – The SHMA is a study carried out every few years to appraise the local housing market area and identify the need and demand for different housing types and tenures within that area.

**Strategic Land Availability Assessment (SLAA)** – The SLAA is a collective term for housing and employment land availability assessments. This is a process carried out as part of Local Plan preparation to identify new sites for housing and employment uses, required by national policy.

**Supplementary Planning Document (SPD)** – A document produced by the Council to add further detailed guidance and information on a particular subject. An SPD is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

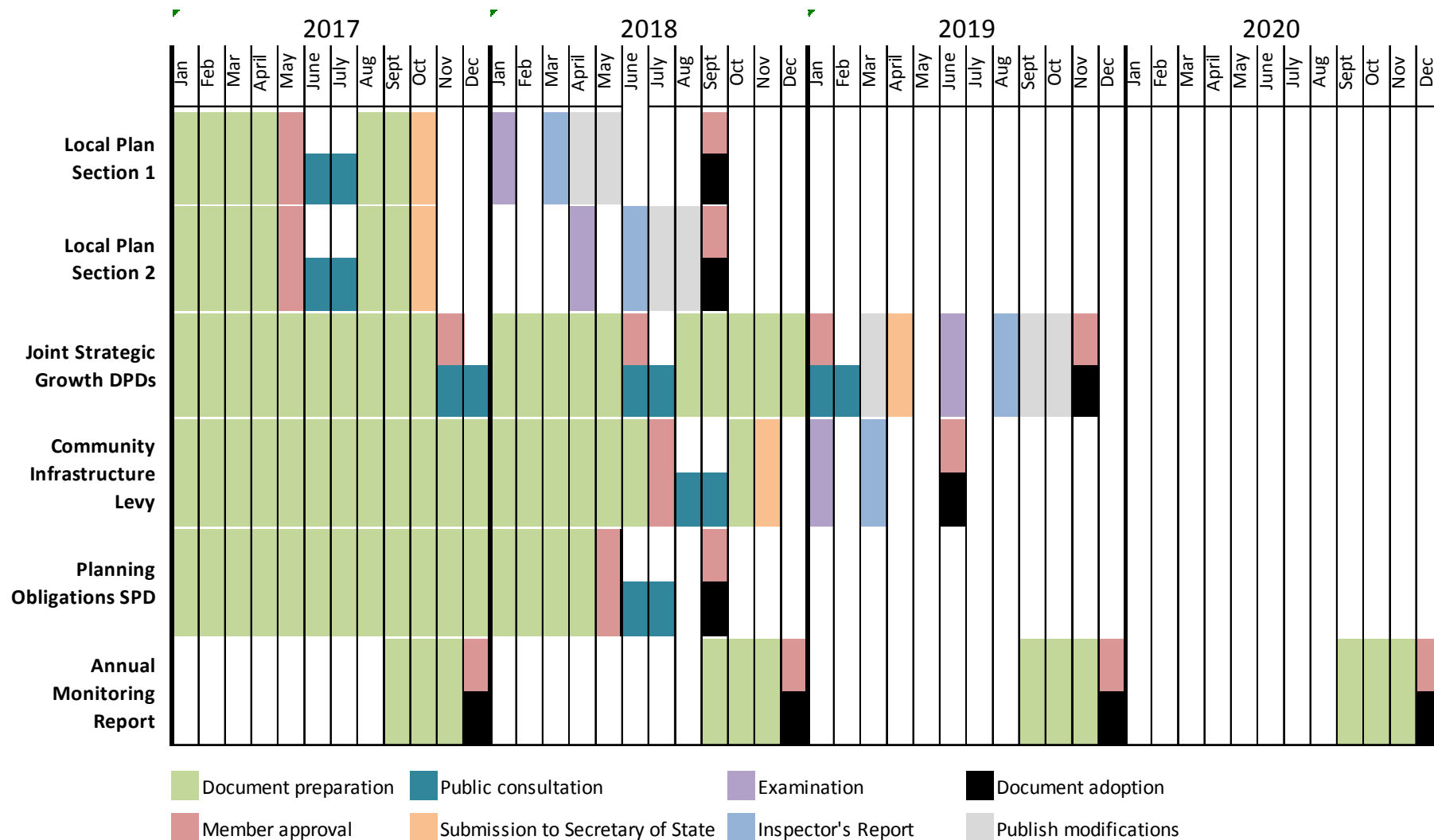
**Sustainable Drainage Systems (SuDS)** – A range of techniques for managing the runoff of water from a site. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through storm water systems.

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

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

## Appendix C – Local Development Scheme 2017-2020

## Local Development Scheme 2017 - 2020



<b>Report of</b>	<b>Head of Policy and Corporate</b>	<b>Author</b>	<b>Sean Tofts</b>
<b>Title</b>	<b>Brownfield Land Register</b>		<b>508639</b>
<b>Wards affected</b>	All		

## 1. Executive Summary

- 1.1 The Town and Country Planning (Brownfield Land Register) Regulations places a responsibility on the Council to prepare and maintain a register of brownfield sites. The Regulations state that the Council's Register must be published by 31st December 2017 and that the Register must be in two parts:
- Part 1 - all sites which are 'suitable', 'available', and 'achievable' for residential development which could be delivered within 15 years. This, however, does not affect a site's status; in other words, for any development to take place, planning permission would still need to be granted.
  - Part 2 - any sites which are given 'permission in principle'. Inclusion on part 2 grants planning permission in principle for residential development (the scale is determined by the Council) and the land owner/developer will have to apply for 'technical details consent' before any development can commence.
- 1.2 The Council participated in pilot scheme for brownfield land registers and has used the data from the existing pilot to inform the current updated register taking into account the change in planning status of sites within the Borough, completions and commencements of sites within the register along with changes in the regulations since the pilot scheme was undertaken. No sites currently within the register are being considered for entry into Part 2 of the register, reflecting the need for further clarification from the government in relation to the requirements for supporting environmental and health assessment work.

## 2. Recommended Decision

- 2.1 The Committee is asked to note the contents of the report and agree the publication of the Brownfield Land Register.

## 3. Reason for Recommended Decision

- 3.1 The decision is required to comply with The Town and Country Planning (Brownfield Land Register) Regulations.

## 4. Alternative Options

- 4.1 There is a national requirement to produce a brownfield land register. The DCLG are considering putting sanctions in place for those local authorities that do not publish the register by the 31<sup>st</sup> of December 2017.

## **5. Background Information**

### **Brownfield Land Registers**

- 5.1 Brownfield Land Registers are intended to provide up-to-date and consistent information on brownfield sites that local authorities consider to be appropriate for residential led development. Registers will be in two parts, Part 1 will comprise all brownfield sites appropriate for residential development and Part 2 those sites granted Permission in Principle. Registers should be published locally as open data and will provide transparent information about suitable and available sites.
- 5.2 Brownfield registers complement the existing Local Plan processes for identifying sites that are suitable for housing. When preparing their plans, local planning authorities are required, through the preparation of Strategic Housing Land Availability Assessments (SHLAA) to identify housing sites on brownfield land and other land that is suitable for housing. The regulations ensure that the process of identifying suitable sites for the brownfield register is aligned to the SHLAA process, and so proactively supports the plan-making process.
- 5.3 Brownfield land registers must include all sites which meet the relevant criteria regardless of their planning status. This includes sites that have extant planning permission for development that has not been implemented.
- 5.4 Land must be entered onto Part 1 of the register where it meets the following criteria;
- land falls within the local authority area and meets the definition of previously developed land as set out in Annex 2 of the National Planning Policy Framework (NPPF);
  - has an area of at least 0.25 hectares (or is capable of supporting at least 5 dwellings); and
  - is considered suitable; available and achievable for residential development (definitions of each are provided).
- 5.5 The legislation states that local planning authorities must have regard to the development plan, national policies and advice and any guidance issued by the Secretary of State when preparing brownfield land registers.
- 5.6 Local planning authorities may but are not required to consult on sites they propose to include in Part 1 of the register. If they do consult then they must take into account any representations received.
- 5.7 Local planning authorities can decide to grant sites 'permission in principle' and enter them onto Part 2 of the register where:
- The site meets the criteria for entry of Part 1 of the register; and
  - The necessary requirements for publicity, notification and consultation have been undertaken.
- 5.8 Land must not be entered onto Part 2 of the register where residential development of that land could be;
- Schedule 1 Environmental Impact Assessment (EIA) development (this will not apply as this schedule refers to very large scale development). Or
  - Schedule 2 EIA development unless an EIA Screening Opinion has been adopted and concludes that the proposed development is not EIA development. Or
  - Habitats development. ie. Conservation of Habitats and Species Regulations 2010.



- 5.9 The register must be kept available for public inspection at the principal office of the local planning authority. The local planning authority may make the register available for inspection on a website maintained by the authority. The intention is for the register to be made available on the Council website.
- 5.10 The local planning authority must review the entries in the register at least a year. Where a site on a register is considered to be deliverable within 5 years it can be counted towards the 5-year housing supply. Local planning authorities will be required to indicate whether sites are 'deliverable' when entering data on their registers.

### **Permission in Principle**

- 5.11 The Permission in Principle (PiP) consent route is an alternative way of obtaining planning permission which separates the consideration of matters of principle for proposed development from the technical detail of the development. The permission in principle consent route has 2 stages: the first stage or 'permission in principle' stage establishes whether a site is suitable in-principle for residential development (similar to gaining outline planning consent), and the second 'technical details consent' stage is when the detailed development proposals are assessed (similar to a full planning application).
- 5.12 Permission in Principle can be granted for housing-led development. Providing the main purpose of the development is the provision of housing, permission in principle can also be granted to other ancillary uses, including commercial, office and community uses.
- 5.13 Once the necessary secondary legislation has been introduced, it will also be possible to obtain permission in principle through the local plan site allocation process or by an application for non-major development.
- 5.14 A decision on whether to grant permission in principle to a site must be made in accordance with relevant policies in the development plan unless there are material considerations, such as those in the NPPF and national guidance, which indicate otherwise.
- 5.15 Bodies with an interest in the land proposed for a grant of permission in principle may volunteer additional information to support decision-making, in particular, to give more certainty about how many dwellings the site is capable of supporting and whether mitigation of likely impacts that may result from development is possible.
- 5.16 There is no right of appeal where a local planning authority decides not to enter a site in Part 2 of a brownfield land register and trigger the grant of permission in principle. Instead a person with an interest in a site has the option of submitting a planning application to the local planning authority.
- 5.17 Local planning authorities must specify the site, the type of development and provide an indication of the amount of development the site has permission in principle for. As permission in principle is only available for residential led development, the permission must state the amount of development expressed as a range, indicating the minimum and maximum net number of dwellings which are, in principle, permitted. Where non-residential development is proposed, local planning authorities are required to provide a description of the type of development (e.g. by indicating the use classes of the buildings or land) and the scale of development permitted.
- 5.18 Local planning authorities are encouraged to consider the environmental implications of registers at an early stage, and to consider whether the Environmental Assessment of Plans and Programmes Regulations 2004 are likely to apply.

- 5.19 Where permission in Principle is granted through allocation on Part 2 of a brownfield land register, the default duration of that permission is 5 years. The scope of permission in principle is limited to location, land use and amount of development. Issues relevant to these 'in principle' matters should be considered at the permission in principle stage; other matters should be considered at the technical details consent stage.

### **Technical Details Consent**

- 5.20 Following a grant of Permission in Principle, the site must receive a grant of technical details consent before development can proceed. The granting of technical details consent has the effect of granting planning permission for the development and other statutory requirements may apply at this stage e.g. relating to protected species or listed buildings. Technical details consent can be obtained following submission of a valid application to the local planning authority.
- 5.21 The requirements for a valid technical details consent application are akin to those for an application for full planning permission. An application for technical details consent must be decided in accordance with the terms of the permission in principle granted for the site. A fee is payable for technical details consent.
- 5.22 Local planning authorities should take a proportionate approach to any information they request in support of applications for technical details consent, which should be relevant, necessary and material to the application in question.
- 5.23 Before granting technical details consent, the local planning authority must consult bodies identified in Schedule 4 to the Town and Country Planning (Development Management Procedure) (England) Order 2015 where they have notified the local planning authority, before it granted permission in principle to the site, that they wish to be consulted on the technical details consent application. Local planning authorities must also consult anybody (not on Schedule 4) that they would have been required to consult in relation to an application for planning permission, for example under relevant consultation or safeguarding directions.
- 5.24 Once a valid application for technical details consent has been received, the local planning authority should make a decision on the proposal as quickly as possible, and in any event within the statutory time limit unless a longer period is agreed in writing with the applicant. The statutory time limits are 10 weeks for major development and 5 weeks for minor development (unless an application is subject to an Environmental Impact Assessment in which case a 16 week limit applies).
- 5.25 It is possible for the local planning authority to attach planning conditions to technical details consent providing they meet existing requirements around the use of conditions.
- 5.26 Local planning authorities may agree planning obligations at the technical details consent stage where the statutory tests have been met. Planning obligations cannot be secured at the permission in principle stage.
- 5.27 The technical details consent will provide the opportunity to assess the detailed design, ensure appropriate mitigation of impacts and that contributions to essential infrastructure are secured (through the use of section 106 agreements for example). Any Community Infrastructure Levy (CIL) contributions will still be payable. If the technical details are not acceptable then refusal on this basis would be justified.

### **The current context in Colchester**

- 5.28 Currently Colchester has a published Brownfield Land Register and this includes 34 sites that are entered on Part 1 of the register. These sites have been included in the register since August 2016 and have been reviewed to address any changes in circumstance with the sites included. Since there has been three changes in permissions. COL/22, 28 the Hythe Quay, has been permissioned and constructed and to reflect this the site has been deleted from the register. COL/14, Land North of Magdalen Street, has been granted planning permission for 58 apartments (152730). RHE/01, Rowhedge Port, has also been given planning permission and construction is underway (160551 & 144693). The change in permissions has been reflected within the Brownfield Register.
- 5.29 Since the publication of the Brownfield Land Register the government has requested an amended standardised format for the table and the table has been reformatted to comply with this request.
- 5.30 The August 2016 Register was publicised and several sites were submitted. It has been publicly available since that date and additional sites could have been added. The new register has recently considered new sites for inclusion and it is therefore suggested that no 'call for sites' type process is required at this stage. However, a new dedicated brownfield register webpage makes it clear that the Council will receive submissions throughout the year for annual review and highlights the requirements for the type of site that is potentially suitable for inclusion on the register; as set out in paragraph 5.4.
- 5.31 The webpage also includes a link through to the public access mapping data which shows the location of all sites entered. There is also a link to a brownfield land register submission form that has been produced to ensure that all the information for officers to consider the sites appropriately can be gathered efficiently.
- 5.32 No sites currently within the register are being considered for entry into Part 2 of the register and this is partially as the Council would like to have further clarification from the Government in relation to the requirements for EIA and HA.
- 5.33 There is something of a misconception that there are lots of brownfield sites in the Borough suitable for development. However, as noted in the previous committee report the relatively low level of sites entered into the register reflects the limited number of sites that remain and how effective the Council has been previously at redeveloping brownfield sites within the Borough.
- 5.34 Although this route to planning permission is new, the Scheme of Delegation requires no amendment as the terminology within the document refers to 'All applications'. This terminology applies to applications for both full and outline planning permission, so permission in principle and technical details consent are able to be considered under the current wording.

## **6. Equality, Diversity and Human Rights implications**

- 6.1 An Equality Impact Assessment has been prepared for the Local Plan and is available to view by clicking on this link:- <http://www.colchester.gov.uk/article/12745/Policy-and-Corporate>

## **7. Standard References**

- 7.1 There are no particular community safety; health and safety or risk management implications.

## **8. Strategic Plan References**

- 8.1 Effective strategic planning supports the Strategic Plan Action Plan which includes a commitment to make Colchester a vibrant, prosperous, thriving and welcoming place.

## **9. Consultation**

- 9.1 Consultation on Brownfield Land Registers will be discretionary and for each local authority to decide how and if it is undertaken. CBC will signpost users of its website to the Brownfield Register. The website will indicate to users that brownfield sites maybe submitted to the Council at anytime for consideration however these will be reviewed yearly as part of the Authority Monitoring Report.
- 9.2 Local planning authorities may but are not required to consult on sites they propose to include in Part 1 of the register. If they do consult then they must take into account any representations received.
- 9.3 Local planning authorities are required to undertake statutory consultation and publicity before permission in principle is granted by the entry of a site on Part 2 of the register. On applications for technical details consent local planning authorities are required to undertake publicity and must also consult statutory bodies in cases where they identify the need for further consultation at the permission in principle stage.
- 9.4 Currently the Council is not proposing any of the sites to be entered into Part 2 of the brownfield land register and therefore no public consultation is required to publicise the council considering this option. In a change of circumstances the Council will follow the government guidance by giving requisite notice by site display in at least one place on or near the land to which the application relates for not less than 21 days (notice to include the information shown in appendix 2).

## **10. Publicity Considerations**

- 10.1 There may be publicity as a result of the report and further sites may be put forward which will be considered accordingly.

## **11. Financial implications**

- 12.1 The council has been designated further funding from the government to undertake the work and was awarded funding for participating in the pilot scheme. It is unclear as to whether this funding will be ongoing.

## **Appendices**

Brownfield Register in DCLG requested standard format.

## **Background Papers**

None

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/01	ST BOTOLPHS CULTURAL QUARTER, EAST OF QUEEN STREET	0.483	not permitted	121	Conservation Area	2016-07-01	2017-11-28
COL/02	AREA EAST OF MASON ROAD, COWDRAY CENTRE, OFF COWDRAY AVENUE	2.7	permitted	154	Mixed Use Redevelopment Regeneration Area. Potential contamination identified (ref. 151850) - further assessment required. ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/03	BRITANNIA WORKS SITE, (CAR PARK OFF BRITANNIA WAY), FRONTING ST JULIAN GROVE	1.169	not permitted	200	Regeneration Area Scheduled Monument	2016-07-01	2017-11-28
COL/04	BT REPEATER STATION AND LAND ADJACENT TO GUILDFORD ROAD FACING EXETER DRIVE	0.61	not permitted	24	Colchester Conservation Area 1 Predominantly Residential". Risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/05	BRITISH TELECOM SITE NORTH OF COWDRAY AVENUE	1.438	not permitted	43	Flood Zone 3 Predominantly Residential. Unknown but likely contamination - depot/workshops- risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/06	GARAGES AND LAND AT EAST BAY MILL	0.496	not permissioned	50	Conservation area. Expected to amoun to 50-60 retirement dwellings.	2016-07-01	2017-11-28
COL/07	FORMER GYM ARENA SITE,CIRCULAR ROAD EAST, COLCHESTER CO2 7SZ	1.553	not permissioned	70	Conservation Area - Garrison Growth Area Mixed-use Redevelopment Regeneration Area. Unknown but possible contamination - former defence land - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/08	BETWEEN ALBANY GARDENS AND DISTILERY LANE, (PART OF GAS WORKS AND TIMBER DOCK LAND)	1.041	not permissioned		East Colchester Special Policy Flood Zone 3 Growth Area Regeneration Area Medium risk of Surface Water Flooding. Likely contamination - in industrial area - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/09	LAND AND BUILDINGS BETWEEN KING EDWARD QUAY AND HAVEN ROAD SOUTH OF DISTILLERY LANE	5.439	not permissioned	320	East Colchester Special Policy Flood Zone 3 Green Link Growth Area Regeneration Area Medium and High Risk of Surface Water Flooding. Likely contamination - many contaminative uses incl. fuel storage	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/10	LAND AND BUILDINGS BETWEEN NUMBERS 192 AND 176 MAGDALEN STREET	0.403	not permissioned	15	East Colchester Special Policy Growth Area Regeneration Area <a href="http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/719">http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/719</a> ". Unknown but possible contamination - site includes former garage and adjacent rail sidings - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/11	LAND, BUILDINGS AND FORMER CBT BUS DEPOT FRONTING MAGDALEN STREET AND MILITARY ROAD	0.461	not permissioned	77	East Colchester Special Policy "Growth Area" "Regeneration Area" " <a href="http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1025">http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1025</a> ". Potential contamination has been identified (ref 160103) - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> )."	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/12	DOVERCOURT BP PETROL FILLING STATION AND GARAGE INCLUDING NUMBER 79 MAGDALEN STREET	0.475	not permissioned	50	East Colchester Special Policy" "Growth Area" "Regeneration Area" "https://www.historicengland.org.uk/listing/the-list/list-entry/1123551". Likely contamination - garage uses - risk assessment required (http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning)."	2016-07-01	2017-11-28
COL/13	GARAGE 74 TO 78 MILITARY ROAD AND LAND TO REAR	0.451	not permissioned	4	Conservation Area	2016-07-01	2017-11-28
COL/15	LAND AND BUILDINGS FROM AND INCLUDING 83 TO 102 MAGDALEN STREET	0.68	not permissioned	40	East Colchester Special Policy Growth Area Regeneration Area. Former depot	2016-07-01	2017-11-28
COL/16	SCRUBLAND BETWEEN RIVER COLNE AND HYTHE QUAY OPPOSITE THE SPINNAKER P.H.	0.309	not permissioned	24	Flood Zone 3 Growth Area Predominantly Residential Public Right of Way (Riverside Walk) Regeneration Area. Quay adjacent gas works	2016-07-01	2017-11-28



Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/17	GASWORKS AND FORMER TIMBER DOCK, LAND NORTH AND SOUTH OF WHITEHALL ROAD	6.524	not permitted	85	East Colchester Special Policy Flood Zone 3 'Green Link' Growth Area Regeneration Area Transit Corridor Some Areas of High Risk from Surface Flooding. Gas works	2016-07-01	2017-11-28
COL/18	DERELICT COAL YARD DEPOT. HYTHE STATION ROAD BETWEEN RAILWAY LINE AND RIVER COLNE	0.736	not permitted	40	Employment Zone - Davey Close	2016-07-01	2017-11-28
COL/19	LAND COVERING HAWKINS ROAD FROM THE RIVER COLNE TO RAILWAY LINE UP TO HYTHE STATION ROAD	6.22	not permitted	360	Conservation Area - Hythe East Colchester Special Policy Flood Zone 3 Growth Area Inland Water edge/ limit Regeneration Area Risk of Surface Water Flooding". Likely contamination - many industrial uses - risk assessment required	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/20	GARDEN HOUSE. ADJACENT TO MAUDLYN ROAD. HYTHE QUAY	0.149	not permitted	24	Conservation Area - Hythe Flood Zone 3 Growth Area Predominantly Residential "Regeneration Area Low Risk of Surface Water Flooding. Unknown but possible contamination - industrial area - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/21	26 HYTHE QUAY	0.159	not permitted	24	Conservation Area Hythe Flood Zone 3 Growth Area Predominantly Residential Regeneration Area <a href="http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/359">http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/359</a> <a href="http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1254">http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1254</a> . Unknown but possible contamination - industrial area - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
COL/27	SITE REAR OF THE CO OPERATIVE STORE, 90 WIMPOLE ROAD	0.183	not permitted	7	Growth Area Predominantly Residential Regeneration Area. Potential contamination identified (ref 152210) - risk assessment and remediation required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
COL/28	COAL YARD SITE WITH ACCESS BETWEEN 49 AND 51 ARTILLERY STREET	0.092	not permitted	5	Predominantly Residential". Potential contamination identified - coal yard (ref 161107) - risk assessment required	2016-07-01	2017-11-28
COL/29	23 ST JULIAN GROVE	0.148	not permitted	24	Flood Zone 3 <a href="http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1444">http://www.colchesterhistoricbuildingsforum.org.uk/drupal/node/1444</a> ". Potential contamination (Britannia iron works adjacent) - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
MER/01	FORMER UNDERWOODS GARAGE WEST MERSEA	0.21	not permitted		Allocated for employment currently.	2016-07-01	2017-11-28

Site Ref	Site Name Address	Site Area Ha	Planning Status	Minimum Dwellings	Notes	First Added	Last Updated
RHE/01	ROWHEDGE PORT, SOUTHERN END OF HIGHSTREET, ROWHEDGE	8.02	permissioned	256	Colchester Local Wildlife Site Flood Zone 3 Predominantly Residential Tree Preservation Order 18/01. Already being part developed - ref. 144693 and contamination matters discussed ref. 160551 ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
TIP/01	RESIDENTIAL PARKING AREA OFF GROVE ROAD, WITH ACCESS ADJACENT TO 22 GROVE ROAD	0.152	not permissioned		Rural District Centre. Potential contamination (garage use) - risk assessment required ( <a href="http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning">http://www.colchester.gov.uk/article/13066/Contaminated-Land-and-planning</a> ).	2016-07-01	2017-11-28
TIP/01	BT BUILDINGS, CARPARK AND SMALL GARDENS AREA, STATION ROAD	0.266	not permissioned	8	Predominantly Residential. Unknown	2016-07-01	2017-11-28
WIV/01	1 THE AVENUE, WIVENHOE QUAY	0.25	not permissioned	24	Predominantly Residential <a href="https://connect.colchester.gov.uk/enquiry/images/WtfLocalList/PDF/WTF%201%20The%20Avenue%20(The%20Gatehouse).pdf">https://connect.colchester.gov.uk/enquiry/images/WtfLocalList/PDF/WTF%201%20The%20Avenue%20(The%20Gatehouse).pdf</a> . Garage	2016-07-01	2017-11-28

<b>Report of</b>	<b>Head of Commercial Services</b>	<b>Author</b>	<b>Lois Bowser</b>
<b>Title</b>	<b>Colchester Northern Gateway Master Plan Review</b>		
<b>Wards affected</b>	Mile End and Highwoods		

## 1. Executive Summary

- 1.1 The Draft Local Plan Policy NC1 requires any development at the Northern Gateway to be in accordance with a Masterplan document, to be approved by the Council and requiring an agreed design approach and compatible uses. The first version of a Masterplan was produced in 2012 and was well supported by public consultation in 2014. It was updated in 2016 and endorsed by the Local Plan Committee on 15<sup>th</sup> August 2016 subject to improvements to the written text and illustrative material.
- 1.2 The Masterplan has subsequently been updated and amended to align with the Local Plan Publication Draft land use allocations for the Northern Gateway and is attached as Appendix 1. The final version of the Masterplan is presented here to the Local Plan Committee for endorsement.

## 2. Recommended Decision

- 2.1 Committee is asked to:
  - Adopt the Masterplan, including the urban design principles forming an urban design framework for the Northern Gateway, as guidance for development and future planning applications.
  - Agree that this final Masterplan document should become a material consideration in the consideration of planning proposals in the Northern Gateway area.
  - Note that a follow-on Public Realm Landscape Strategy for the Northern Gateway has also been produced and is attached as Appendix 2.

## 3. Reason for Recommended Decision

- 3.1 The Masterplan was first prepared five years ago and was endorsed by the Local Plan Committee for the purposes of public consultation in June 2014. Since then there has been significant change with proposed road and facility development taking place, and further proposals have been submitted as planning applications. The Local Plan is being reviewed, and includes policy changes in respect of the Northern Gateway. As a consequence it was considered there was a need to update and review the Masterplan in order to ensure it was fit for purpose, conforms to the policy framework and reflects responses received to the public consultation.
- 3.2 The revised Masterplan was brought to the Local Plan Committee in August 2016 where its content was endorsed but concerns were raised regarding some aspects of the

presentation and illustrative material. The consultants were asked to address these issues and to prepare a final version. This exercise was completed during summer 2017, ensuring compliance with emerging local plan designations. There is one point of minor divergence with regard to the access to the Mill Road housing site. The Masterplan suggests one or two accesses coming off Mill Road as well as from Axial Way. The Publication Draft provides for access from Axial Way unless other considerations prevent this; the master plan therefore is in general conformity with the emerging Local Plan policy and proposals will need to be designed with the focus on Axial Way as the point of vehicular access.

- 3.3 The intention behind the Masterplan is to help coordinate the development of the Colchester Northern Gateway area so that new design creates a strong sense of place and an attractive, quality destination for inward investment. It is intended that, wherever practical, new development should follow the urban design principles it sets out and conform to local planning policies. It is intended to form a material consideration as planning applications are brought forward for the Northern Gateway.

#### **4. Alternative Options**

- 4.1 Having agreed the previous version of the Masterplan the alternative option is not to endorse the final amended version as a material consideration. This would undermine the usefulness of the Masterplan as an aid to co-ordination, to setting out good urban design principles and to assisting development management. The review enabled a reconsideration of basic principles in the light of evolving aspirations and a strengthening of the value of the Masterplan as a tool. It has assisted as evidence in applications for external funding for example for infrastructure such as the central boulevard feature. Without the amended Masterplan the evidence base would be diluted and the marketing of the area and co-ordination of planning aspects undermined. The strongly preferred option therefore is to agree the final version of the Masterplan.

#### **5. Background Information**

- 5.1 In August 2016 the revised Masterplan was presented to the Local Plan Committee, where it was endorsed as a document that would be adopted as guidance. The revision was of the original and out-of-date Masterplan which was agreed in 2014 following a period of consultation.
- 5.2 While the Masterplan was endorsed in August 2016, the Committee expressed concerns regarding the presentation and there were some elements of the Masterplan which were out of date with the Draft Local Plan. These aspects of the plan have now been updated and are presented to the Local Plan Committee as a final version.
- 5.3 A Public Realm document for the Northern Gateway was also subsequently produced to provide a Vision of the Northern Gateway as a 'place' and to provide a landscape context for the public realm and site layout. It is intended that this will be a companion advisory document, to be used to ensure there is a comprehensive scheme of public realm throughout the Northern Gateway.

#### **6. Equality, Diversity and Human Rights implications**

- 6.1 An Equality Impact Assessment was prepared for the Northern Gateway Sports Project. This EQIA is also relevant to the master planning work. The link to this is:  
<http://www.colchester.gov.uk/article/12745/Policy-and-Corporate>

## **7. Strategic Plan References**

- 7.1 The scheme will “Promote Colchester to attract further inward investment and additional businesses, providing greater and more diverse employment and tourist opportunities”
- 7.2 The scheme will “Regenerate our Borough through buildings, employment, leisure and infrastructure” by providing a new high quality destination, together with employment growth.
- 7.3 The proposed development will support the Council’s objective to “Create the right environment for people to develop and flourish in all aspects of life both business and pleasure”.
- 7.4 The preferred development is expected to “Promote Colchester’s heritage and wide ranging tourism attractions to enhance our reputation as a destination”
- 7.5 It is anticipated that the preferred scheme will make a significant contribution to the Council’s wish to “Cultivate Colchester’s green spaces and opportunities for health, wellbeing and the enjoyment of all”

## **8. Consultation**

- 8.1 There was extensive consultation on the first draft of the Masterplan. Since that time the Council has shared the emerging draft principles with key sports and community stakeholders as part of the engagement process for the Northern gateway sports project as a whole. No further public consultation on the Masterplan is proposed at this stage.

## **9. Publicity Considerations**

- 9.1 None directly though the Masterplan is referenced as a requirement in the Publication Draft Local Plan.

## **10. Financial implications**

- 10.1 None arising directly from the Masterplan though implementing some of the design ideas such as the boulevard may involve the Council in infrastructure expenditure and for which funding applications have been submitted.

## **11. Community Safety Implications**

- 11.1 The landscape proposals and design of the public realm will be subject to community safety scrutiny to ensure there are no intimidating spaces or areas unlit that become vulnerable; the buildings will include safety and surveillance provision.

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

- 12.1 Development of the Northern Gateway will provide significant opportunity to help address the health and well-being of the existing and new communities. It will provide a range of opportunities for sport, recreational and health outdoor activity.

## **13. Risk Management Implications**

- 13.1 The mechanism of the Masterplan to provide a comprehensive approach to the planning and sustainable development of the Northern Gateway will reduce the risk of

inappropriate and unco-ordinated development. The Masterplan serves to promote the high quality of design and innovation the Council expects in this major growth area.

## Appendices

Appendix 1 Colchester Northern Gateway Masterplan

Appendix 2 Landscape Public Realm Strategy



# Colchester Northern Gateway

## Master Plan Vision Review

June 2017

GILLESPIES



VIBRANT  
PROSPEROUS  
THRIVING  
WELCOMING

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## Introduction

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This Master Plan Review for Colchester Northern Gateway has been undertaken by Gillespies on behalf of Colchester Borough Council.

Colchester Northern Gateway is playing an important role in the growth of Colchester as an increasingly competitive place, with a diversified economic and investment opportunity offer. The vision is for a vibrant, accessible, green, leisure orientated, mixed use location in the Borough's prime economic zone.

It will be characterised by a mix of leisure uses, green surroundings and a community heart with a strong public realm to provide focus and a unifying facility for residents and visitors. The intention is to create a new sustainable destination that promotes economic growth and investment for the entirety of Colchester.

The Council commissioned Gillespies to prepare a public realm and urban design strategy for the whole of the Northern Gateway. This will complement the Master Plan and provide further detail on key structural elements such as the proposed Boulevard.

Further work on the concept, design guidance and delivery of the Boulevard will be undertaken in order to bring forward this important piece of public realm.

The aim is to create the feeling of one destination (across the A12) with the northern side having a more informal rural feel and the southern side a more urban parkland setting.



THE SITE: - COLCHESTER NORTHERN GATEWAY COVERS AN AREA OF APPROXIMATELY 112HA, OVER 250 ACRES. THE AERIAL PHOTO ABOVE OF CNG WAS TAKEN IN 2014.

## Context

Purpose of the Report  
Strategic Position  
Overview of the Process  
2012 Master Plan Vision  
Southern Area Framework  
Reviewed Master Plan Principles

## Context Purpose of the Report

This report represents a review of the existing Master Plan Vision for the Northern Gateway, originally published by Colchester Borough Council in June 2012.

The Review suggests a broad set of design principles which has been formally approved by the Council. In planning terms it has weight as a material planning consideration.

The Master Plan Review has the following objectives:

- To present a review of the masterplan vision produced in 2012.
- To identify the urban design and landscape principles and key elements which will achieve the vision and create a distinctive place.
- To define a broad master plan framework as a basis for the development of more detailed proposals in the Public Realm strategy and subsequent site development briefs.



VIEW LOOKING NORTH-EAST FROM THE PARK AND RIDE  
ACCESS ROAD ACROSS THE SPORTS DEVELOPMENT SITE

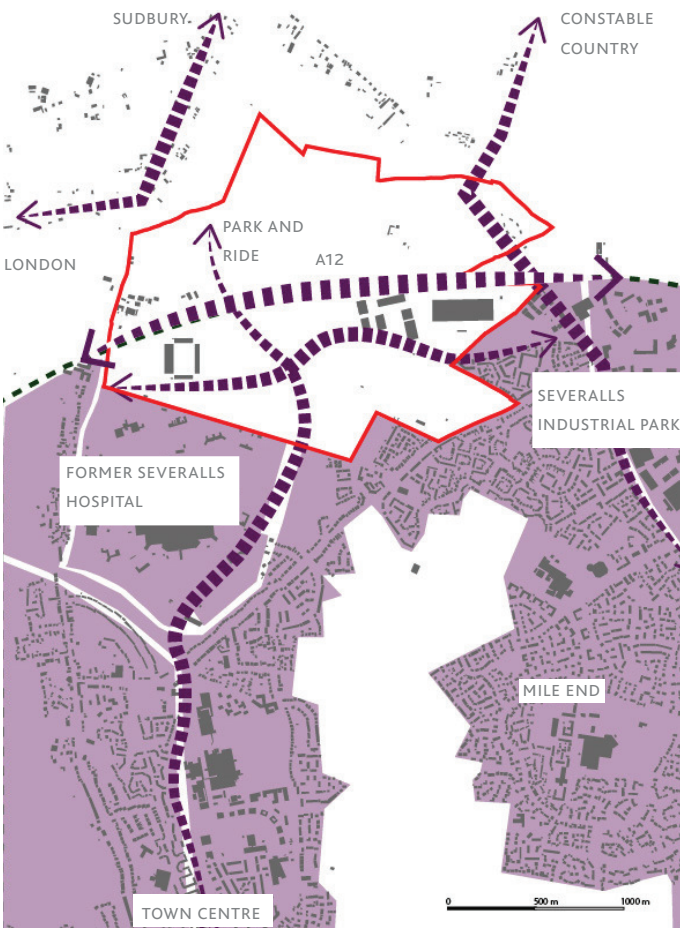


# Context Strategic Position

The adjacent plan illustrates the strategic position of the Northern Gateway in Colchester. The site is situated to the immediate south and north of the A12 which provides an important link to London and the east of England.

The Park and Ride facility gives a direct connection through the Northern Gateway to the railway station and the town centre.

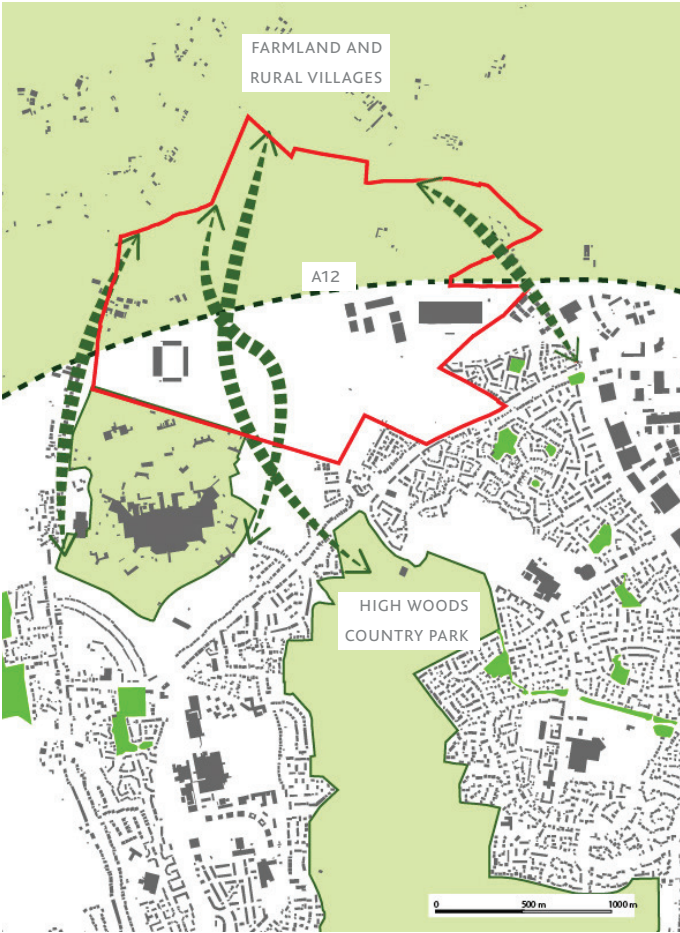
The Council has promoted the Northern Gateway for development for a number of years. With proposals for the former Severalls Hospital site underway there is considerable emphasis on the creation of a distinctive, high quality setting which contributes to the identity and image of north Colchester.



# Context Strategic Position

In addition to excellent road links, the Northern Gateway benefits from connections to a network of green routes, parks and open spaces, north to the Essex Way, and south to the town centre.

It is located in close proximity to large green areas, which make it an ideal link between Colchester and its green hinterland. It is within walking distance of High Woods Country Park and is connected by footpaths and minor roads to the countryside to the north of the A12.



MAIN PEDESTRIAN LINKS

# Context Overview of the Process

## 2012 MASTER PLAN

The previous Vision identified a number of key elements that are retained in the Northern Gateway Master Plan:

- Establish a central boulevard which links the sites
- Promote a sustainable movement strategy
- Establish flexible and accessible building plots
- Define a clear framework for key buildings, spaces and views
- Respond to the existing landscape structure
- Use planting to reinforce spaces and connections

## EMERGING SOUTHERN SITE FRAMEWORK

Since publication of the Master Plan Vision in 2012, some plots on the southern side have come forward as planning applications.

The layout of some development has not always aligned with the Master Plan Vision, creating new parameters and constraints. Such changes since the Master Plan Vision 2012 include:

- the implementation of the roundabout on Via Urbis Romanae, which sits uncomfortably with the unifying Boulevard.
- the decision to include the site north of A12 in the Master Plan and to move the Rugby Club and other sports clubs here.
- development proposals for some key sites.

Context 2012 Master Plan Vision



The diagram above indicating land uses is an extract from the first Master Plan prepared by consultants Allies and Morrison Urban Practitioners. The consultants undertook the master planning exercise and held a design workshop during October and November 2011, followed by public consultation in 2014

Context Southern Area Framework



The diagram above shows the emerging urban framework of the southern site in the first master plan

- FUTURE DEVELOPMENT AREA
- NEW DEVELOPMENT
- EXISTING BUILDINGS
- HEDGEROW / WOODLAND
- VEHICULAR & PEDESTRIAN ROUTE
- A12
- OPEN SPACE

## Context Reviewed Master Plan Principles

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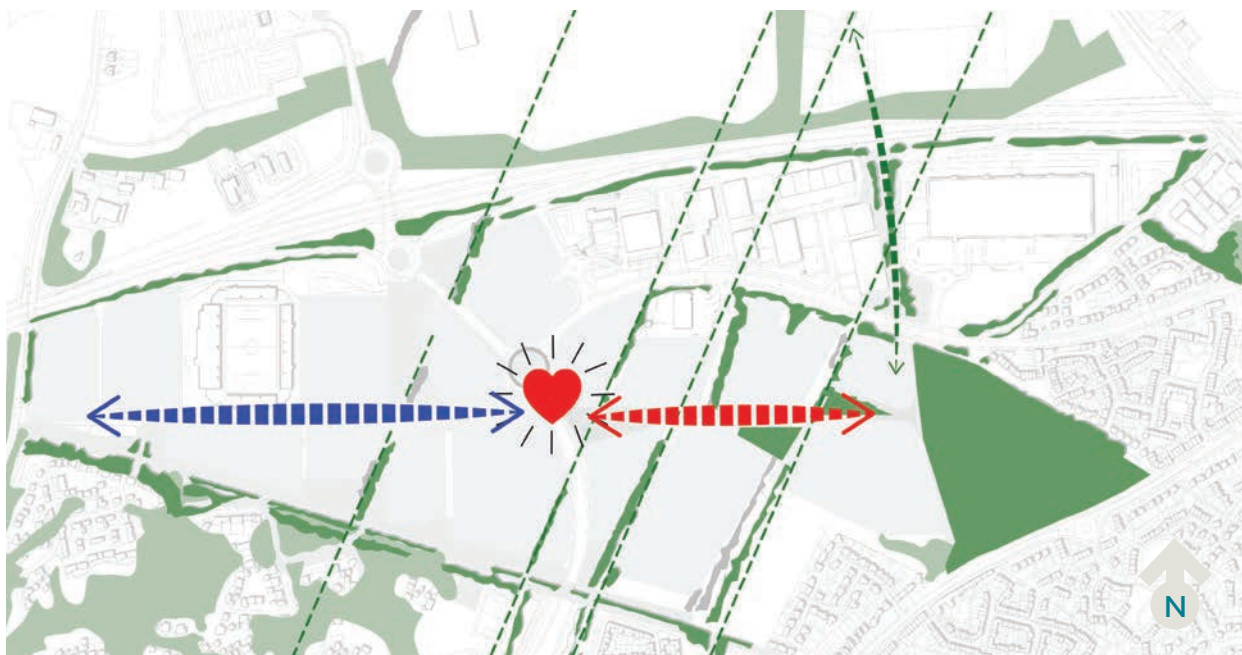
The new site configuration, created by new developments and the decision to retain the roundabout, limits the 'key move' from the 2012 Vision of the Central Boulevard from being established in its previous concept vision.

To adapt and retain the idea of the Central Boulevard it is proposed to establish a two part central spine, comprising The Boulevard to the east, and The Leisure Promenade to the west.

A generous public plaza on either side of the roundabout should be created where these two intersect at "The Circus".

Where possible, it is recommended to retain the existing hedgerows and trees, and follow their lines in any future division of the site into plots.





OUTLINE STRATEGY AROUND "THE CIRCUS"

- ■ ■ ■ THE BOULEVARD
- ■ ■ ■ LEISURE PROMENADE
- — — — HEDGEROW / WOODLAND
- ■ ■ ■ FUTURE GREEN LINKS
- ♥ THE CIRCUS

## Key Principles



Master Plan Concept  
Master Plan Elements  
Master Plan Plots  
Buildings and Views  
Amenities

# Key Principles Master Plan Concept

The Northern Gateway master plan strategy aims for coherent and clear links between the sport, parkland and informal recreational area in the north, and the southern commercial leisure, employment and mixed use residential areas.

At the intersection of The Leisure Promenade and The Boulevard, close to the new public space, The Circus, a pedestrian and cyclists link will lead north toward the Sports complex and Rugby Club with access south towards the High Woods Country Park. The leisure route will benefit from new landscaping, with clearly signposted leisure destinations, spanning the site north and south of the A12. Improvements to pedestrian and cyclist safety across the bridges over the A12 are essential.

Secondary green links, to 'hot spots', other leisure destinations and activities, with potential to be water based in the future if appropriate and viable, are planned to the east of the site, from the new community green space to the recreational facilities to the north of the A12, and along The Boulevard. The public realm and in particular The Boulevard should form a backbone to the development, with focal areas capable of acting as informal community spaces.

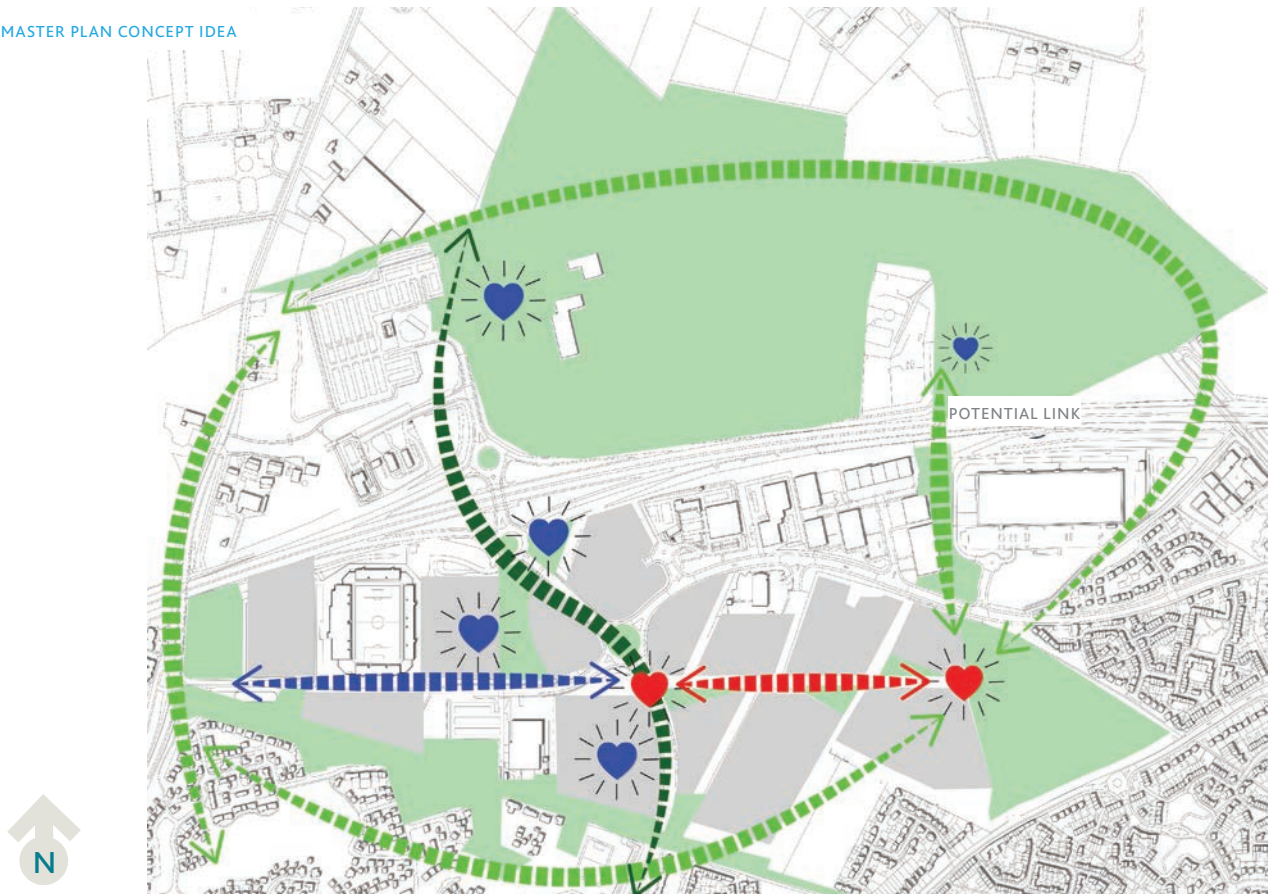
The master plan strategy also requires appropriate site-wide sustainability measures. These include from Photovoltaic (PV) cells to sustainable drainage systems (SUDs) to sustainable development forms with the potential for a localized or district heating system using sustainable energy forms providing heat to developments where feasible.

-  Hot Spots
-  Leisure destinations
-  The Boulevard
-  Leisure promenade
-  Leisure Trail
-  Secondary Green Links
-  Green space



LEISURE PROMENADE

MASTER PLAN CONCEPT IDEA



MASTER PLAN STRATEGY

# Key Principles Master Plan Elements

## FOLLOWING EXISTING HEDGEROWS

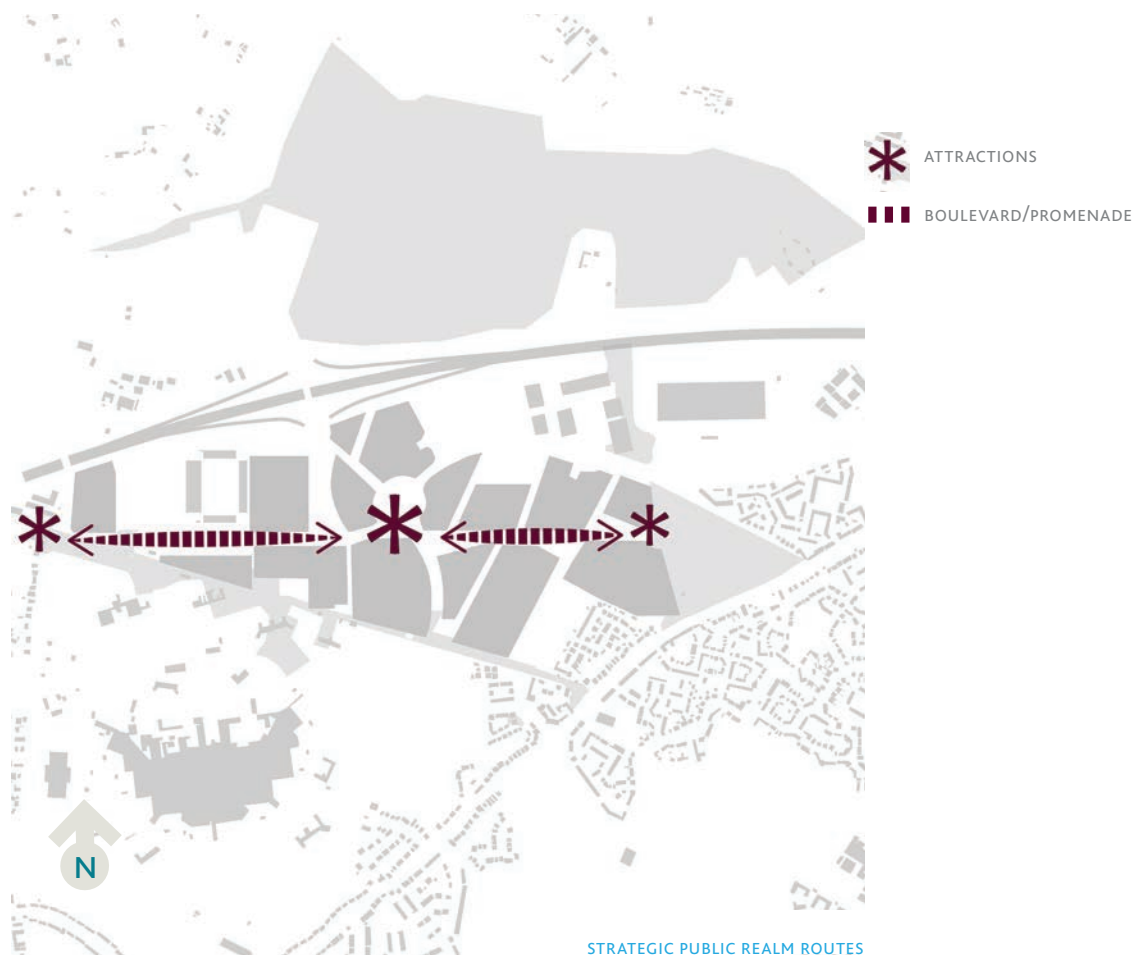
The urban form should respond to the existing landscape structure. The aim is to enhance and reflect as many of the established, historic hedgerows as possible, orientating development plots along these hedge lines provides a natural way to link pedestrian and cycle routes.

## LEISURE PROMENADE + THE BOULEVARD

The central spine of The Boulevard should both read as a single route but have different characters on either side of The Circus. The Leisure Promenade to the west will be more focused on movement between the community stadium, tennis and racquets centre, new cinema, restaurants and leisure activities with parking and be a clear means of accessing these attractions. It will have an open feel and provide clear legibility.

The Boulevard, serving the east, will be a linear route opening up in parts into wider areas to create opportunities for different activities, seating, art, way marking. The proposed energy centre could provide an attraction fronting the boulevard serving also as the locus for the ultra-fast broad band infrastructure as it serves the Northern Gateway.

The Boulevard will be a place to walk and stroll along, incorporating sustainable transport, to sit and socialize, to meet and to be the setting for the commercial and residential uses on each side. It should have clearly defined building frontages with the small open spaces leading from it, allowing for smaller spaces for activities alongside.



# Key Principles Master Plan Elements

## CIRCULATION VEHICULAR, BICYCLE, BUS AND PEDESTRIAN

The diagram illustrates the dominant movements.

The ability to move around easily within the northern gateway is key to the success of the scheme, the ability to move between attractions both as a pastime in itself, to access employment or to participate in a new leisure pursuit.

Moving around and becoming familiar with the area will be beneficial to creating a single 'place'. Public transport routes will be enhanced through support from new development. Promoting the Park and Ride will encourage movement from further afield. The route should include additional stops at key locations close to The Circus and/or on the Boulevard as appropriate.

The routes provide opportunity for prominent artworks such as at nodes or using the A12 bridges as the framework for art.

Where routes cross and create nodes or along informal routes, to assist way marking and interpretation, art work can be integrated in the urban structure and landscape design. At key points it should be designed to be taller than the surrounding buildings and visible from some; careful illumination will highlight these features.



# Key Principles Master Plan Elements

## BUS - ROUTES AND STOPS

The main vehicle routes are already established by the current road structure with key north-south routes at the site boundary, Via Urbis Romanae connecting northern and southern parts and to the A12, and Axial Way connecting east-west.

New road links are required to serve the plots to the east of Via Urbis Romanae. Shared surfacing will be considered in areas of predominant pedestrian priority where vehicles can either be limited or controlled through hours of access.

The Boulevard should be pedestrian / cycle only and prioritised with the potential to permit a bus route within the site to enhance accessibility subject to viability and agreement with the transport authorities. Vehicular access to the development plots will be ensured through new secondary streets.

Car parking is to be provided mainly on plot in the southern part of the site, the park-and-ride, sports hall and rugby clubs will have a significant number of spaces in the North. There may be limited or temporary parking for events subject to careful traffic management plans in the north-east off Severalls Lane. The considered use of multi storey car parks is supported as an efficient means of land use with design, safety and accessibility/convenience issues as key.





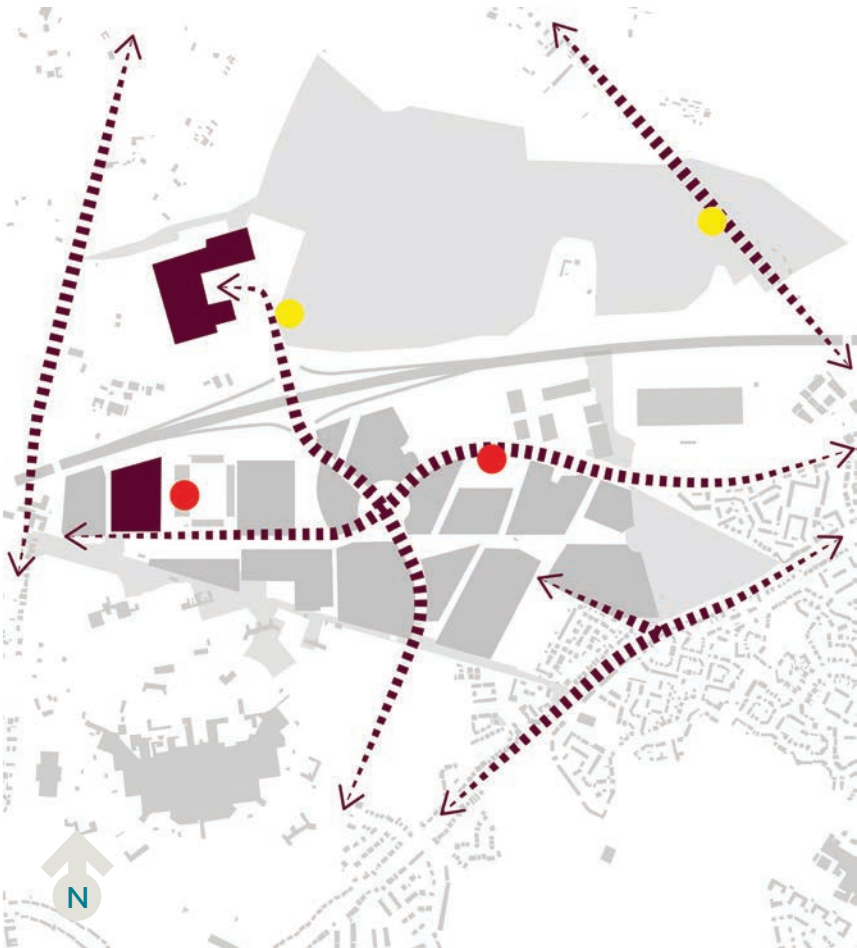
# Key Principles Master Plan Elements

## CAR PARKS AND ELECTRIC VEHICLE CHARGING

The CNG area has two existing electric vehicle charging points and proposes one at the sports hall, multi-storey car park or residential areas and potentially others depending on the future uses in this area.

Electric vehicle charging points (slow and fast) are located at places convenient to car users where there is likely to be a high concentration or drivers will linger a while such as at the proposed cinema, sports hall or residential areas.

- EXISTING CAR PARKS
- EXISTING ELECTRIC VEHICLE CHARGING POINTS
- NEW ELECTRIC VEHICLE CHARGING POINTS





# Key Principles Master Plan Elements

## WALKING DISTANCE

The movement strategy will provide plenty of opportunities for walking, cycling, horse-riding and jogging. The network will not only aid the connectivity on the site, but will be used for recreation, reinforcing the identity of the Northern Gateway as a leisure destination.



# Key Principles Master Plan Elements

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## BUILDING HEIGHT AND MASSING

The aim is to create a logical framework for residential, commercial and employment, leisure and landscape elements.

The urban form and density will reduce towards the north-west where the green landscape and sports fields will permeate, punctuated by the sports buildings themselves; they must be of high quality and striking architecture whilst appropriate to a rural setting since their position and accessibility will give them high visibility.

To the south east, generally the destination will become more urban, highest along the western end of the boulevard and on the sites close to the A12 junction 28 site and the stadium; the Circus and Boulevard will become a hub of high activity, density and built form.

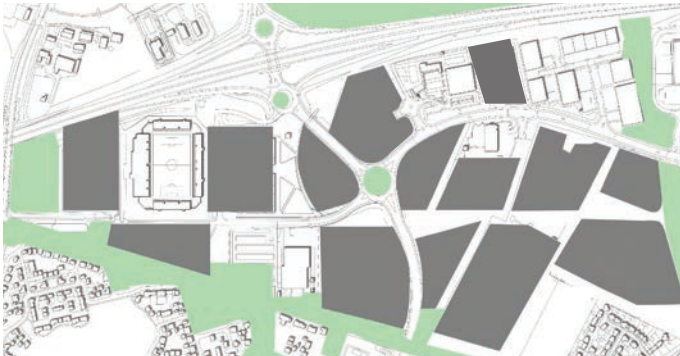
Development Zones are orientated and will be built out to take advantage of the existing hedgerows, dissected by the central spine, with vehicular access to each of the plots.

# Key Principles Master Plan Plots

PARCELS TO BE DEVELOPED



2012 MASTER PLAN PLOTS



REVIEWED MASTER PLAN PLOTS



MASTER PLAN STRATEGY

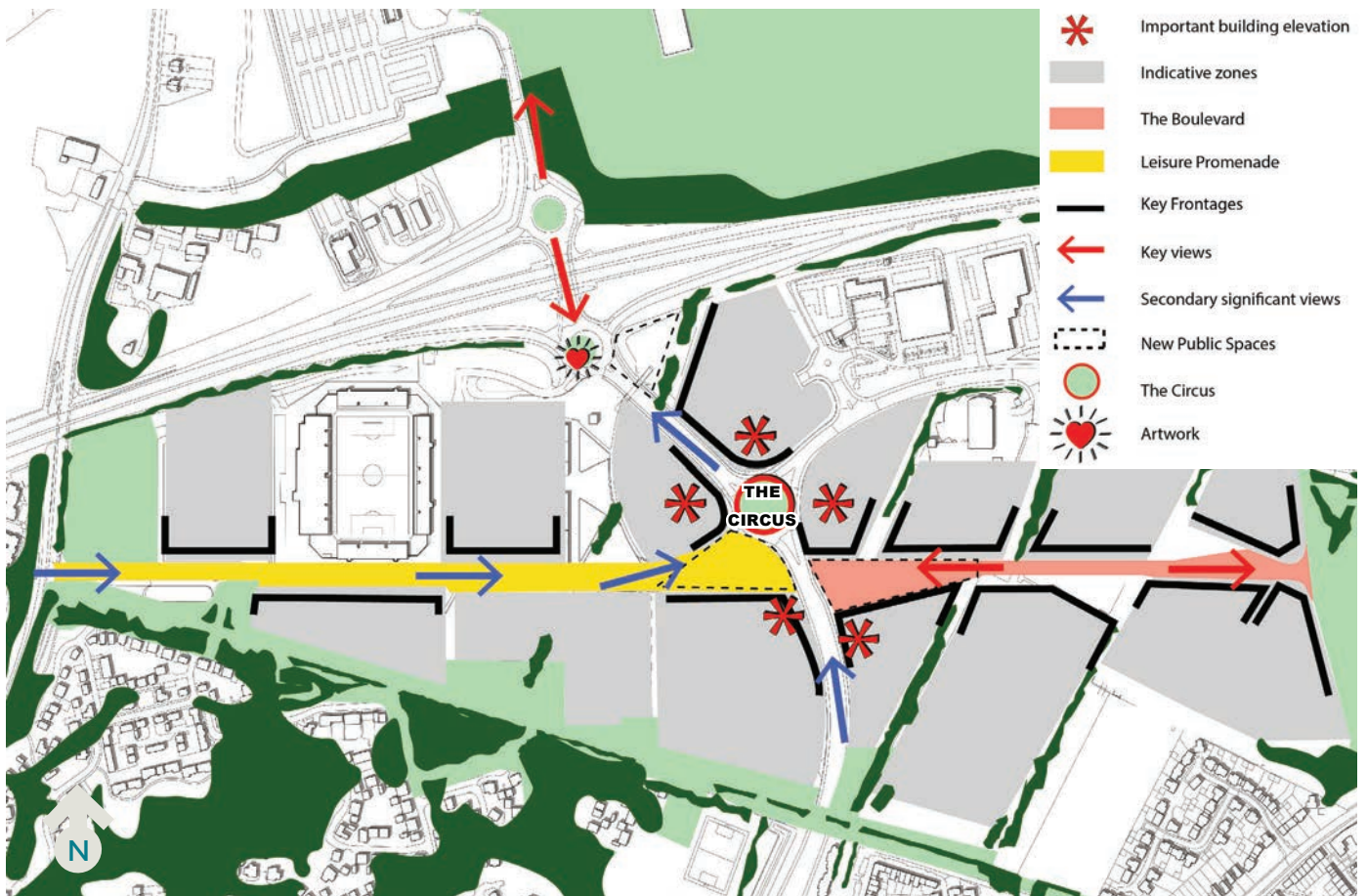
## Design Principles Buildings and Views

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Key buildings should be located around The Circus between the Leisure Promenade and the Boulevard, framing the two newly formed public spaces to the south side and the whole of the elevation around the Circus and Axial Way close to the A12. There is opportunity to incorporate a curved form.

Northern Gateway's artwork should be commissioned as new icons for Colchester, marking it in the 'cityscape' and highly visible from the A12. This will enhance the creation of a destination and is important to establishing CNG as a place with prominence. A branding and marketing strategy will incorporate and develop these elements.

Landmark frontage should be located around the Circus and the western end of Axial Way/ Via Urbis Romanae. This will provide a clear arrival point when entering Colchester from the A12, opening the views towards the public plazas and further towards The Boulevard, the Leisure Promenade and the Stadium.



GILLESPIES MASTER PLAN BUILDINGS AND VIEWS

# Design Principles Amenities

The Master Plan is aiming towards the delivery of a mixed use scheme capable of providing a major leisure destination for the town and growth areas. Uses within the master plan need to achieve this aspiration and accord with the objectives; all uses are categorized below:

- Sport and Recreation with community and open space uses
- Commercial Leisure
- Employment and Mixed Use
- Homes and specialist housing

The uses proposed in the Master Plan are primarily employment, leisure and community uses associated with residential, providing meeting places and open spaces are encouraged. These uses focus on the innovative employment sectors particularly those benefitting from ultra fast communication and the prestige location of the Northern Gateway, offering plenty of opportunities for residents and attracting tourists and visitors from the town centre and a wide regional hinterland

Other uses such as ancillary commercial, potentially mixed with residential uses should be permitted adding to the vitality of the scheme.

Residential development in a range of tenures and types will provide a good mix of accommodation including affordable units and help to ensure a wide range of people can benefit from the proximity of these leisure facilities. Residential densities will be determined as much by the urban form and the desire to create a quality place, taking into account practical issues such as parking and the character of adjoining area. In general, higher blocks will be developed closer to The Circus and along the Boulevard frontages.

This spatial master plan aims to meet current demands for space by individual groups, creating flexible and adaptable spaces to satisfy different needs and creating new places.



Cycle / Pedestrian route



Equestrian route



Archery



Fitness and wellbeing



Football



Tennis



Rugby



IMAX cinema



Food and drink



Restaurant



Ancillary commercial



Hotel



Event space



Community / Health



Park and Ride

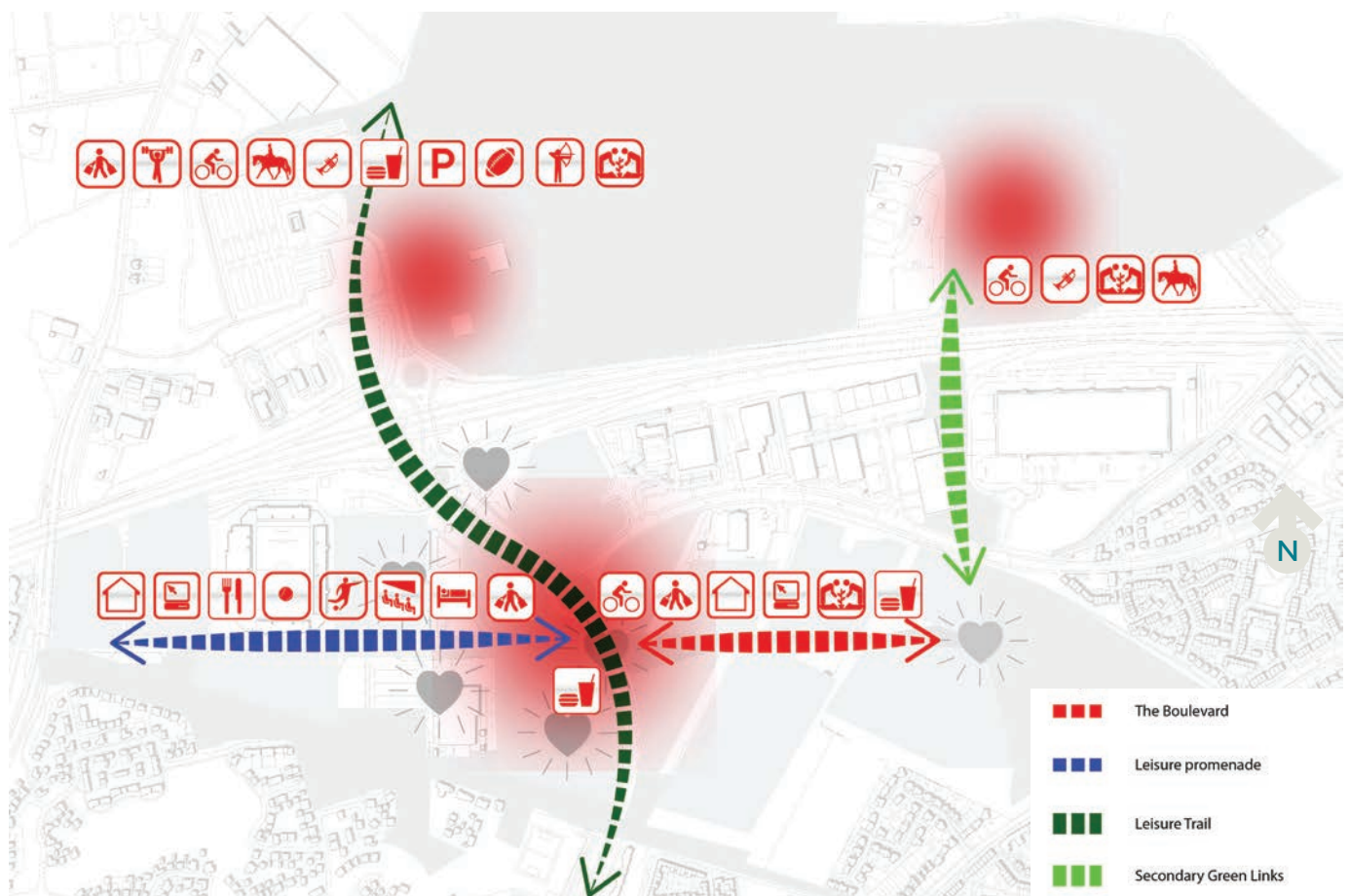


Residential



Workspace





## Design Principles Amenities

The destination will be the home for activities over a long stretch of the day, balancing the day and night time offer of sport and recreation, commercial, leisure, employment and mixed uses. This will appeal to a wide range of people and will add to the evening economy.

Colchester Northern Gateway should be an attractive destination throughout the year. It is expected that the spring / summer months will be busy across the area, with the predominant outdoor sports being played in the winter months; activities such as cycle events or organised walks will complement the sport focus in the north with cycling developing as a regional hub.

The external space should accommodate a versatile range of uses and will be attractive at different times of year.



EVENING AND NIGHT-TIME EVENTS USES SUCH AS  
OCCASIONAL CONCERTS AND PLAYS



DAY TIME ACTIVITIES FOCUS AROUND THE PUBLIC SQUARES AND  
COMMERCIAL ENTERTAINMENT USES





## Design Guidance

General Height  
Hierarchy of Frontage  
Public Open Space Hierarchy  
Pedestrian Circulation

# Design Guidance General Height

The majority of the development zones will be 3-6 stories height. Heights could increase for parcels in relation to their context such as between the Boulevard and major traffic routes, at important crossing points and where more commercial uses can be planned such as in association with landmark building.

Parcels to the east and south would generally have lower building heights in order to respond to the greener setting, lower density and residential uses. Heights should generally rise to a maximum height at The Circus, at the Via Urbis Romanae and south of the J28 roundabouts, although occasional higher buildings could be achieved at key points along the Boulevard punctuating the roofline and affording views. A concept development brief for the eastern area between Mill Road and the Via Urbis Romanae will add clarity to how this could be developed to create a viable and active place.

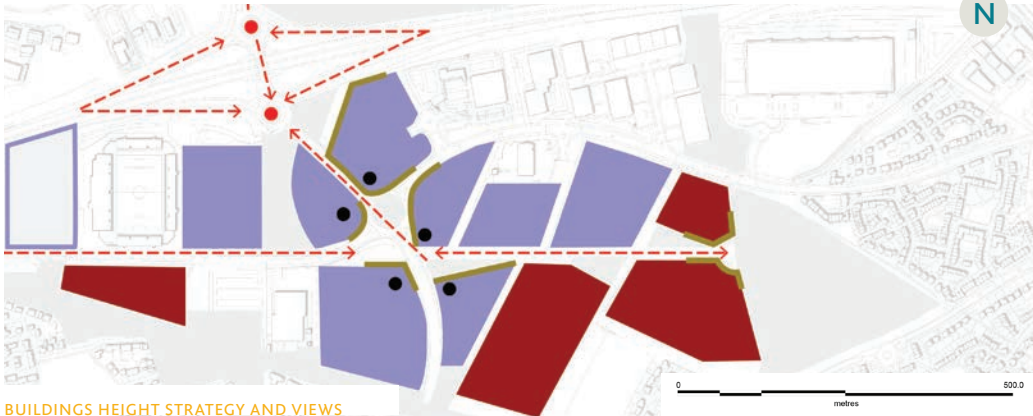
The residential plots would enjoy broadly two types of density: Low/

medium Density Residential: this should be a mixture of housing types with medium plots and garden sizes. It should include a range of house types, including detached and semi-detached and be concentrated in the eastern end.

Medium/higher Density Residential: this would be along the Boulevard where the alignment of buildings should be formal, generally close to the Boulevard edge, creating internal courtyards for privacy where appropriate and with potential for accommodating apartments or specialist housing types and tenures.

Employment uses will be focussed towards the western end around The Circus and along the boulevard with access from Axial Way. Upper floor residential units will be encouraged to help add vitality to the area and to benefit from the nearby employment and leisure uses. A multi storey carpark could be developed with other uses wrapping around it to economise on space for parking for the commercial uses.

- 3 - 6 STORIES
- CAR PARK OR MULTI-TIERED BUILDING
- 2 - 5 STORIES
- LANDMARKS
- STRATEGIC VIEWS
- LANDMARK BUILDING
- LANDMARK FRONTAGE



## Design Guidance Hierarchy of Frontage

Three frontage types are proposed for the Northern Gateway. The building frontage hierarchy will guide the location of elements, such as main entrances, ancillary commercial frontage, fire exits, vehicular access and service doors. The hierarchy will ensure that an appropriate architectural response is made for the facade of each building.

- **Primary frontage:** these are key frontages of particular importance as they face main squares, The Boulevard, and prominent corner positions.

- **Secondary frontage:** these frontages face onto the existing streets and pedestrian thoroughfares. They will incorporate residential entrances, secondary access to commercial and business spaces
- **Tertiary frontage:** found along quieter streets and routes, and in the semi-private areas within blocks.

Design guidance for the frontages along the boulevard in particular will ensure a high quality and consistent approach



## Design Guidance Public Open Space Hierarchy

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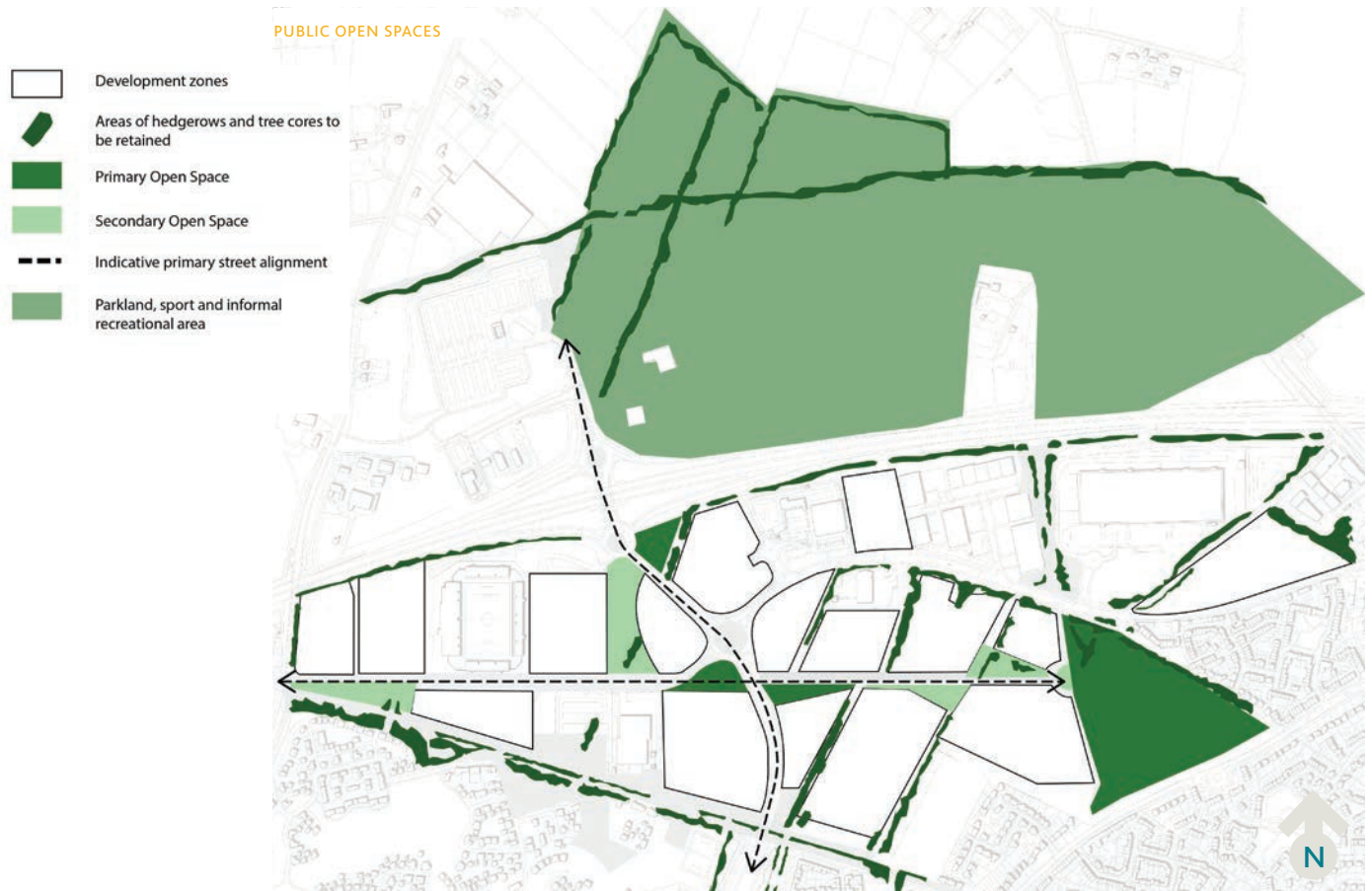
Within the development area south of the A12 there are several new public spaces each to be designed with a different and identifiable character:

- [The Circus](#), and plaza areas to the east and west of the Via Urbis Romanae are the key connective elements, creating a link between the Leisure Promenade and the Boulevard, integrated and creating a sense of one place. It is a focal point, a place of arrival and meeting and orientation, highly visible on arrival from the A12.
- [Community Open Space](#) will create a “Village Green” feel at the eastern end, providing a much needed green space for the existing parishes and new communities, providing a pleasant and lively ‘stitch’ between those communities. It is at the heart of the residential community, providing space for informal recreation, community activities and local gatherings where community meeting space might be accommodated too.
- [Tertiary open spaces](#) will add character to the Boulevard / Leisure promenade and will provide informal gathering and spill-out spaces. Water bodies and features for amenity value incorporating SUDs

functions as well as potential open water swimming can be included provided safety and maintenance issues are addressed.

- [Tower Lane](#) to the south provides a pleasant walking, equestrian and cycling link and forms part of the green loop that links the north and south sides of the A12.

The emerging landscape and public realm strategy is an integral part of the Master Plan Vision and provides more detail for the public spaces, planting and street furniture, access routes, important corners, views, buildings plots, with a range of appropriate uses and incorporating historic hedgerows, mature trees and the Tower Lane boundary.









# Design Guidance Pedestrian Circulation

The Northern Gateway public realm including pedestrian areas will be developed to ensure clarity of use, delineation of space and safety of movement between non - and vehicular traffic. Appropriate signage and material changes will be implemented to ensure safe passage of pedestrian traffic at all times. Tight traffic management will be implemented where there is any sharing of space with buses or car access.

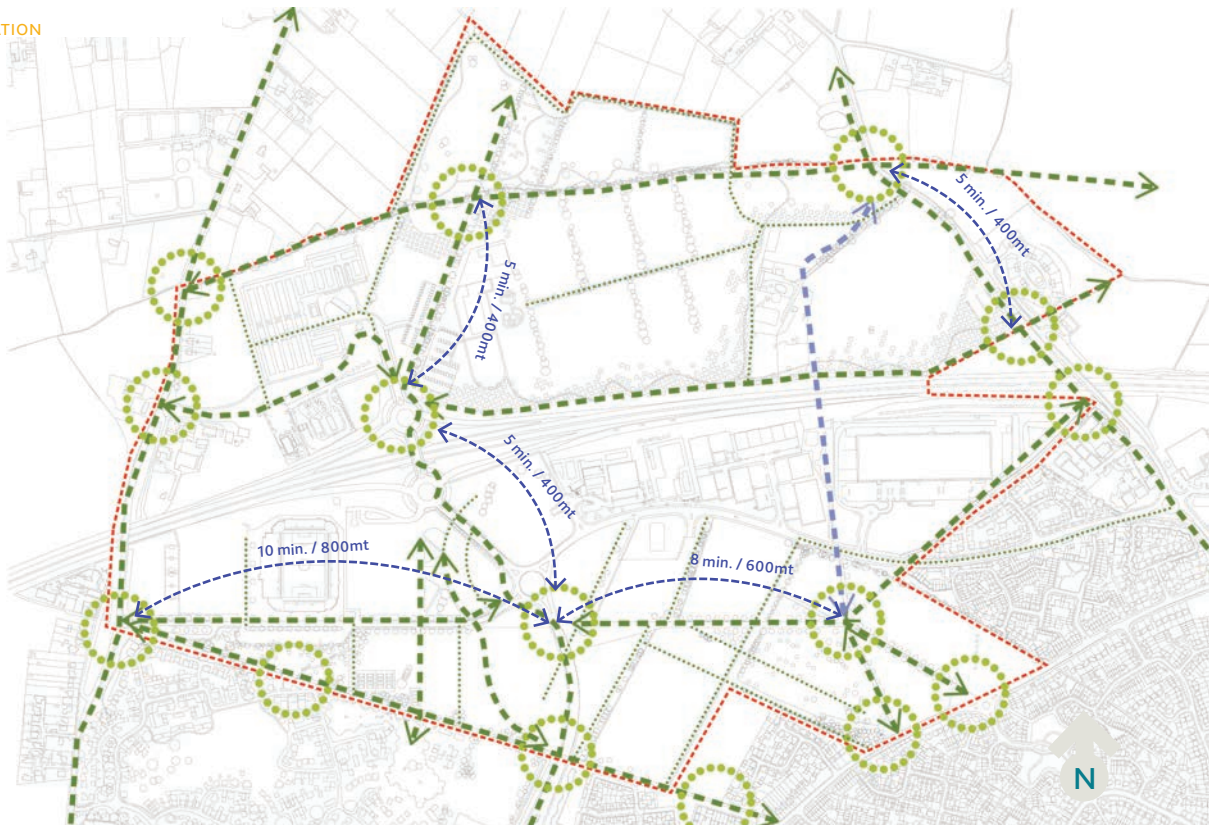
Pedestrian pavements will employ a roughness of material and adequate slip resistance to ensure comfortable and safe walking assisting also people with sight impairment. The use of tactile and hazard warning paving will be proposed in compliance with British Standards and building regulations.

Key pedestrian gateways between routes and primary entry points should be clearly defined through the use of building scale and proportions, using signage and non - verbal clues to aid orientation

- FUTURE PEDESTRIAN ROUTE 
- PRIMARY PEDESTRIAN ROUTES 
- SECONDARY PEDESTRIAN ROUTES 
- PEDESTRIAN GATEWAYS 
- SITE BOUNDARY 
- WALKING DISTANCES 



PEDESTRIAN CIRCULATION



# Zone by Zone Character Areas

Local Plan Preferred Options Proposals

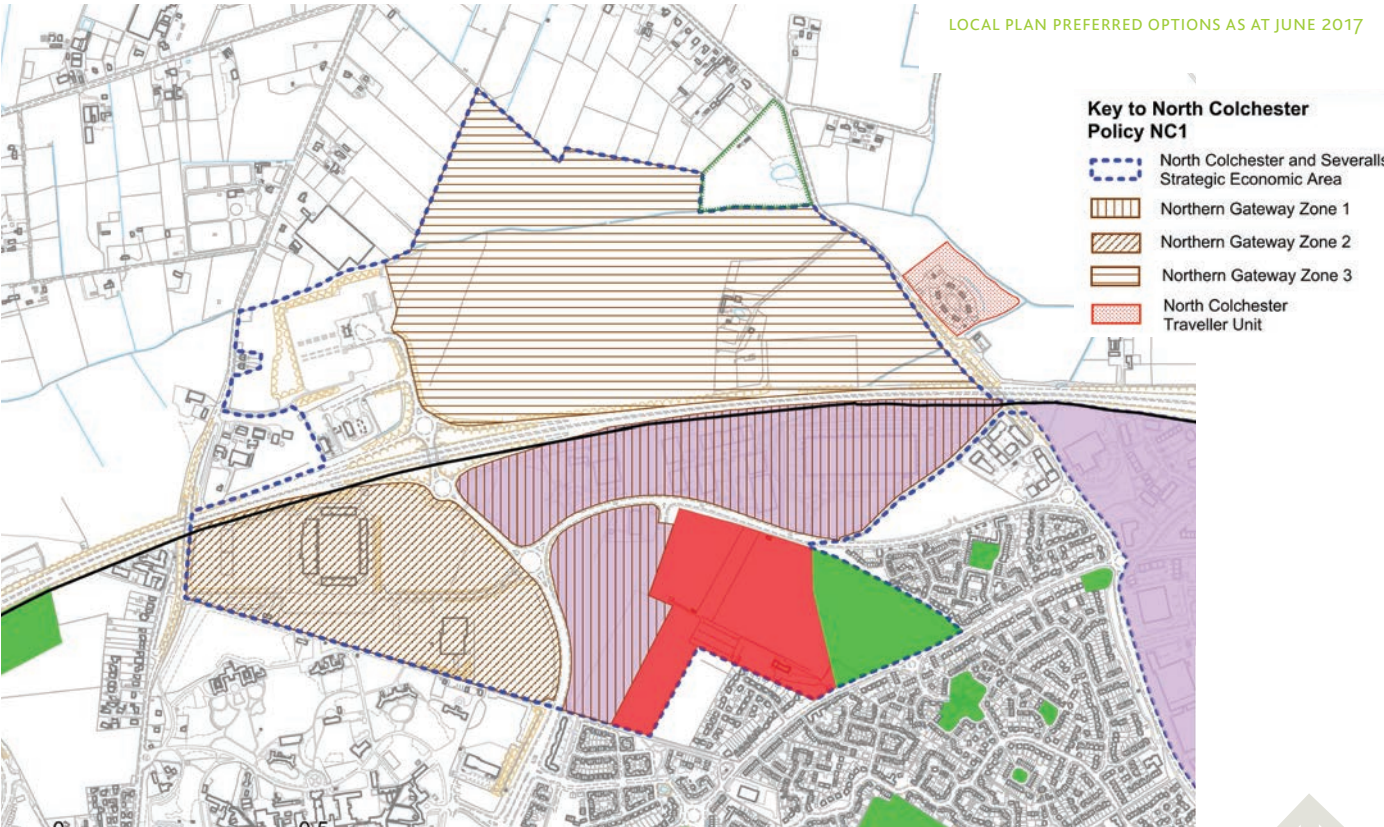
Sport and Recreation

Commercial Leisure

Employment and Mixed Uses

Homes

# Zone by Zone Character Areas Local Plan Preferred Options Proposals























DRAFT LOCAL PLAN JUNE 2017



## Policies Maps



### Key to Policies Maps

	Sustainable Settlement Boundary
	Other Village Boundary
	New Residential Allocation
	Employment
	New Residential-led Mixed Use Allocation
	Public Open Space
	Local Centre
	District Centre
	Garden Community Broad Area of Search
	Neighbourhood Plan Preferred Direction of Growth
	Coastal Protection Belt
	Dedham Vale Area of Outstanding Natural Beauty
	Environment Agency Flood Zone 3
	Conservation Area
	Site of Special Scientific Interest
	Special Protection Area
	Special Area of Conservation
	Local Nature Reserve
	Local Wildlife Site
	Scheduled Monument

# Zone by Zone Character Areas Sport and Recreation

Examples of Boulevard uses and design incorporating cycling and activity areas routes

Design guidance for the boulevard will ensure consistency of adjoining development and the creation of a distinctive place.



EXAMPLE OF BOULEVARD



COLCHESTER NORTHERN GATEWAY



## Zone by Zone Character Areas Commercial Leisure

Commercial activities should be located around The Circus or on the ground or lower floors of buildings fronting The Boulevard as well as on plots fronting Axial Way and the Via Urbis Romanae. These uses will add significant employment in this principal economic zone in Borough. They will complement other leisure and residential uses in the Colchester Northern Gateway.

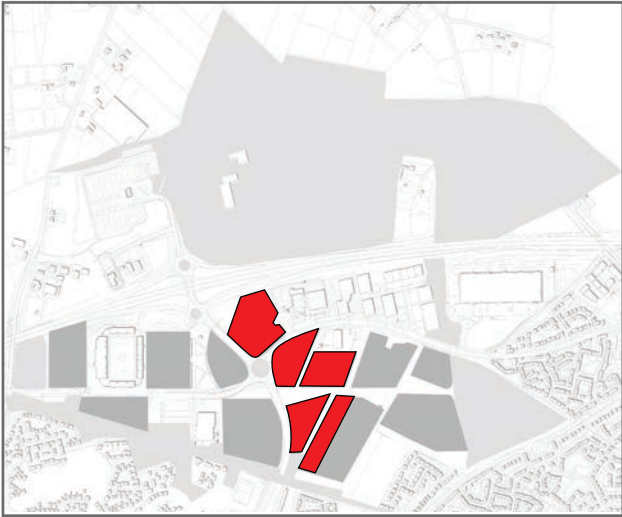
There will be no strong retail presence along the boulevard and any retail will be ancillary to the prime use e.g., cycle hire shop adjoining the sports complex.



EXAMPLE OF PUBLIC CENTRAL SPACE



# Zone by Zone Character Areas Employment



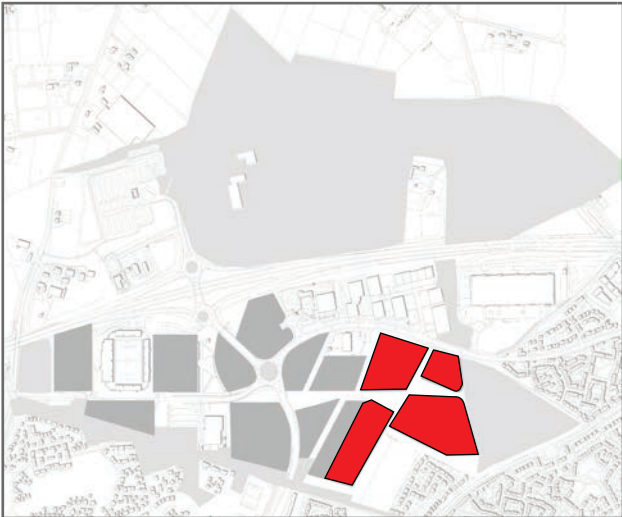
EXAMPLE OF MULTI-STORY PARKING



EXAMPLE OF PUBLIC SPACE ALONG THE BOULEVARD



Zone by Zone Character Areas Homes



ACCORDIA MASTERPLAN DEVELOPMENT IN CAMBRIDGE



EXAMPLE OF SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS) WITHIN THE RESIDENTIAL AREA



ACCORDIA MASTERPLAN DEVELOPMENT IN CAMBRIDGE

# Conclusion Next Steps

This Masterplan Strategy consolidates current development proposals, economic proposals and the updated Vision for the whole Northern Gateway as a regional leisure destination.

Together with the Public Realm Strategy this document is the first step towards developing more detailed guidance for the sites, expanding on the initial master planning concepts established in the 2012 Vision and bringing the Vision together in a comprehensive redevelopment of the area.

The next steps are:

- To develop more detailed guidance for the development of key



MASTER PLAN STRATEGY

areas, based on initial master planning concepts showing building massing and heights, uses, access and public space as well as design guidance as required

- Market and promote the area, the 'brand' and the vision. Engage with investors, operators, and employers together with the local community respondents and sports participants
- Prepare planning applications for the development plots that take on board the ideas in this document and reflect the Local Plan designations with a view to bringing about change and prosperity to the area to develop its Gateway role over the next 5-10 years.



NORTHERN GATEWAY PUBLIC REALM STRATEGY



REVISION NO.	ISSUE DATE:	PREPARED BY:	APPROVED BY:
05	12/06/2017	CATERINA AVITABILE	GORANA SHEPHERD
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**GILLESPIES**

**COLCHESTER NORTHERN GATEWAY**  
LANDSCAPE STRATEGY

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Strategic Context  
Constraints  
Opportunities

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Lighting

## 05 Landscape Typologies

Parkland  
The Boulevard  
Leisure Promenade  
Mill Road Park  
Bridges and Connectivity  
Gateway Landscape  
Sports Facilities  
Development Plot Landscapes

# 01

## INTRODUCTION

# INTRODUCTION

This document has been prepared by Gillespies to show the landscape strategy for the Colchester Northern Gateway site. The landscape strategy has been developed through careful analysis of the site, the existing and proposed land use patterns and the emerging character of the built form of the Northern Gateway.

The public realm design proposals have been guided by several important factors including:

- Planning advice- The design team has worked closely with Colchester Borough Council in determining the specific requirements of the public realm.
- Council policy and guidance.
- Site visits,
- Existing development plot plans and developing designs for various plots
- Information provided by other parties, include ecology and arboricultural surveys, energy studies and highways studies
- A masterplan document which sets out the urban design principles has also been developed alongside this landscape strategy and its contents have informed the proposals

This document is divided into four parts, analysis, the landscape vision, landscape strategy, followed by a more detailed look at the typologies created by the landscape plan.



# 02

## ANALYSIS, CONSTRAINTS AND OPPORTUNITIES



# ANALYSIS, CONSTRAINTS AND OPPORTUNITIES

The Site - Colchester Northern Gateway covers an area of approximately 100ha



Aerial Photo 2014



# STRATEGIC CONTEXT



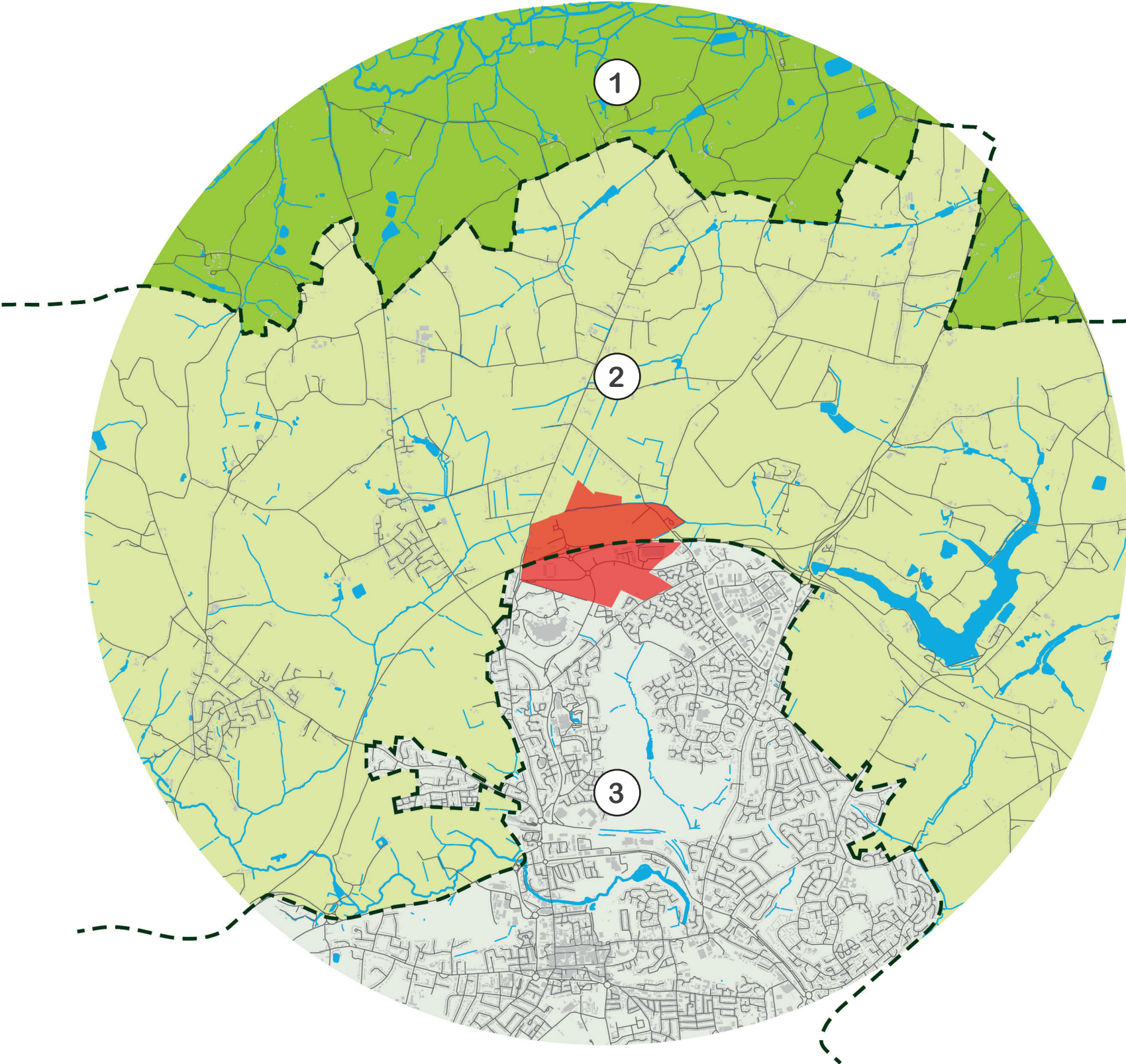
1. Dedham Vale Area of Outstanding Natural Beauty (AONB)



2. Productive Landscape (Agriculture and Horticulture)



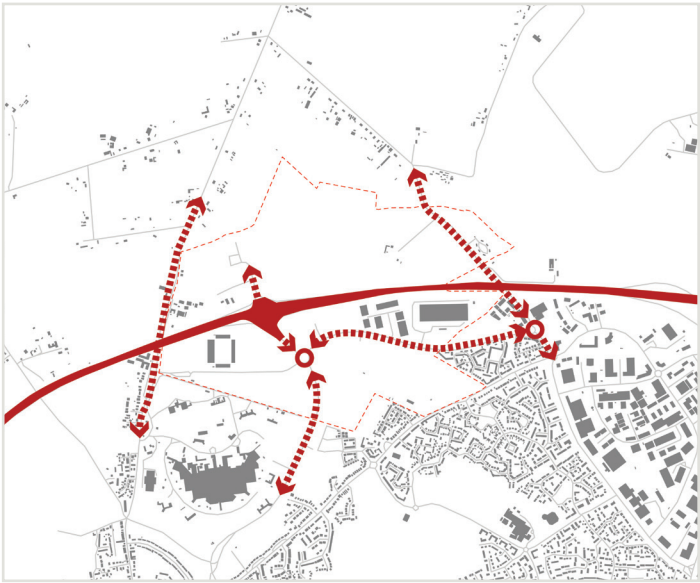
3. Historic Town centre





# ANALYSIS, CONSTRAINTS AND OPPORTUNITIES

## Constraints



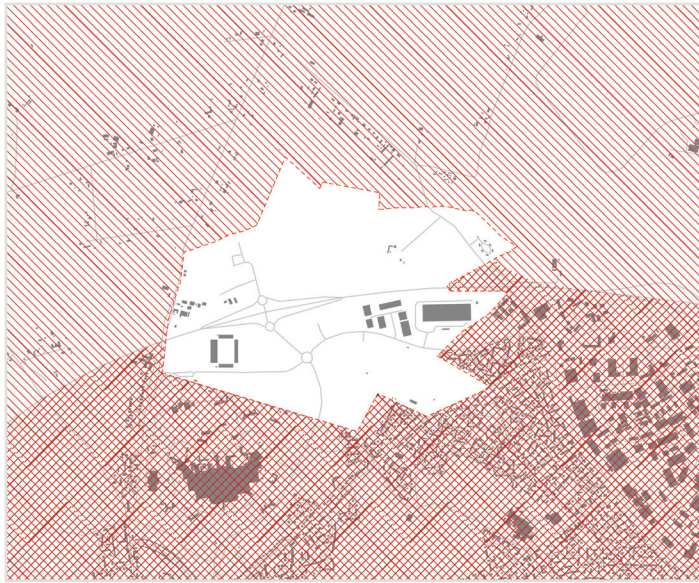
### Trunk Road

The A12 road corridor bisects the site with restricted pedestrian and cycling connections north-south.



### Existing Buildings / Proposed Developments

The existing buildings within the site do not create a cohesive arrangement and the light industrial units in the north-east are large and visually prominent from the northern part of the site. Adjacent residential developments at Severalls and Chesterwell meet the south western boundary of the site where relevant design features and patterns should be migrated across to CNG site in order to achieve better connectivity and continuity.



### Lack of focus

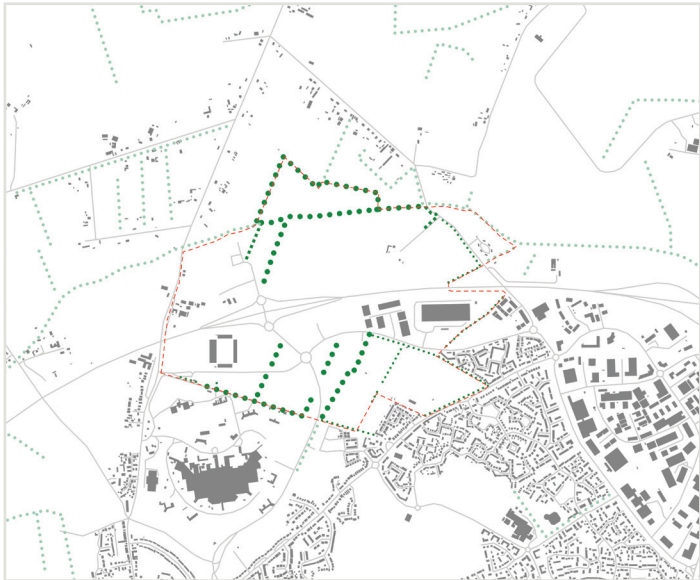
The surrounding residential and agricultural land does not offer enough in the way of public access amenity.

# ANALYSIS, CONSTRAINTS AND OPPORTUNITIES

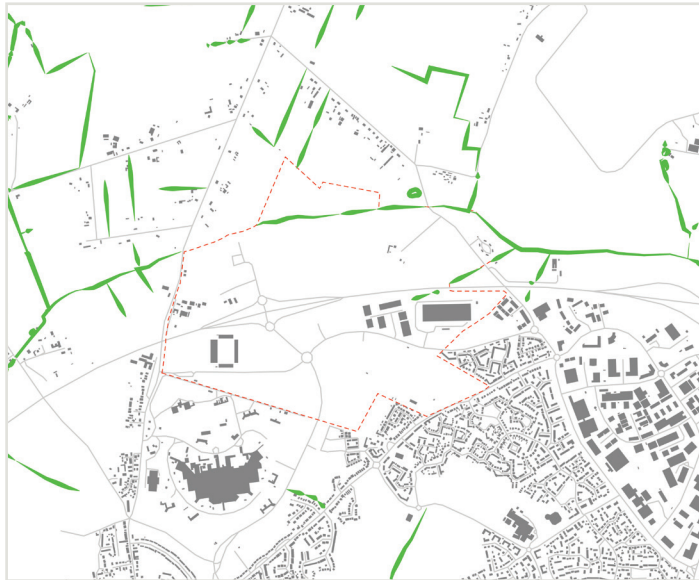
## Opportunities



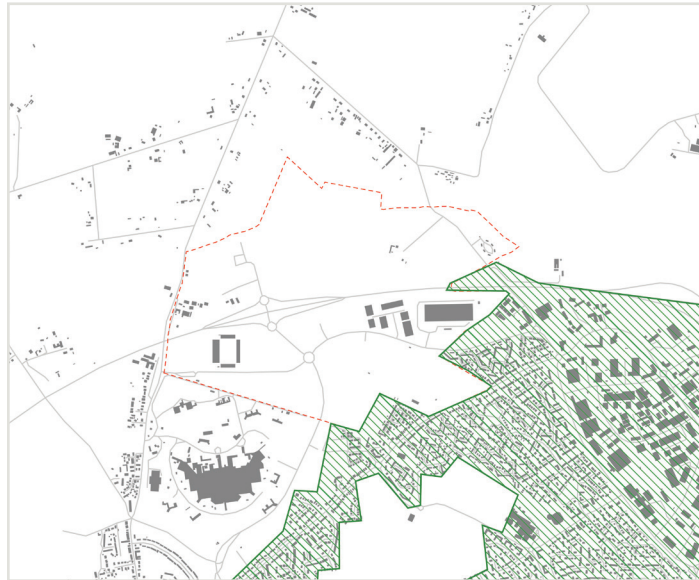
Countryside to North of Site



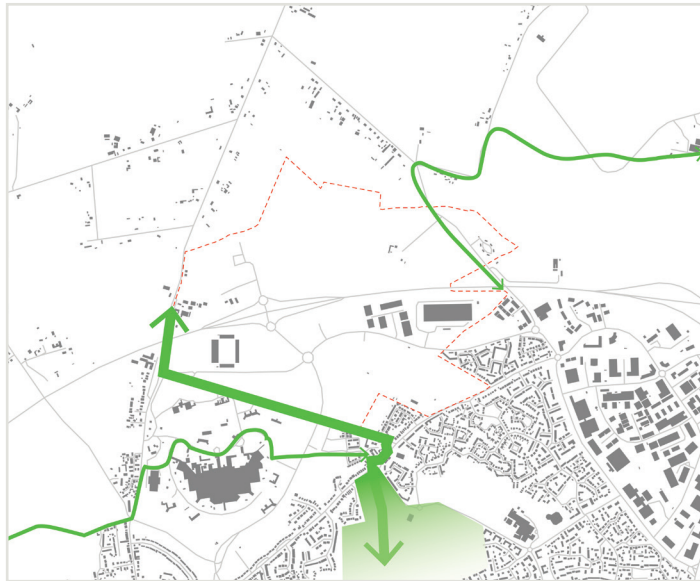
**Hedgerows**  
Important and protected (big dots)  
Protected (dashed line)  
Unprotected (small dots)  
Surrounding hedgerows (faded green)



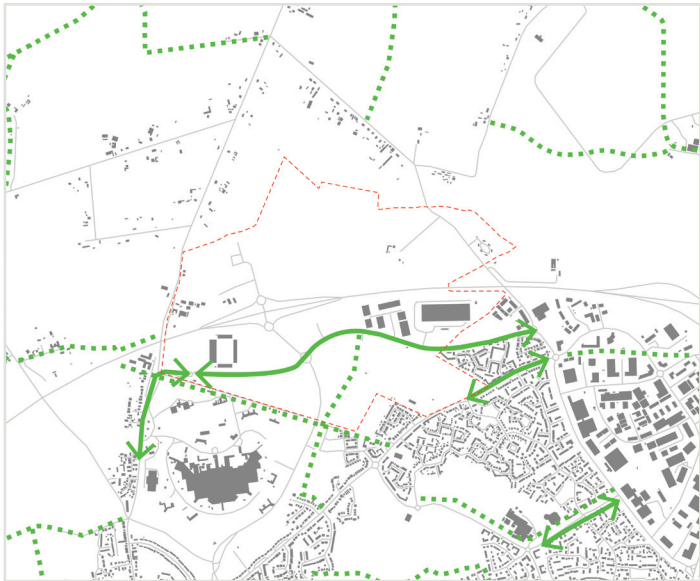
Existing Water Courses



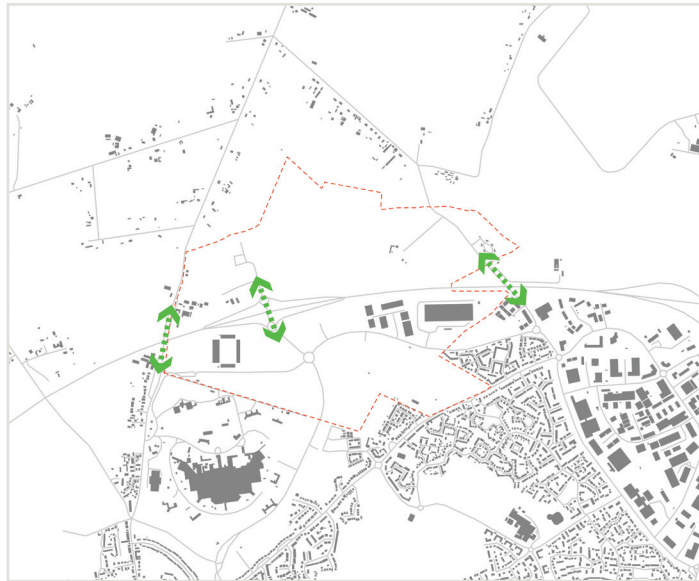
Proximity to Colchester



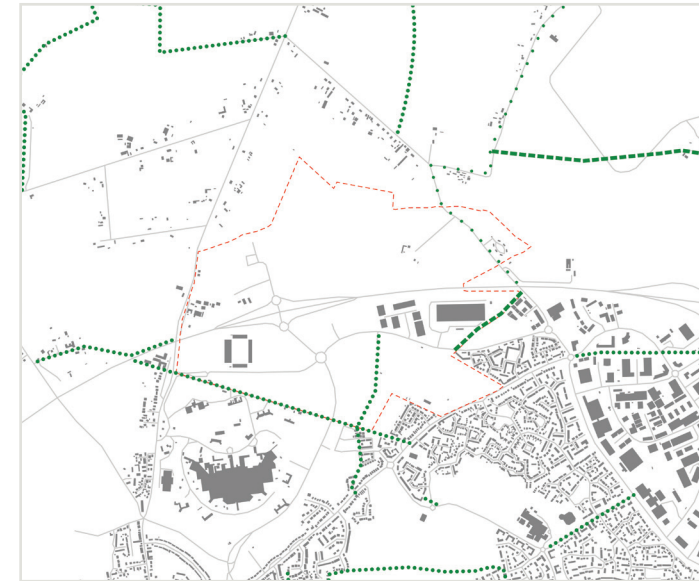
Green Link to Town Centre



Good Pedestrian and Road Links



Existing Road Bridges



**Public Rights of Way (PROW)**  
Footpaths (dotted line)  
Bridleways (dashed line)

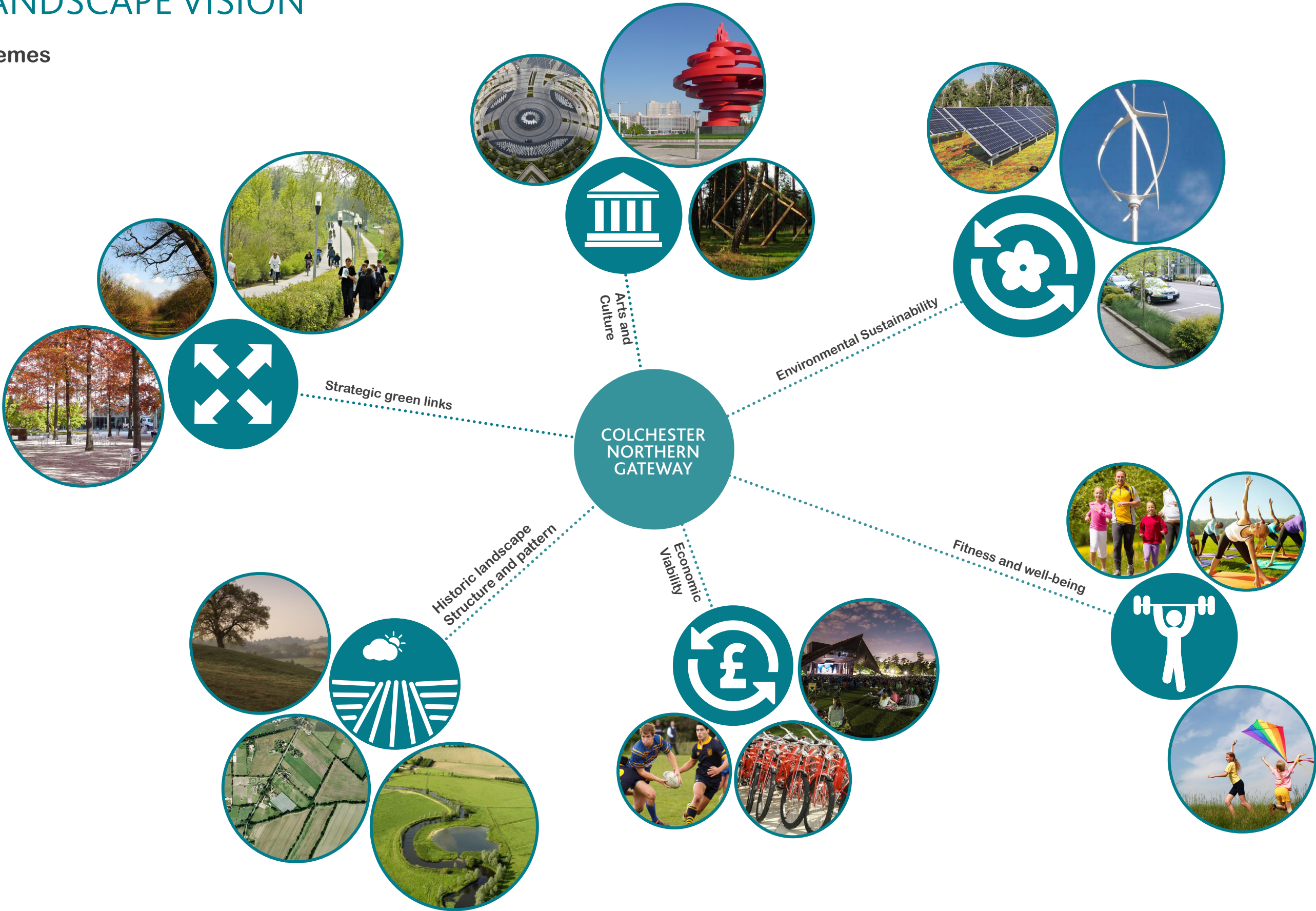
# 03

## LANDSCAPE VISION



# LANDSCAPE VISION

## Themes





# LANDSCAPE VISION

## Historic Landscape Structure and Pattern

Using the structural characteristics of the existing landscape to provide a new landscape structure for the northern gateway and connecting it to the surrounding context.



Dedham Vale AONB, Constable and Gainsborough painted this landscape



Magnificent mature oak trees should be retained and celebrated



Mature hedgerows and historic field patterns provide hints of a new structure



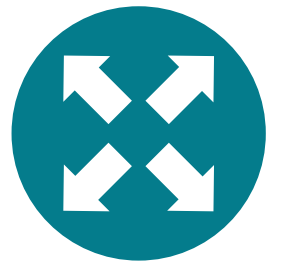
Streams and Water bodies can be used to provide functional and beautiful landscape features



# LANDSCAPE VISION

## Strategic Green Links and Spaces

Creating legible and accessible strategic connections within the site and to the surrounding areas.



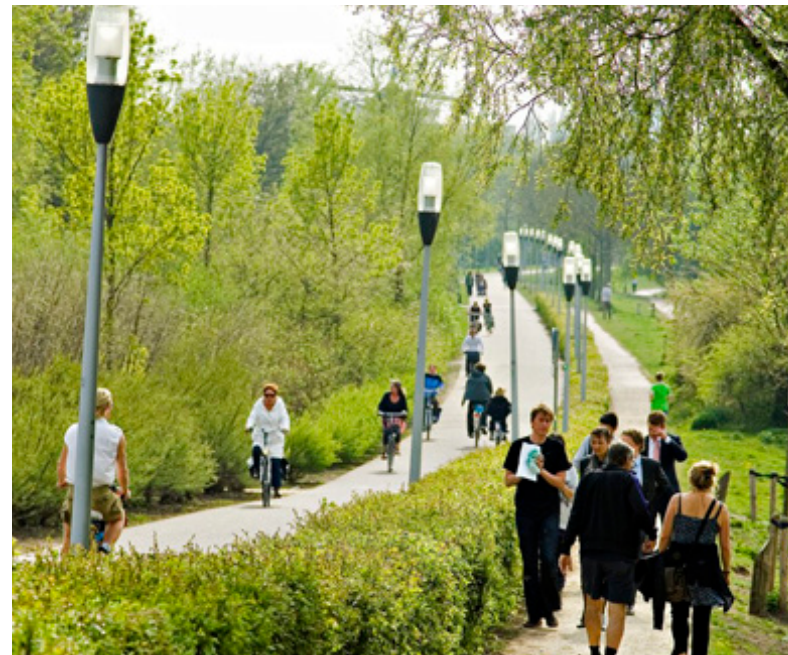
Links to the surrounding areas, including to the town centre and to the Dedham Vale AONB to the north



Links to the community



Ecological links – green routes for habitat benefit



Links within the site – creating a hierarchy of green infrastructure

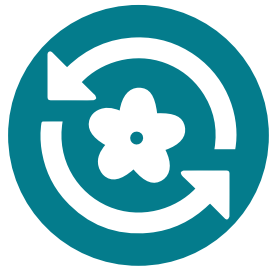


Gateways to the site – defining an arrival experience for all transport modes



# LANDSCAPE VISION

## Environmental Sustainability



Sustainable Drainage and Water Management

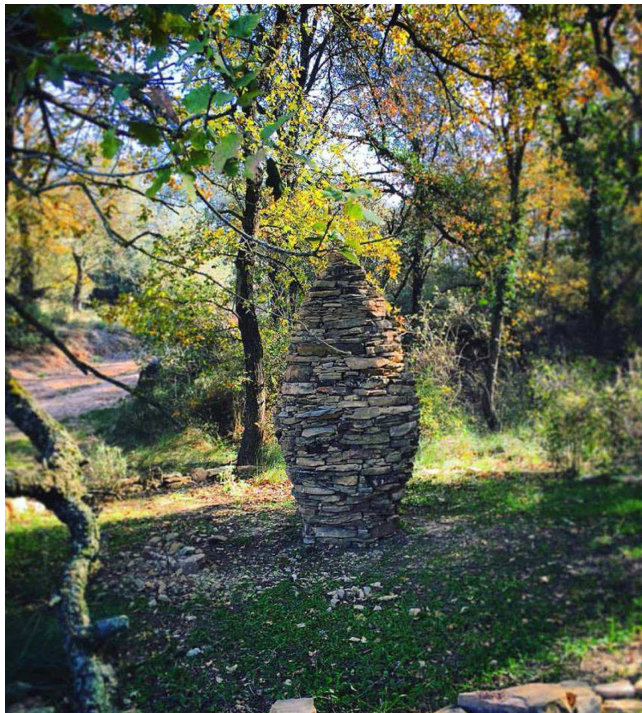


Energy production



# LANDSCAPE VISION

## Arts and Culture



Landmark art

Wayfinding

Art Trail



# LANDSCAPE VISION

## Fitness and Well-being



Network of routes through the site, cycle, running, fitness trails



Benefits of exercise in nature



Specific landscape uses - Climbing walls, outdoor gym, kites, bridleways, cycle routes



# LANDSCAPE VISION

## Economic Viability



Events – providing infrastructure for events of varying scales



Café/ restaurant – locally grown food



Bike hire / bike repair shop



Sports facilities

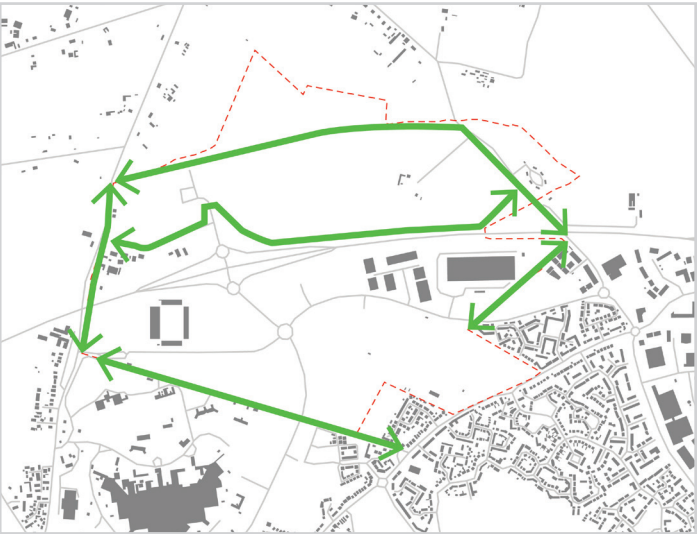


04

## LANDSCAPE STRATEGY

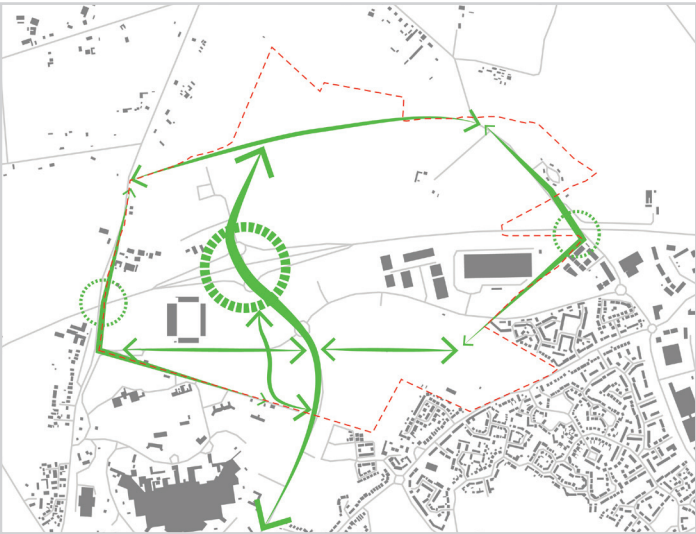
# LANDSCAPE STRATEGY

## Principles



### Parkland

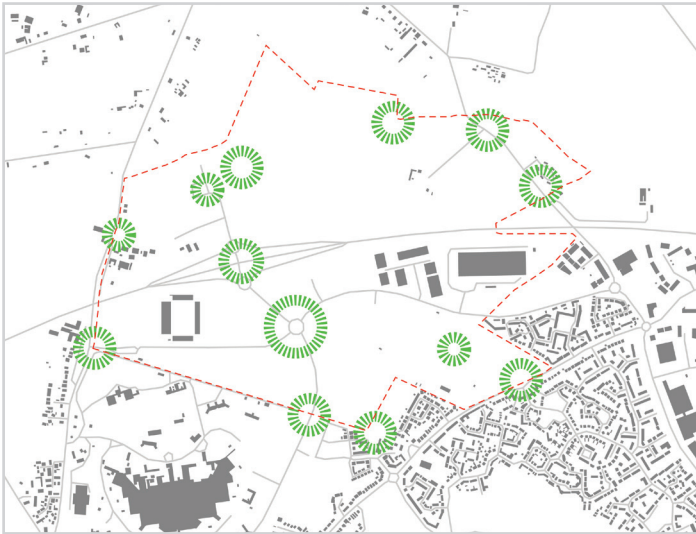
Providing primary connections through the site through distinctive landscape types.



### The Boulevard / Leisure Promenade and Secondary Links

Building on the existing bridges to create connections between north and south of the site.

Exploit the potential of the bridges as gateway markers on the A12.



### Key Junctions and Gateways

A series of gateways, plazas, small informal parks and community gardens.



### Open Spaces

A mixture of programmed and flexible spaces for sports and other events.



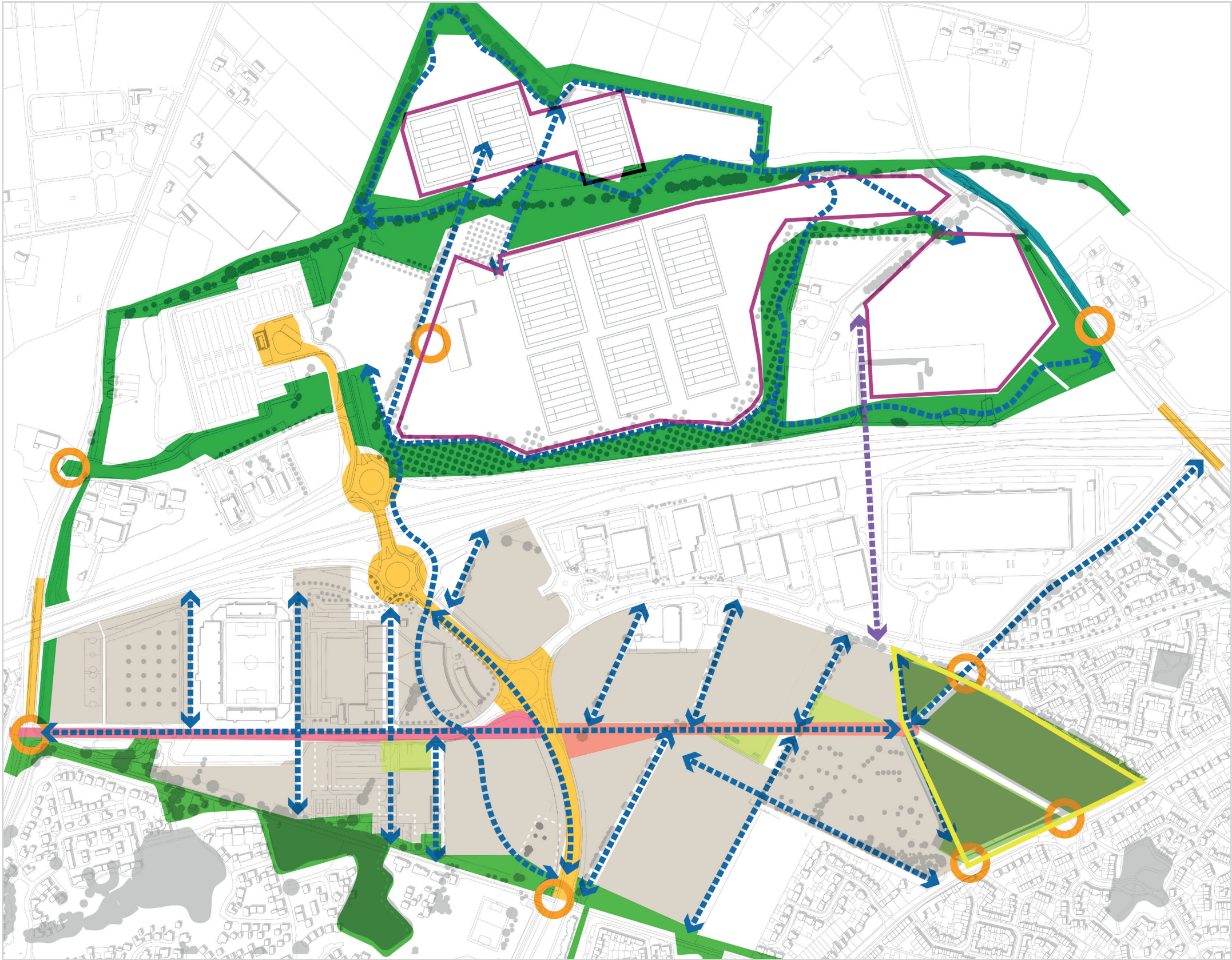
# LANDSCAPE STRATEGY

## Typologies

A clear structure for the landscape has been created in the masterplan.

The diagram shows the key structures which are then described in more detail in section 5.

- Plots
- Leisure Promenade
- The Boulevard
- Secondary open space
- Parkland
- Bridges / gateways
- Gateway
- Mill Road Park
- Future link
- Pedestrian Circulation
- Sports Pitches (layout draft / provisional)





# LANDSCAPE STRATEGY





# LANDSCAPE STRATEGY

## Pedestrian Circulation

The public realm of the Northern Gateway will be developed to ensure clarity and safety of movements between pedestrian and vehicular traffic. Appropriate signage and material changes will be implemented to ensure safe passage of pedestrian traffic at all times.

Key gateway spaces are created at appropriate junctions / entrances, including the creation of a circus space where the boulevard / leisure promenade cross the Via Urbis Romanae.

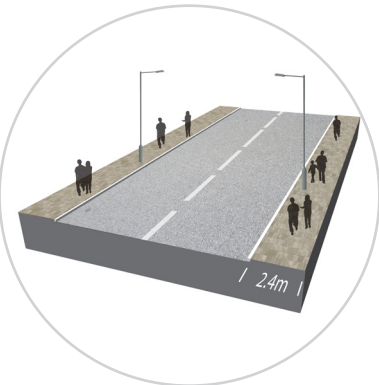
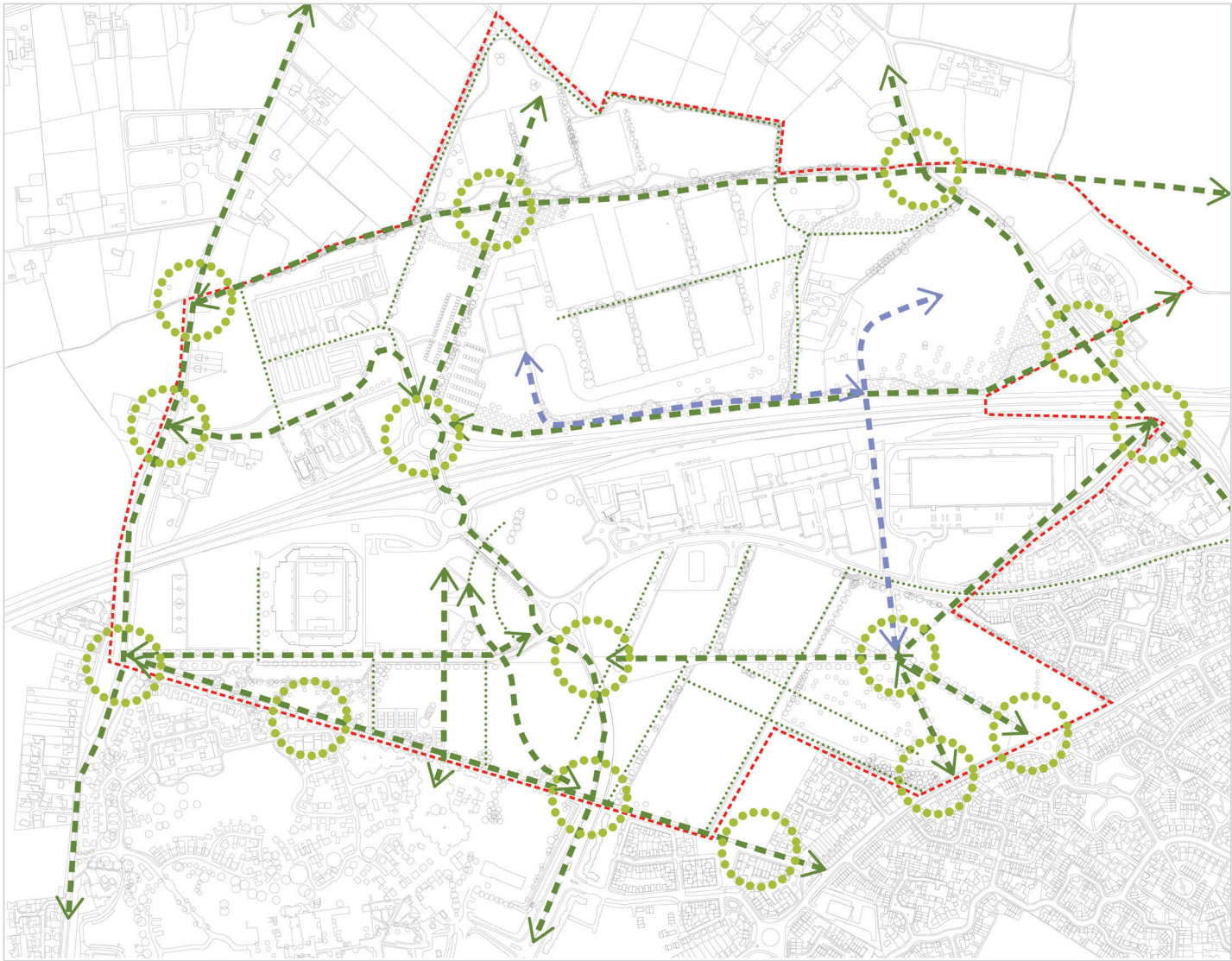
Pedestrian pavements will take in to account roughness of material and adequate slip resistance to ensure comfortable and safe walking experience.

The use of tactile and hazard warning paving will be proposed in compliance with British standards and building regulations.

Shared surfacing will be considered in areas of predominant pedestrian priority where vehicles can either be limited or controlled in the hours of access.

All pedestrian routes need to be lit for clear visibility and safety (refer to BS EN 13201-2).

- Future pedestrian and cycle route ■■■■
- Primary pedestrian routes ■■■■
- Secondary pedestrian routes ●●●●
- Pedestrian Gateways ○○○○
- Site boundary ■■■■



Primary pedestrian routes



Secondary pedestrian routes



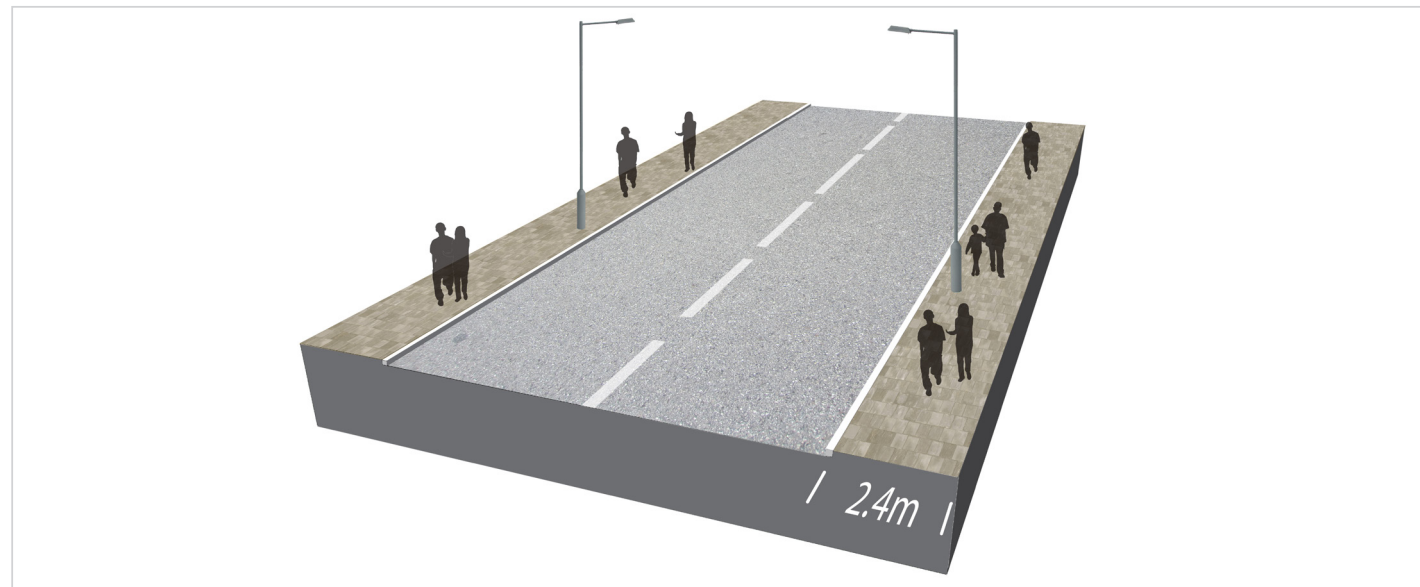


# LANDSCAPE STRATEGY

## Pedestrian Circulation

### Primary Pedestrian routes along roadways

- Minimum footways of 2.4m should be implemented with paving to match the surrounding pavement finishes
- Lighting should be provided to the relevant highways standard for the area
- Crossings should be provided at appropriate locations where pedestrian movement is anticipated



### Secondary Pedestrian Routes

- These should be a minimum width of 2.4m
- Routes can be more meandering, but visibility at corners should be maintained (eg no high planting)
- They should be of an appropriate hard-wearing material
- Lighting should be provided in the form of appropriately scaled (4-6m) light columns



### Primary Pedestrian routes through open space

- These should be of a minimum width of 3.5m
- Routes should be direct with clear sight-lines
- They should be of an appropriate hard-wearing material
- Lighting should be provided in the form of appropriately scaled (4-6m) light columns
- Seating and litter bins should be provided at regular intervals (approximately every 100m)
- Wayfinding signage should be provided to aid navigation





# LANDSCAPE STRATEGIES

## Cycle & Equestrian Circulation

There are opportunities for significant improvement of cycle routes through the northern gateway to increase sustainable transport modes and to provide easy of access through the site. Routes have been included which provide links not just within the site but connect to existing and proposed cycle routes in the area.

All on-road cycle routes must be clearly marked with signs or by using different paving materials.

Informal cycle routes combined with pedestrian pathways should be a minimum of 3.5m width to allow different uses to co-exist.

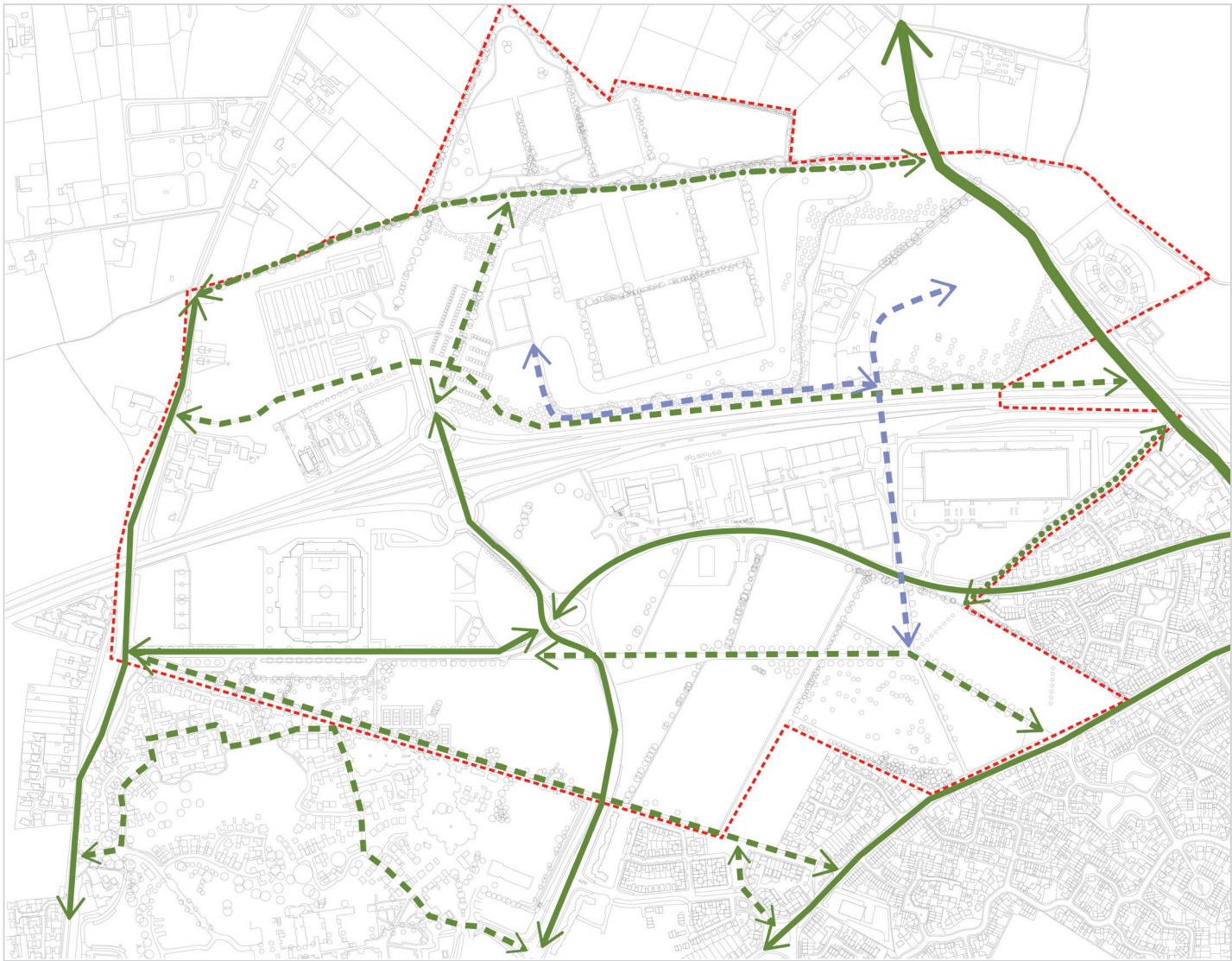
Junctions where cycle routes cross roads should be carefully designed with safety of all users in mind.

Tactile and hazard warning paving is proposed in compliance with British standards and building regulations.

All cycle routes need to be lit for clear visibility and safety (refer to BS EN 13201-2).

Equestrian routes need to be equipped with Pegasus crossings where required (height 2m). Parapets on bridges for equestrian to be 1.8m high. Surfaces on such bridges need to be non-slip materials laid in a way that reduce noise caused by horses’ hooves.

- Future pedestrian and cycle route ■■■■
- National cycle route ———
- On road cycle route ———
- Off road cycle route - - - - -
- Off road cycle & Equestrian ●——●
- Equestrian route ●●●
- Site boundary ■■■■



On-road cycle route



Off-road cycle route



Equestrian Route





# LANDSCAPE STRATEGY

## Vehicle Circulation + Car Parking

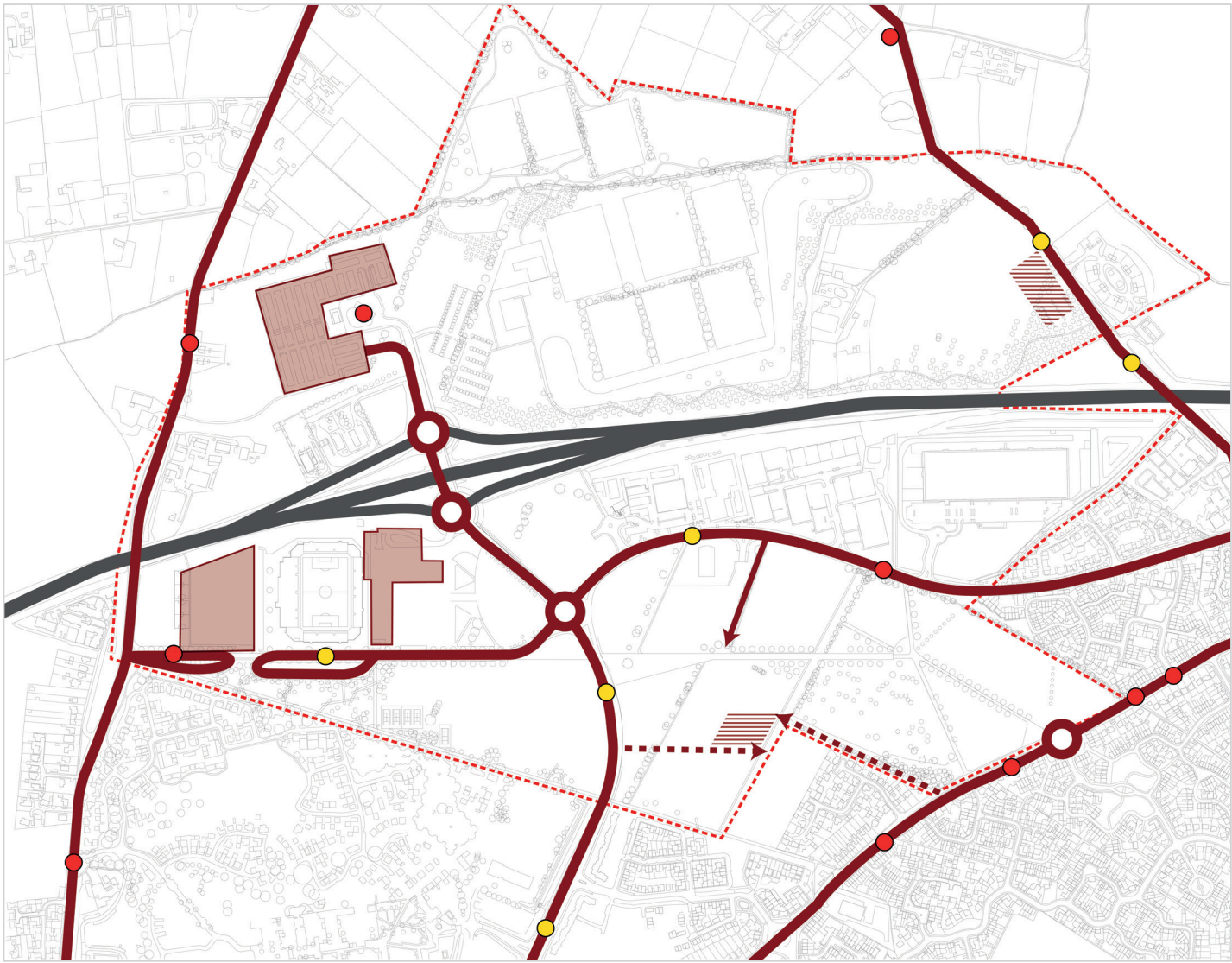
The key vehicle routes are already established by the current road structure which consists of several key north-south routes at the site boundary, Via Urbis Romanae connecting northern and southern parts of the site and connecting to the A12, and Axial Way connecting east-west through the southern part of the site.

Vehicular access is required to serve the plots to the east of Via Urbis Romanae.

Shared surfacing will be considered in areas of predominant pedestrian priority where vehicles can either be limited or controlled in the hours of access.

Car parking is provided on plot in the southern part of the site. In the north the park-and-ride, sports hall and sports users have significant parking. There may be a temporary requirement for additional car parking during one-off events but this will be subject to the travel plan and parking strategy.

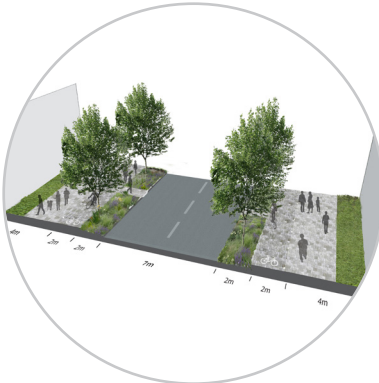
- Proposed Bus stops
- Existing local Bus stops
- Trunk road
- Road network
- Potential vehicular routes
- Car parks
- Possible car park location
- Site boundary



Bus Stops



Trunk road



Proposed Leisure Promenade



Existing Road network



Car parks



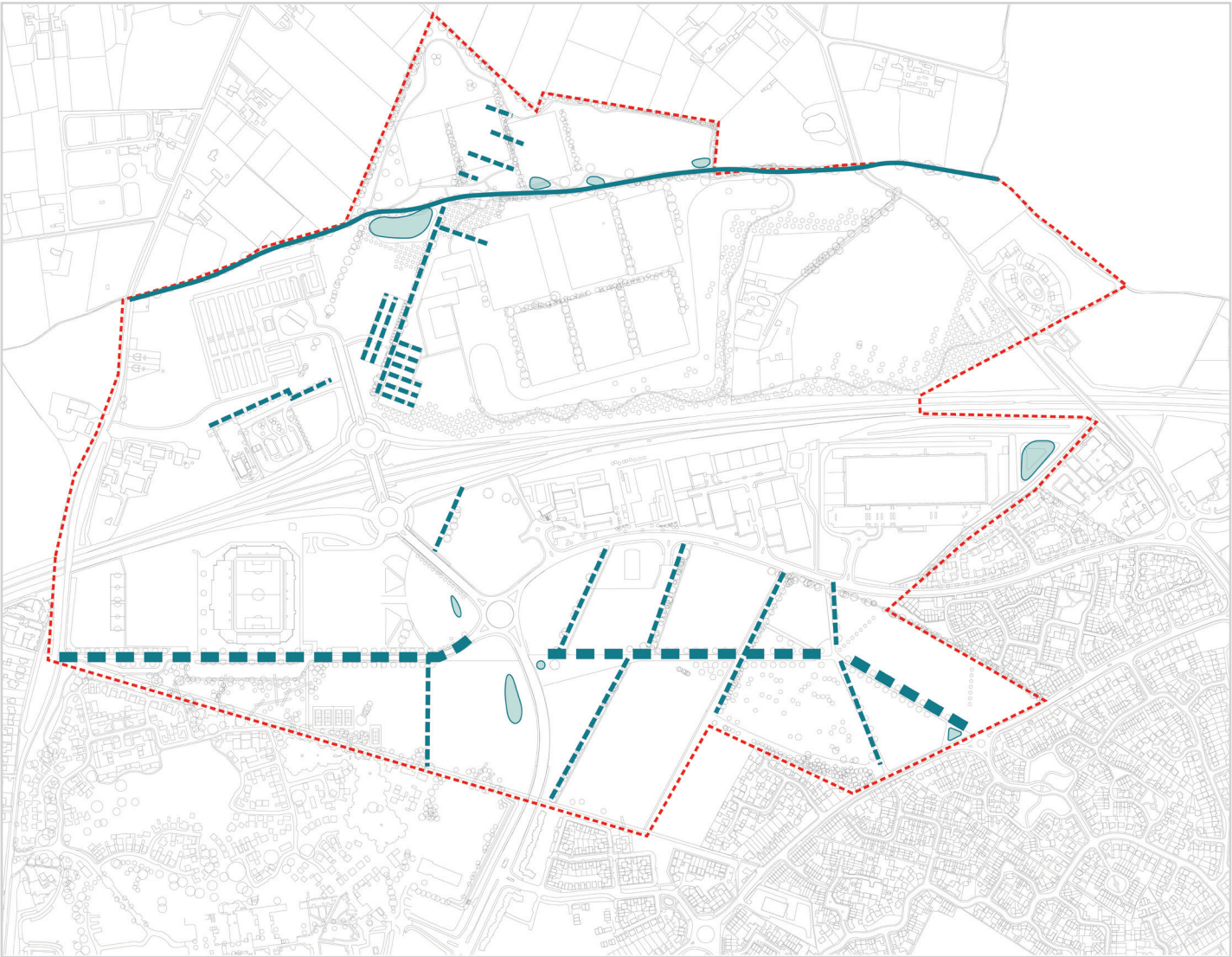
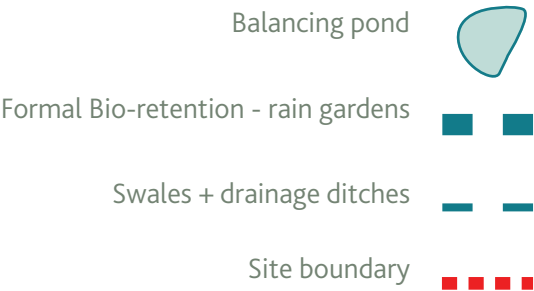
# LANDSCAPE STRATEGY

## Sustainable Urban Drainage Systems (SUDS)

The site features a number of different drainage features a number of which could be considered part of a sustainable drainage strategy

In addition to existing features being retained new features will be added:

- Rain gardens to be included along the Southern Boulevard / Leisure Promenade. These collect run off from hard standing and collect it slowing its passage into the drainage system
- Further drainage swales and ditches to supplement existing features, these will be used where space permits
- Permeable paving to be considered in large areas of hard standing
- SUDS in the form of swales or permeable paving to be integrated in to the design of all car parks
- Green roofs to attenuate heavy rainfall and delay transmission into the conventional drainage system
- Water from roof drainage / grey water could be harvested for irrigation purposes



Balancing pond



Swales and drainage ditches



Formal Bio-retention rain garden





# LANDSCAPE STRATEGY

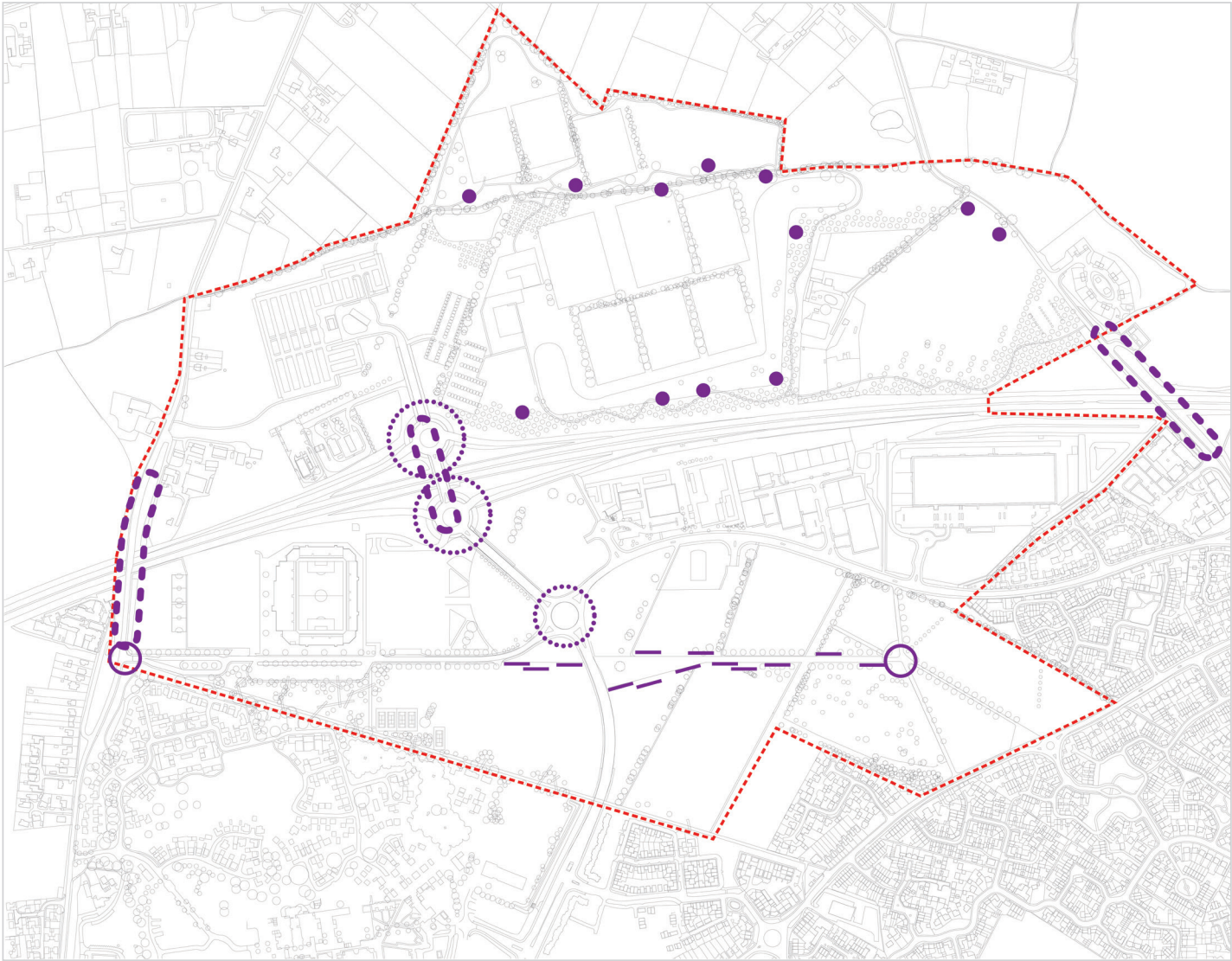
## Art Opportunities

Public art can bring additional levels of interest and convey meaning in the landscape

In the northern gateway major art interventions are concentrated around the bridges, and the roundabouts on Via Urbis Romanae where there is the opportunity for landmarks to be introduced.

More discreet and subtle items can be introduced along the various informal pathways and spaces of the site forming a series of art trails.

Technology could supplement art providing opportunities to explore and interact via smart phone apps.



Boulevard / Leisure promenade



Bridge intervention



Roundabouts



Art trail / play on the way





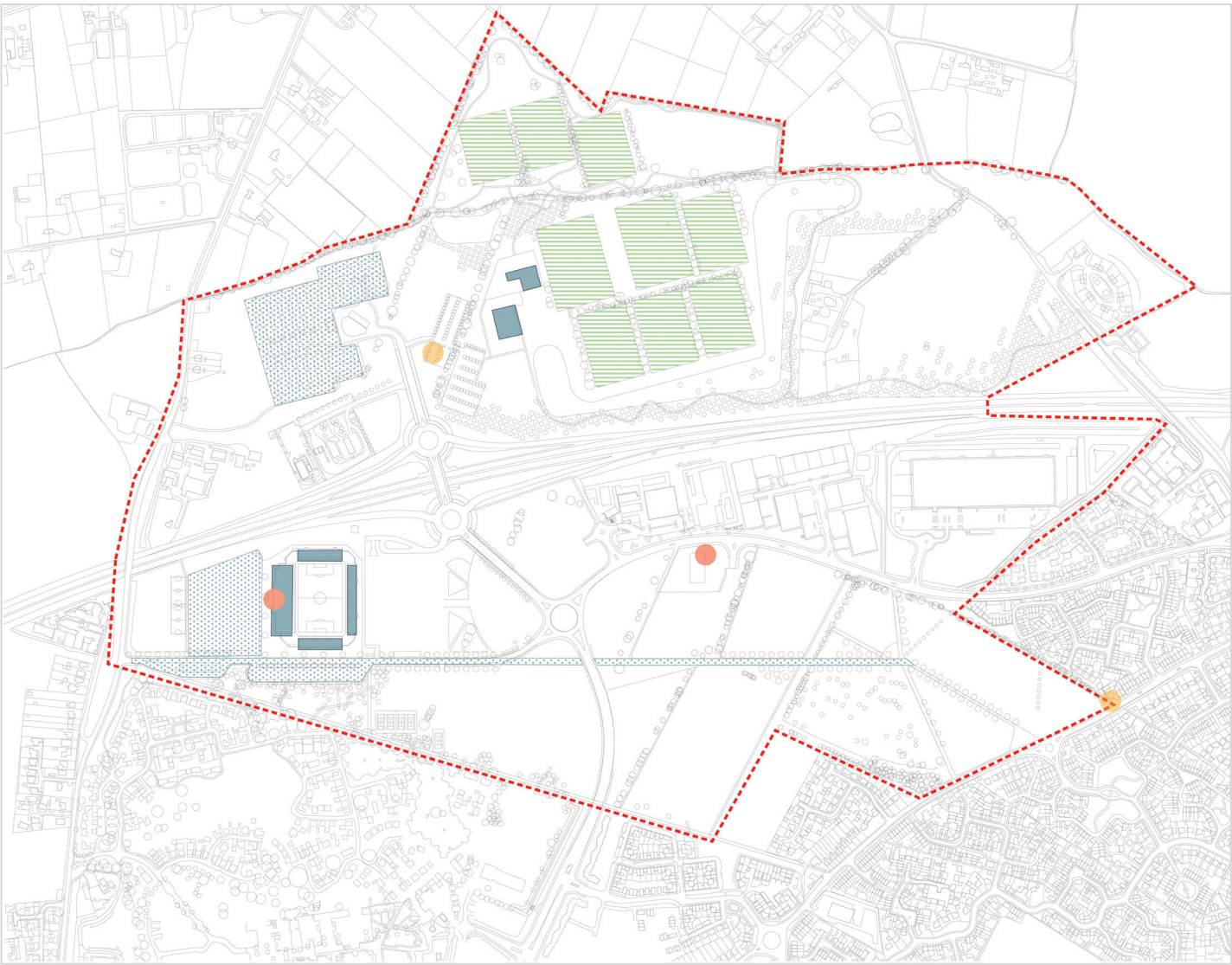
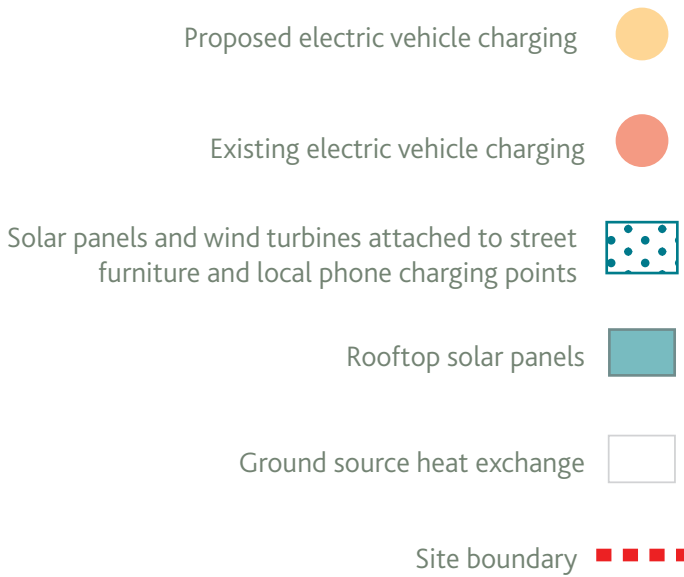
# LANDSCAPE STRATEGY

## Energy Production Opportunities

The council has completed a study to examine options for energy production in the landscape. There is opportunity to introduce a range of innovative and complementary measures such as:

- Rooftop solar panels in new developments
- Solar panels integrated into street furniture
- Ground source heat exchange integrated with sports pitches

Additional electric vehicle charging stations to be added on site.



Existing electric vehicle charging



Micro-renewables



Solar phone charging points



Solar panels on roofs



Ground source heat exchange



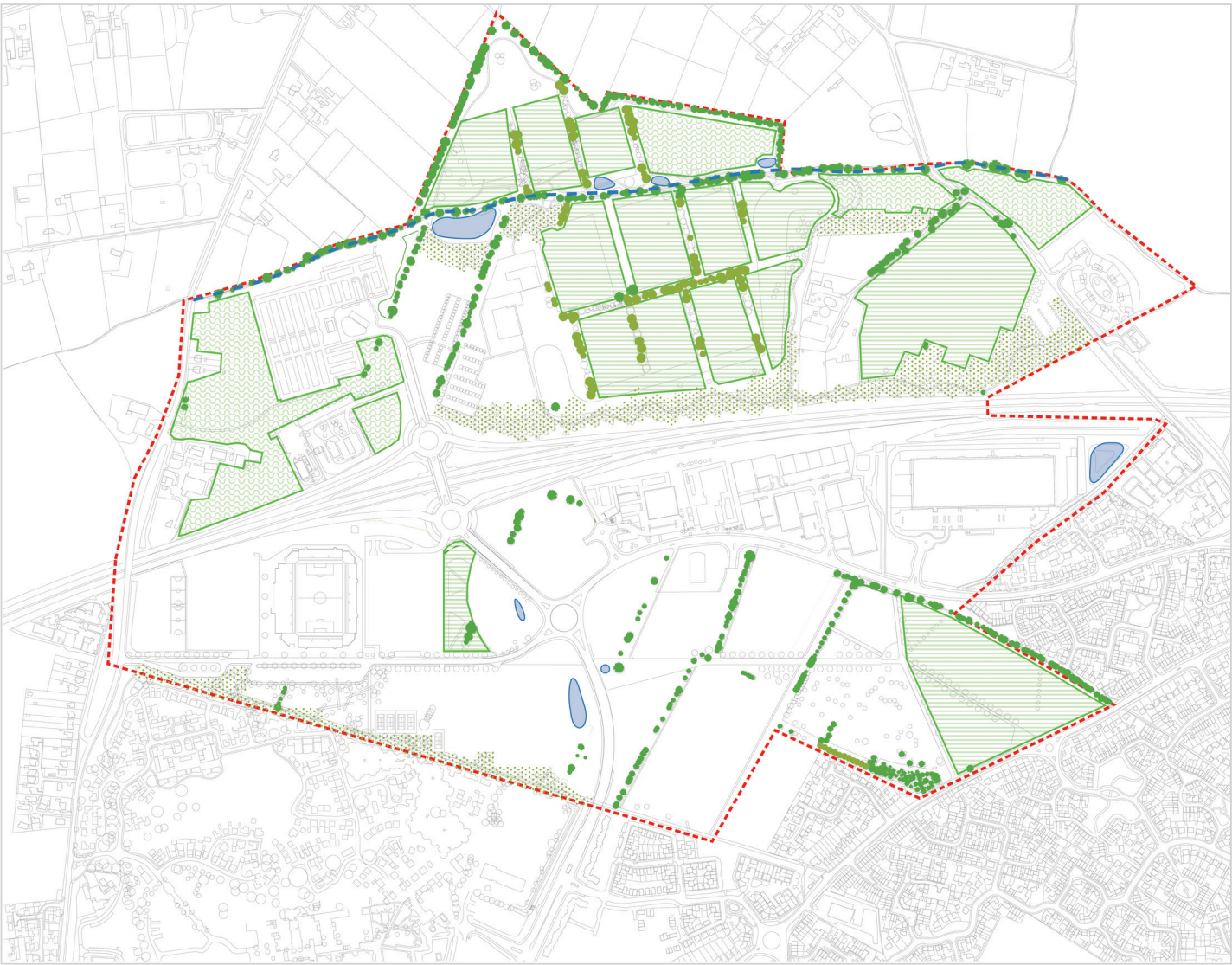
# LANDSCAPE STRATEGY

## Ecology

The existing site has been surveyed in 2015. There is existing habitat of considerable wildlife value focussed around the existing hedgerows and wet and dry ditches, and particularly associated with a significant number of mature oak trees.

The landscape plan identifies the following measures which can expand the habitats on site and build on the existing diversity:

- Improvements to existing hedgerows
- New hedgerow planting
- Potential wildlife ponds – designed with edges to maximise marginal habitats
- Wildflower meadows – using seeds of local provenance



Existing Hedgerow



New Hedgerow



Wildlife Ponds



Wildflower Meadow





# LANDSCAPE STRATEGY

## Lighting

The lighting strategy establishes a clear hierarchy of lighting types to insure the clear functioning of the road and pedestrian network, whilst creating a clear and coherent appearance to the northern gateway in the evening and night.

Opportunities for feature lighting in addition to the functional lighting should be explored at key gateway spaces and on The boulevard / Leisure Promenade

All highways lighting is to comply to the relevant highways standard but innovative and appropriate designs will be explored to help give the place identity subject to viability. Care will be exercised in ensuring that residential amenity and wildlife concerns are respected.

All pedestrian routes need to be lit for clear visibility and safety (refer to BS EN 13201-2).

- Trunk road lighting ● ● ●
- Road - Primary pedestrian route lighting ● ● ●
- Primary pedestrian route lighting ● ● ●
- Secondary pedestrian route lighting ● ● ●
- Parking lot lighting // // //
- Sports areas lighting // // //
- Feature lighting ●



Road - Primary pedestrian route lighting Primary pedestrian route lighting



Secondary pedestrian route lighting



Sports areas lighting



Feature lighting





05

# LANDSCAPE TYPOLOGIES



# LANDSCAPE TYPOLOGIES

## Parkland

### Key Aims

The Parkland is a key green space which links the northern and southern halves of the site.

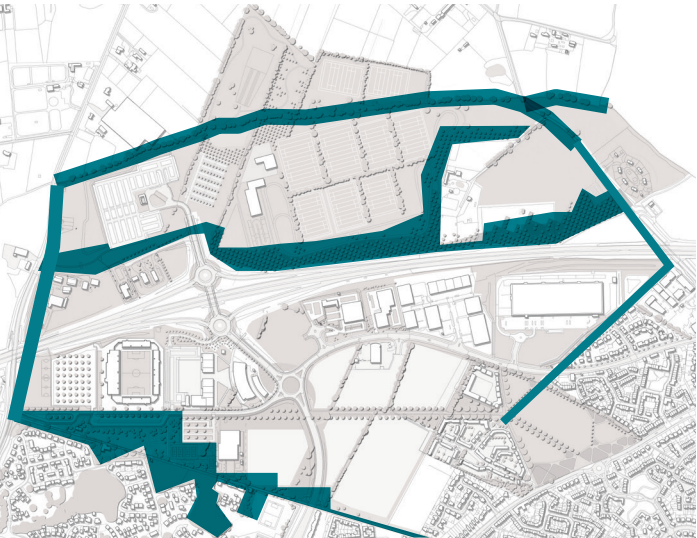
It creates an informal, designed parkland with a clear hierarchy of pathways.

Play trails, picnic areas, seating and dedicated cycle routes incorporated into the design.

Building on the Severalls landscape to the south the edge park provides a green, linear park around the historic Tower Lane.

Provide a strong green edge to the site which links between the Highwoods Country Park up to Cuckoo Farm to the north.

Creates links to the new Severalls redevelopment to the south.



### THEMES

- FITNESS AND WELLBEING
- ECONOMIC VIABILITY
- STRATEGIC GREEN LINKS
- HISTORIC LANDSCAPE STRUCTURE AND PATTERN
- ATRS AND CULTURE
- ENVIRONMENTAL SUSTAINABILITY

### SPORTS / ACTIVITIES

- TRIM TRAIL
- CYCLING
- EQUESTRIAN
- EVENT SPACE
- PROFICIENCY CYCLING
- RUNNING
- WALKING
- KITCHEN GARDEN
- COMMUNITY GARDEN
- RUGBY
- DOG WALKING
- INFORMAL PLAY
- SITTING
- INFORMAL KICKABOUT
- ARCHERY
- DOG TRAINING
- FORMAL PLAY
- BMX
- VIEWS

### KEY FEATURES

- ART
- PRIMARY CONNECTION ROUTE
- SUDS
- KEY OPEN SPACE

### PLANTING

- EXISTING TREES
- ECOLOGICAL PLANTING
- AVENUE TREES
- CLIPPED HEDGES
- WOODLANDS
- NATURAL / INFORMAL
- WATER LOVING PLANTS
- MEADOW
- KITCHEN GARDEN
- FORMAL PLANTING
- ORNAMENTAL PLANTING
- TREE GROUP



# LANDSCAPE TYPOLOGIES

## Parkland

### Key Design Features

Retention of existing landscape features and mature trees. - Hedgerow trees will be cleared of undergrowth in strategic places to give more open connections between spaces either side

New tree planting of native species to supplement the existing trees

Water used as a key element within the landscape creating linear pools, streams and drainage ditches

Primary pathways of sufficient width to provide combined cycle and footpaths

Secondary paths providing informal alternative routes with seating and picnic areas

Shade tolerant meadow planting is used in the north of the site and cut grass used in the south





# LANDSCAPE TYPOLOGIES

## The Boulevard

### Key Aims

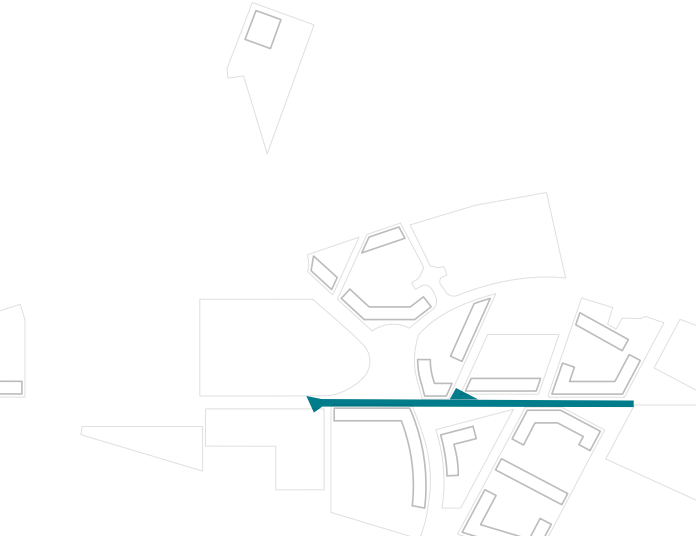
A central spine through the site and linking the Via Urbis Romanae with the Mill Road housing development.

A landscape with a formal, contemporary style compliments the Leisure Promenade to the east and unifies the southern part of the site.

An urban space facilitating active ground floor uses.

A space that provides places to stop and rest alongside the primary circulation function.

SUDs features form an integral part of the design.



THEMES

  
FITNESS AND WELLBEING

  
ECONOMIC VIABILITY

  
STRATEGIC GREEN LINKS

  
HISTORIC LANDSCAPE  
STRUCTURE AND PATTERN

  
ATRS AND CULTURE

  
ENVIRONMENTAL  
SUSTAINABILITY

SPORTS / ACTIVITIES

  
TRIM TRAIL

  
CYCLING

  
EQUESTRIAN

  
EVENT SPACE

  
PROFICIENCY CYCLING

  
RUNNING

  
WALKING

  
KITCHEN GARDEN

  
COMUNITY GARDEN

  
RUGBY

  
DOG WALKING

  
INFORMAL PLAY

  
SITTING

  
INFORMAL KICKABOUT

  
ARCHERY

  
DOG TRAINING

  
FORMAL PLAY

  
BMX

  
VIEWS

KEY FEATURES

  
ART

  
PRIMARY CONNECTION  
ROUTE

  
SUDS

  
KEY OPEN SPACE

PLANTING

  
EXISTING TREES

  
ECOLOGICAL PLANTING

  
AVENUE TREES

  
CLIPPED HEDGES

  
WOODLANDS

  
NATURAL / INFORMAL

  
WATER LOVING PLANT

  
MEADOW

  
KITCHEN GARDEN

  
FORMAL PLANTING

  
ORNAMENTAL PLANTING

  
TREE GROUP



# LANDSCAPE TYPOLOGIES

## The Boulevard

### Key Design Features

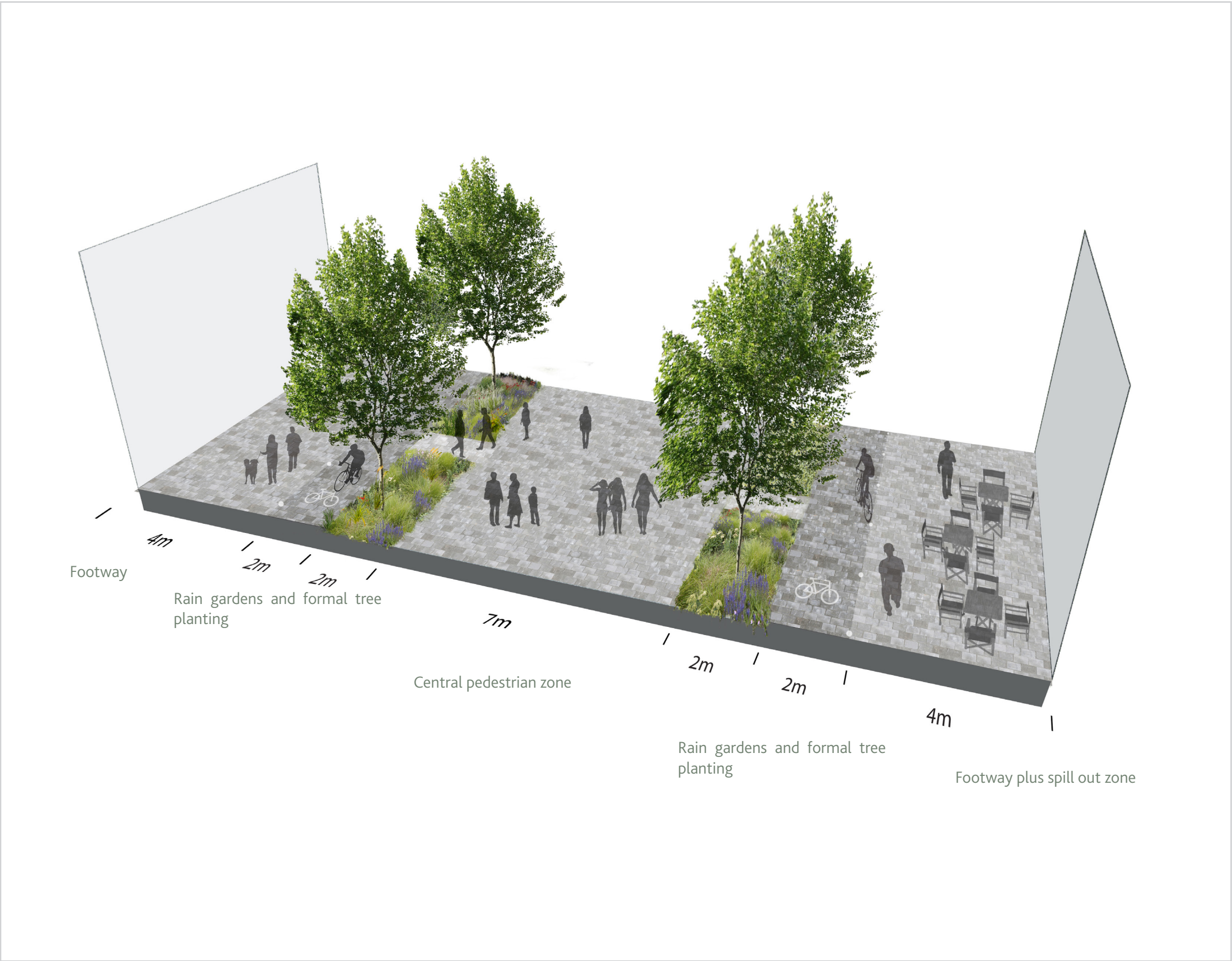
Formal tree planting runs the entire length of the promenade. Where the promenade widens and extends into a small park, a informal, ornamental planting and trees of various species will be included to create a distinctive space.

Rain gardens take run-off from the surrounding hard surfaces

Lower structure planting emphasising grain and creating welcoming sub-spaces.

Wide pavement zone to facilitate spill out of cafe terraces.

Central lane area to be fully pedestrianised and allowing the access for emergency vehicles and allow occasional servicing.





# LANDSCAPE TYPOLOGIES

## The Boulevard



Perspective view to of The Boulevard character



# LANDSCAPE TYPOLOGIES

## Leisure Promenade

### Key Aims

Create a linking space which serves the various leisure uses in the western part of the site.

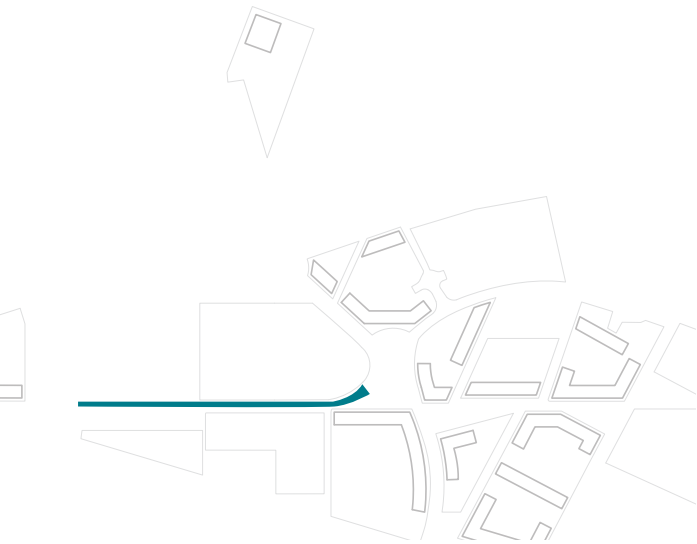
Respond to increases in footfall on event days.

Create a landscape which has a strong character to link the various plots and uses in this part of the site.

The leisure promenade has a mixture of vehicles and pedestrians in particular along United Way. The aim is to provide a balance between these different transport modes with an emphasis on pedestrians.

This approach is supported by the adjacent planned developments of proposed developer Turnstone and David Lloyd Leisure.

Good connection with safe pedestrian crossings to be established between the Boulevard and the Leisure Promenade. This should be well connected to a zone around the Circus creating potential for good pedestrian circulation and give priority to this key route.



THEMES		SPORTS / ACTIVITIES					KEY FEATURES	PLANTING		
FITNESS AND WELLBEING	ECONOMIC VIABILITY	TRIM TRAIL	CYCLING	EQUESTRIAN	EVENT SPACE	PROFICIENCY CYCLING	ART	EXISTING TREES	ECOLOGICAL PLANTING	AVENUE TREES
STRATEGIC GREEN LINKS	HISTORIC LANDSCAPE STRUCTURE AND PATTERN	RUNNING	WALKING	KITCHEN GARDEN	COMMUNITY GARDEN	RUGBY	PRIMARY CONNECTION ROUTE	CLIPPED HEDGES	WOODLANDS	NATURAL / INFORMAL
ARTS AND CULTURE	ENVIRONMENTAL SUSTAINABILITY	DOG WALKING	INFORMAL PLAY	SITTING	INFORMAL KICKABOUT	ARCHERY	SUDS	WATER LOVING PLANT	MEADOW	KITCHEN GARDEN
		DOG TRAINING	FORMAL PLAY	BMX	VIEWS		KEY OPEN SPACE	FORMAL PLANTING	ORNAMENTAL PLANTING	TREE GROUP



# LANDSCAPE TYPOLOGIES

## Leisure Promenade

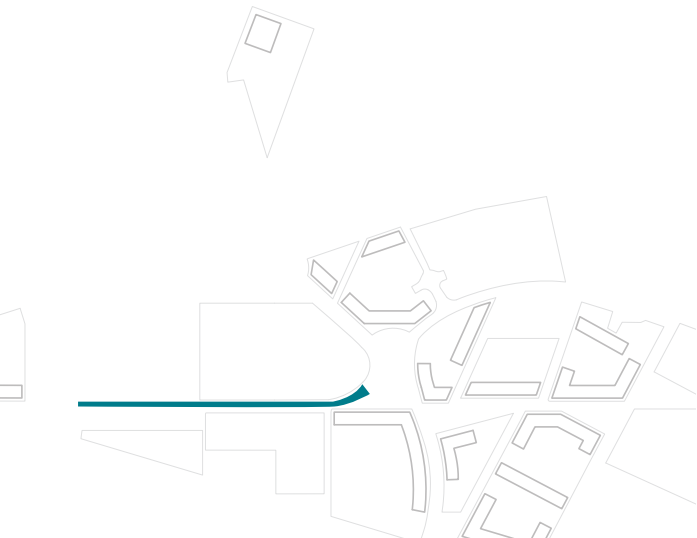
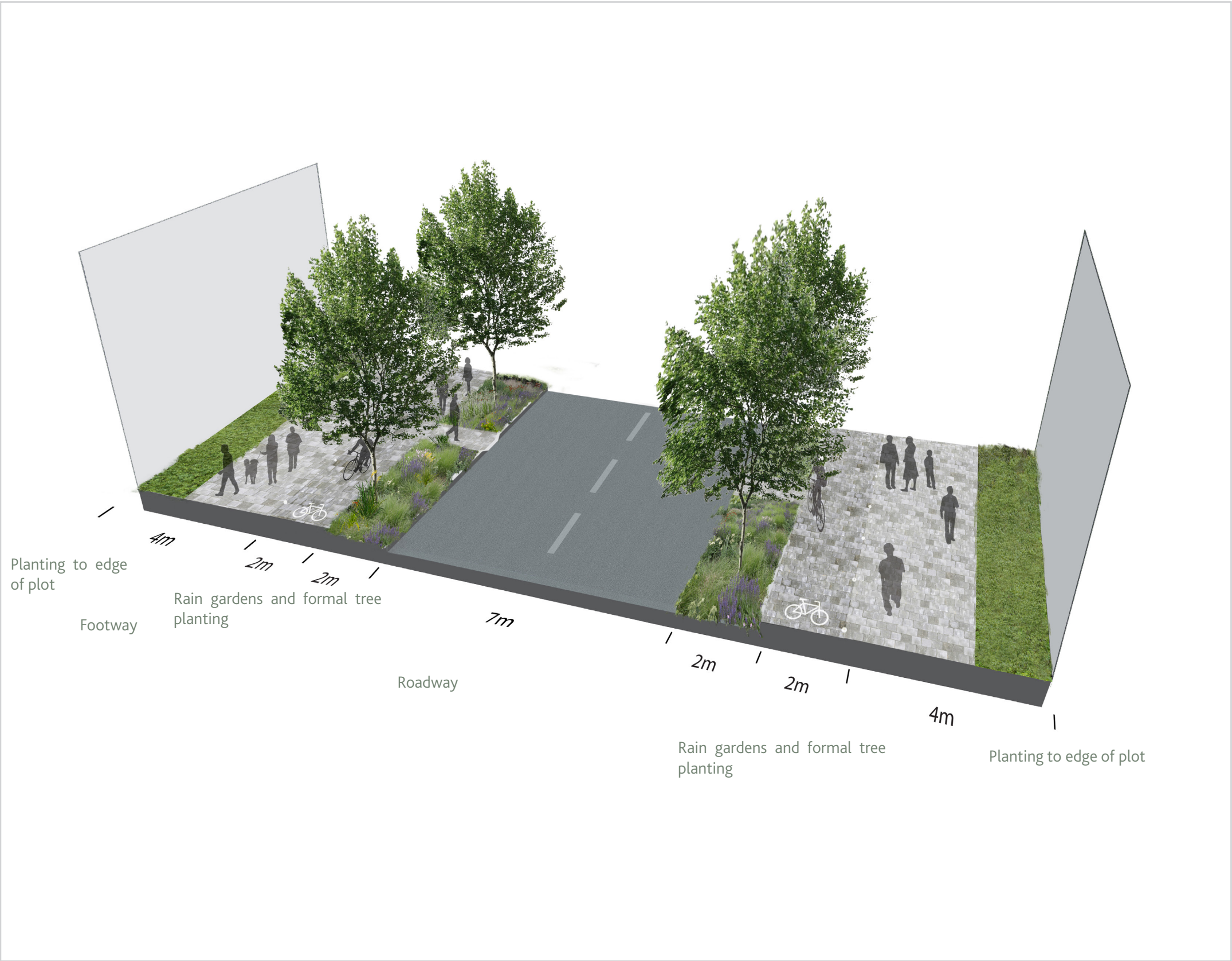
### Key Design Features

Formal tree planting runs the entire length of the promenade

Rain gardens take run-off from the surrounding hard surfaces and collecting it before it is transmitted to the conventional drainage system

Lower structure planting emphasising grain and creating welcoming sub-spaces

Where The Boulevard and Leisure Promenade meet the Via Urbis Romanae a new 'circus' space is proposed which creates a focus at this key intersection and promotes this as a gateway to the northern gateway from the south.





# LANDSCAPE TYPOLOGIES

## Mill Road Park

### Key Aims

Create a new “village green” for the new and existing residents around Mill Road.

A simple green space with a community focus, providing play facilities for local children, places for the community to meet, and seasonal planting.

SUDS forms a key feature to assist in draining the surrounding area and to create a clear atmosphere.

Bringing together key routes to the north and the boulevard.

### Key Design Features

SUDS planting in the form of retention ditches

Seasonal planting to create interest

Possibility for community engagement in the design to make sure this community green space meets the needs of local residents



THEMES

  
FITNESS AND WELLBEING

  
ECONOMIC VIABILITY

  
STRATEGIC GREEN LINKS

  
HISTORIC LANDSCAPE  
STRUCTURE AND PATTERN

  
ATRS AND CULTURE

  
ENVIRONMENTAL  
SUSTAINABILITY

SPORTS / ACTIVITIES

  
TRIM TRAIL

  
CYCLING

  
EQUESTRIAN

  
EVENT SPACE

  
PROFICIENCY CYCLING

  
RUNNING

  
WALKING

  
KITCHEN GARDEN

  
COMUNITY GARDEN

  
RUGBY


  
DOG WALKING

  
INFORMAL PLAY

  
SITTING


  
INFORMAL KICKABOUT

  
ARCHERY

  
DOG TRAINING

  
FORMAL PLAY

  
BMX

  
VIEWS

KEY FEATURES

  
ART

  
PRIMARY CONNECTION  
ROUTE

  
SUDS


  
KEY OPEN SPACE

PLANTING

  
EXISTING TREES

  
ECOLOGICAL PLANTING

  
AVENUE TREES


  
CLIPPED HEDGES

  
WOODLANDS

  
NATURAL / INFORMAL

  
WATER LOVING PLANT

  
MEADOW

  
KITCHEN GARDEN

  
FORMAL PLANTING

  
ORNAMENTAL PLANTING

  
TREE GROUP



# LANDSCAPE TYPOLOGIES

## Bridges and Connectivity

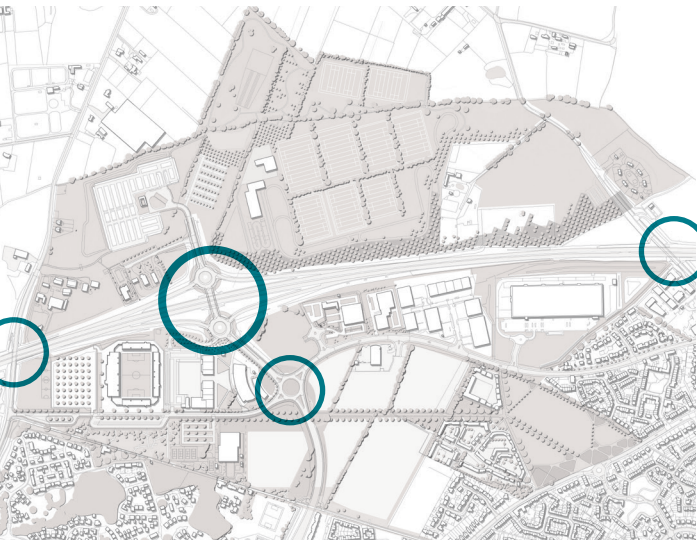
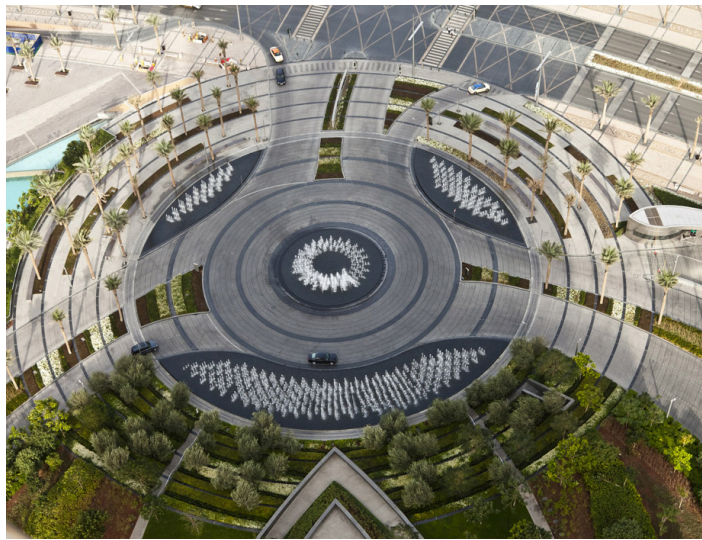
### Key Aims

- Create better pedestrian links between the north and south parts of the site rationalising crossings to logical and safe positions
- Opportunity for the bridge to become a marker for the northern gateway on the A12
- Celebrate the bridge as a viewing point over the majority of the site

- Area including roundabout designed as an entrance to the site from the motorway
- At the junction of The Boulevard, Leisure Promenade and the Via Urbis Romanae a key 'circus' space is created which provides a key opportunity to create a key pedestrian space around the existing infrastructure.

### Key Design Features

- Generous pedestrian footways
- Improved crossings in logical positions
- Planting to unify the roundabouts with the surrounding landscape and to give seasonal interest



THEMES	SPORTS / ACTIVITIES	KEY FEATURES	PLANTING
 FITNESS AND WELLBEING	 TRIM TRAIL	 ART	 EXISTING TREES
 ECONOMIC VIABILITY	 CYCLING	 PRIMARY CONNECTION ROUTE	 ECOLOGICAL PLANTING
 STRATEGIC GREEN LINKS	 EQUESTRIAN	 SUDS	 AVENUE TREES
 HISTORIC LANDSCAPE STRUCTURE AND PATTERN	 EVENT SPACE	 KEY OPEN SPACE	 CLIPPED HEDGES
 ARTS AND CULTURE	 KITCHEN GARDEN		 WOODLANDS
 ENVIRONMENTAL SUSTAINABILITY	 COMMUNITY GARDEN		 NATURAL / INFORMAL
	 RUNNING		 WATER LOVING PLANTS
	 WALKING		 MEADOW
	 DOG WALKING		 FORMAL PLANTING
	 INFORMAL PLAY		 ORNAMENTAL PLANTING
	 SITTING		 TREE GROUP
	 INFORMAL KICKABOUT		
	 ARCHERY		
	 DOG TRAINING		
	 FORMAL PLAY		
	 BMX		
	 VIEWS		



# LANDSCAPE TYPOLOGIES

## Gateway Landscapes

### Key Aims

Create a series of gateway spaces which welcome to the park and provide secondary features including wayfinding and ornamental planting.

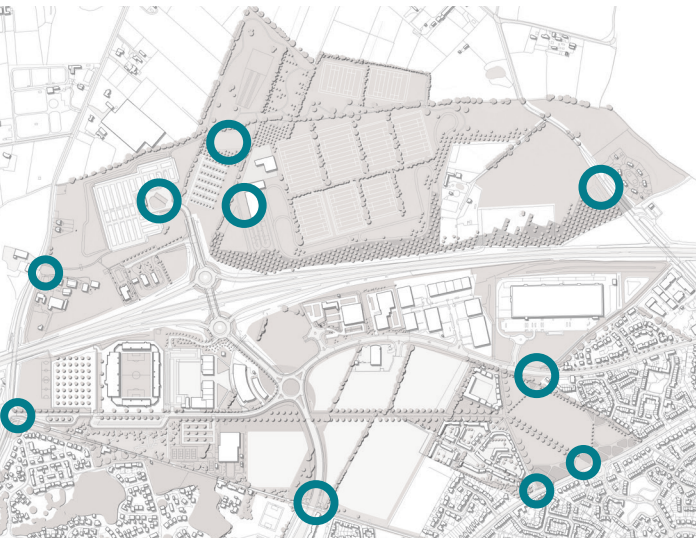
Spaces in conjunction with club-house, / rugby club to include planting, orchards and productive landscapes

### Key Design Features

Open plaza spaces

Gateway features including wayfinding,

Ornamental planting to create a clear character.



### THEMES

FITNESS AND WELLBEING

ECONOMIC VIABILITY

STRATEGIC GREEN LINKS

HISTORIC LANDSCAPE STRUCTURE AND PATTERN

ATRS AND CULTURE

ENVIRONMENTAL SUSTAINABILITY

### SPORTS / ACTIVITIES

TRIM TRAIL

CYCLING

EQUESTRIAN

EVENT SPACE

PROFICIENCY CYCLING

RUNNING

WALKING

KITCHEN GARDEN

COMUNITY GARDEN

RUGBY

DOG WALKING

INFORMAL PLAY

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FORMAL PLAY

BMX

VIEWS

### KEY FEATURES

ART

PRIMARY CONNECTION ROUTE

SUDS

KEY OPEN SPACE

### PLANTING

EXISTING TREES

ECOLOGICAL PLANTING

AVENUE TREES

CLIPPED HEDGES

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WATER LOVING PLANTS

MEADOW

KITCHEN GARDEN

FORMAL PLANTING

ORNAMENTAL PLANTING

TREE GROUP



# LANDSCAPE TYPOLOGIES

## Sports Facilities

### Key Aims

Integrate the various facilities into a clear arrangement which works with the various different requirements but works within the structure of the landscape.

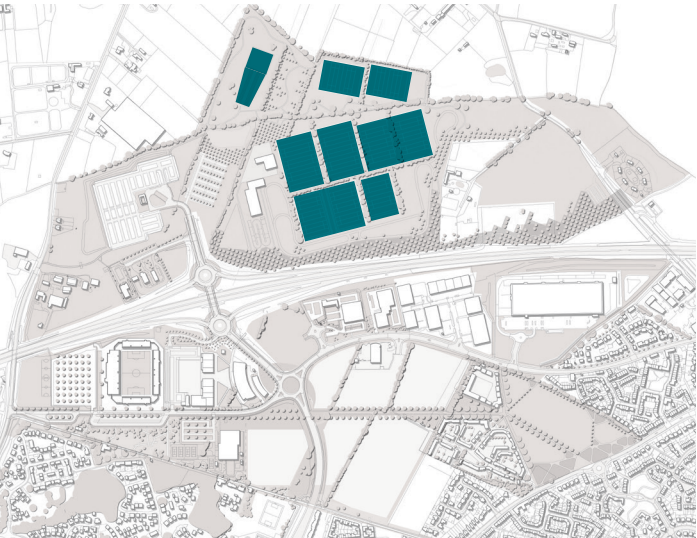
Using the agricultural field typology as an inspiration to arrange pitches as open spaces with defined edges of trees, hedges or ditches. Reinterpreting these elements and using land-form to add a clear structure.

### Key Design Features

Strong edges formed with trees, hedges, ditches, water, or land-form.

Raised areas for viewing matches (subject to sports user requirements).

Functional pathways to link the key activities.



THEMES

  
FITNESS AND WELLBEING

  
ECONOMIC VIABILITY

  
STRATEGIC GREEN LINKS

  
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WATER LOVING PLANTS

  
MEADOW

  
KITCHEN GARDEN

  
FORMAL PLANTING

  
ORNAMENTAL PLANTING

  
TREE GROUP



# LANDSCAPE TYPOLOGIES

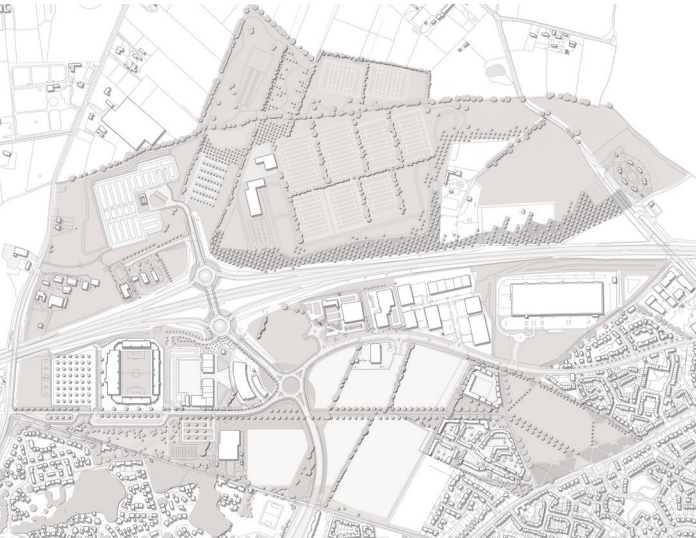
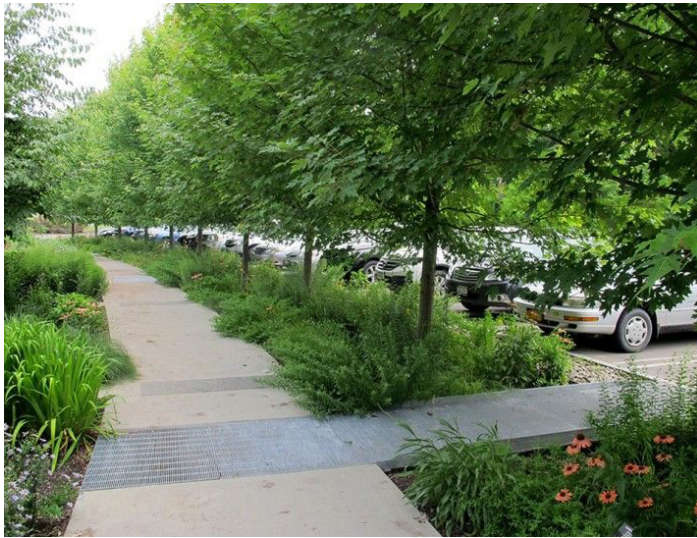
## Development Plot Landscapes

### Key Aims

Create a clear structure to plot landscapes to create a clear language and provide continuity.

Elements including car parking, perimeters and secondary pathways to have common treatments and a common language of materials.

Secondary routes at key positions to be encouraged through plots to provide additional links through the site



THEMES

FITNESS AND WELLBEING

ECONOMIC VIABILITY

STRATEGIC GREEN LINKS

HISTORIC LANDSCAPE STRUCTURE AND PATTERN

ARTS AND CULTURE

ENVIRONMENTAL SUSTAINABILITY

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NATURAL / INFORMAL

WATER LOVING PLANTS

MEADOW

KITCHEN GARDEN

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ORNAMENTAL PLANTING

TREE GROUP



# LANDSCAPE TYPOLOGIES

## Development Plot Landscapes

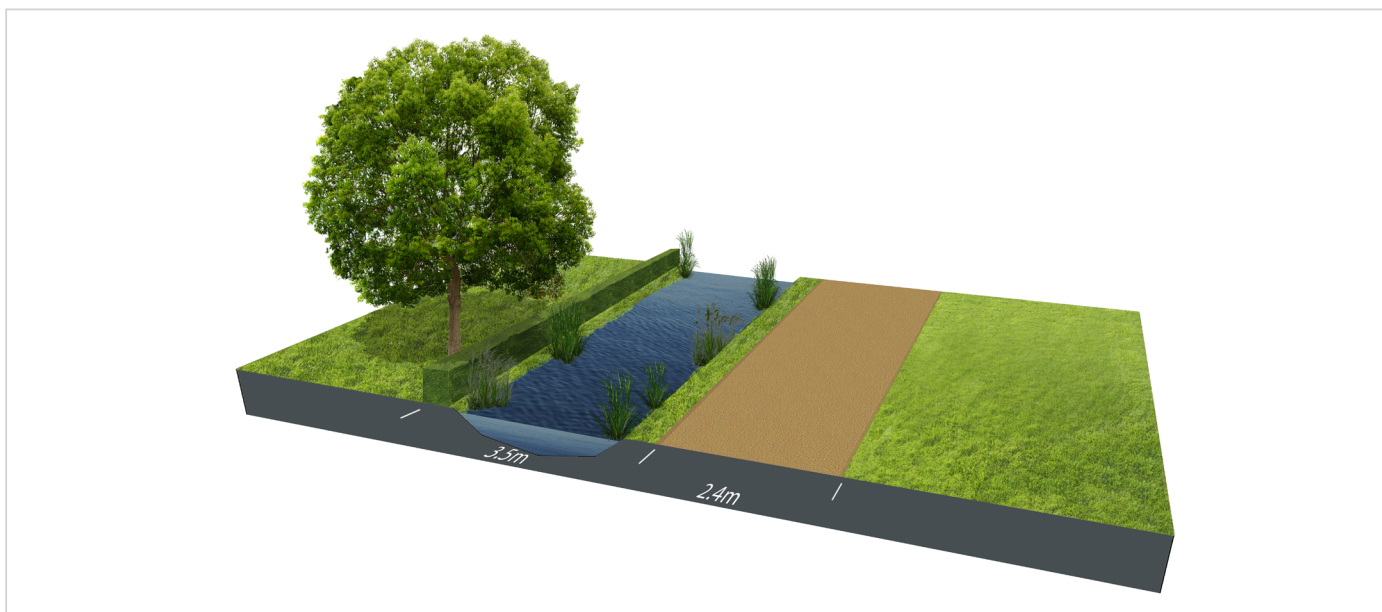
### Key Design Features - Car Parking

- Car parks to include clear pedestrian walkways
- Tree rows to be included on every aisle of car parking
- Tree planting in a 2m (min) width planting zone between car parking aisles,
- SUDS features including, swales, and rain gardens to be provided.
- Low hedge planting to surround parking to reduce visual impact of car park on surroundings.



### Key Design Features - Plot Perimeters

- Existing trees to be retained
- Formal hedgerow planting to be established to create clear boundaries
- Existing drainage ditches to be retained and supplemented with new drainage features to match
- Secondary pathways included where appropriate



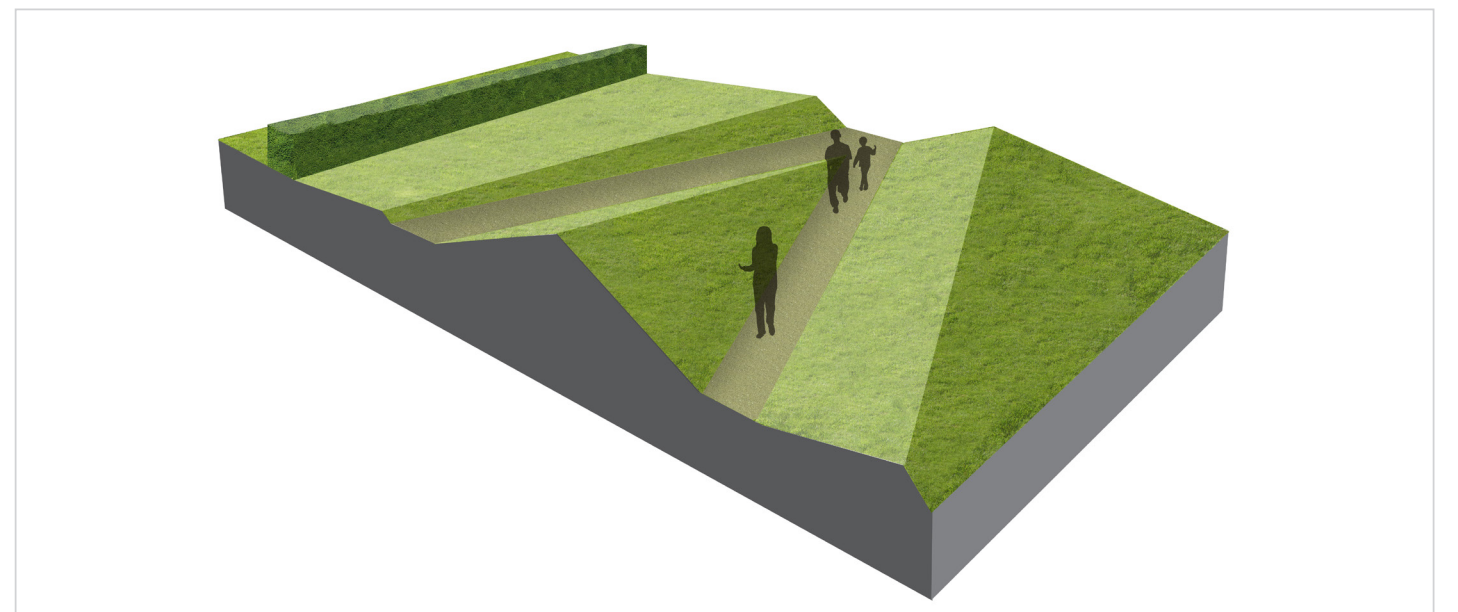
### Key Design Features - Secondary pathways

- Secondary routes at key positions to be encouraged through plots to provide additional links through the site
- Simple pathways of minimum 2m width with uniform material
- Lighting to be provided at regular intervals to create a safe environment
- Planting either side to be kept low



### Key Design Features - General Landscape

- Simple geometries used to create lawns and areas of planting
- Land-form used where appropriate to create definition between spaces





# COLCHESTER NORTHERN GATEWAY

## Conclusion

Colchester Northern Gateway provides an excellent opportunity to create a unique and innovative promoting the value of sports and leisure activities within a parkland setting, built on exemplary sustainable principles.

The proposed landscape creates a series of strong characters which will instil in the northern gateway a strong sense of identity based on its landscape.

The provision of a clearly organised structure as outlined in this document will allow flexibility for future use and expansion to provide a lasting legacy, whilst also providing clear and legible links between current and proposed uses.





Revision No.	Issue Date:	Prepared by:	Approved by:
D00	01/07/2016	Neil Matthew Sarah Bridger Matevz Kopitar	Neil Matthew
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D02	05/08/2016	Neil Matthew Sarah Bridger Matevz Kopitar	Neil Matthew
D03	24/08/2016	Neil Matthew Sarah Bridger Matevz Kopitar	Neil Matthew
D04	xx/09/2016	Neil Matthew Sarah Bridger Matevz Kopitar	Neil Matthew
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