

Local Plan Committee Meeting

**Grand Jury Room, Town Hall, High Street,
Colchester, CO1 1PJ
Monday, 08 April 2019 at 18:00**

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

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COLCHESTER BOROUGH COUNCIL
Local Plan Committee
Monday, 08 April 2019 at 18:00

The Local Plan Committee Members are:

Councillor Gerard Oxford	Chairman
Councillor Phil Coleman	Deputy Chairman
Councillor Christopher Arnold	
Councillor Lewis Barber	
Councillor Nigel Chapman	
Councillor Nick Cope	
Councillor John Elliott	
Councillor Andrew Ellis	
Councillor Adam Fox	
Councillor Martyn Warnes	

The Local Plan Committee Substitute Members are:

Other than the Local Plan Committee members, all members of the Council who are not members of the Planning Committee.

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 Local Plan Committee Minutes 17 December 2019 7 - 20

The Councillors will be invited to confirm that the minutes are a correct record of the meeting held on 17 December 2018.

7 Local Plan Update

The Committee will be provided with a verbal update by the Planning and Housing Manager on the current situation regarding the Local Plan.

8 Presentation on Plans for Improving Health Services in North Essex 21 - 22

The Committee will receive a presentation from Chris Howlett (Programme Director) and Jane Mower (Estates Development Manager) at the North Essex Clinical Commissioning Group on plans for improving health services in North Essex, highlighting the current comprehensive approach to incorporating health into future development.

9 Colchester Conservation Area No 4 North Station Road and Environs Designation 23 - 118

A report by the Assistant Director Policy and Corporate seeking authority to proceed to the statutory designation of the proposed Conservation Area No 4 to be known as North Station Road and Environs.

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, 17 December 2018

Attendees: Councillor Christopher Arnold, Councillor Lewis Barber, Councillor Nigel Chapman, Councillor Phil Coleman, Councillor Nick Cope, Councillor Andrew Ellis, Councillor Adam Fox, Councillor Gerard Oxford, Councillor Martyn Warnes

Substitutes: Councillor Darius Laws (for Councillor John Elliott)

Also Present:

149 Appointment of Chairman

RESOLVED that Councillor G. Oxford be elected Chairman for the forthcoming Municipal Year.

150 Appointment of Deputy Chairman

RESOLVED that Councillor Coleman be elected Deputy Chairman for the forthcoming Municipal Year.

151 Have Your Say!

Julie Baker addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). She asked about the Council's attitude towards defending the emerging Local Plan. She was aware that a speculative developer was intending to submit a planning application for a site in Mersea with the intention of challenging the total of 200 dwellings allocated in the Plan and she asked whether the application would be considered acceptable.

Karen Syrett, Planning and Housing Manager, confirmed that it was not possible to prevent applications being submitted, whether or not they were premature. She had been advised that an application was due to be submitted for Mersea. Each application was considered on its merits, in the light of the current adopted policy and the emerging policy and that policy which related specifically to the site in question. This policy referred clearly to 100 dwellings and any application for 200 dwellings would be in conflict with that emerging policy. The advice contained in the National Planning Policy Framework also referred to certain requirements in relation to prematurity and an application's determination, such as how far the Local Plan had progressed and the amount and type of objections generated. She considered there were a number of issues against which the application would be considered, such as prematurity, the work

started on the Neighbourhood Plan and conflict with existing policies.

152 Local Plan Committee Minutes 13 September 2018

The minutes of the meeting held on 13 September 2018 were confirmed as a correct record.

153 Local Plan Update

Councillor Arnold here entered the meeting.

Karen Syrett, the Planning and Housing Manager, provided a verbal update on the current situation in relation to the Local Plan. She referred to the letter from the Inspector seeking clarification on several technical points and the Council's response dated 30 November 2018. She referred to the opportunity being taken to revise the timetable in relation to the consideration of the revised evidence base and the additional sustainability appraisal which would be moved to mid-summer 2019 rather than earlier in the year. This meant the Council was now looking at further examination sessions in the Autumn of 2019. A further letter dated 10 December 2018 had been received from the Inspector, formally suspending the examination until the completion of the further evidence base work and the sustainability appraisal. The letter also allowed for the commencement of the methodology consultation on the sustainability appraisal, with responses to be received by 1 February 2019. The consultation was predominantly for written responses although there would be some workshops / drop in sessions for those parties involved in the earlier examination. Suitable timescales for these events were being considered. Consultation at this stage of the Local Plan process usually involved statutory bodies. She also confirmed that the correspondence referred to was all available on the Local Plan website hosted by Braintree District Council.

Tom Foster addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He referred to the recent publication of a consultation, which had the appearance of a very technical document whereas in fact it laid out the process which the Council intended to use promote the Garden Communities projects. He was of the view that once it had been agreed it would not be possible to be changed. He was of the view that the Local Plan Committee members should challenge this approach which they had not been given the opportunity to consider prior it's release. He was concerned that it did not evaluate the Garden Community principles and it assumed that no rapid transport system would be provided. He considered this meant that infrastructure promises were being abandoned. He sought the Committee's approval to withdraw the consultation in order to avoid submission of planning applications by speculative developers.

Willian Sunnocks addressed the Committee pursuant to the provisions of Meetings

General Procedure Rule 5(3). He hoped the new Chairman of the Committee would give all opinions a good hearing and would work to achieving a good result for Colchester with the Local Plan. He referred to Martin Edwards, Barrister, acting for Campaign Against Urban Sprawl in Essex (CAUSE) and recent discussions regarding the recently published method statement. He considered it contained numerous weaknesses and he confirmed that the Barrister's opinion would be submitted to the Council towards the end of January 2019. He focussed on two ways in which he considered the North Essex Councils were ignoring the advice of the Inspector. The Inspector had asked for a legal opinion on the Plan as a whole and a re-examination of the evidence supporting viability and transport. He considered both needed to be undertaken before the methodology was agreed. He was of the view that the Council had not interpreted the Inspector's comments correctly and that the Council needed to be aware that the Plan may be built on unsound legal foundations. The Inspector was also urging the Council to ensure that the aspirations in the Plan were deliverable. He was of the view that the consultation needed to be withdrawn.

The Planning and Housing Manager confirmed that the methodology had been approved by the Inspector and he had paused the Examination to allow this work to proceed and finalised. As such she confirmed that the sustainability appraisal would not be withdrawn. She again confirmed that the consultation was on methodology not findings or outcomes and, as such would not contain elements such as infrastructure.

Councillor Scordis attended and, with the consent of the Chairman, addressed the Committee. He asked for an update on Middlewick Ranges and the position regarding surveys, archaeological reports and scientific interest and whether there was a date when the Ministry of Defence (MOD) would be seeking to sell the land.

The Planning and Housing Manager confirmed that she was aware that various surveys and evidence base work was underway and she confirmed that positive expressions of interest had been made by representatives from the MOD to community engagement initiatives. So far as she was aware this work was still progressing.

Councillor Ellis referred to recent training sessions which had been put in place for members of the Local Plan Committee and his view that the purpose of these was to enable the Committee members to be better equipped to participate in discussions about sustainability, viability and housing numbers. He firmly expressed his disappointment that anticipated discussions by the Committee had not taken place and Committee members had not been given the opportunity to discuss the methodology. He referred to the Inspector's most recent letter asking for the prompt submission of any legal opinion obtained by the Council or others and was concerned that this was calling into question the legal basis of the entire Sustainability Appraisal work. As such he did not consider it appropriate to consult on the methodology in the absence of the legal basis being confirmed. He also asked for clarification as to which stakeholders were being consulted, bearing in mind that the new Sustainability Appraisal work was including more sites, as

well as different forms of proportionate growth, in a variety of locations. He therefore questioned whether people effected in relation to new sites would be included in the consultation.

The Planning and Housing Manager confirmed that legal advice had been taken and the Inspector had been informed that the North Essex Authorities would seek further legal advice, including a Queen's Counsel opinion, if it was required and this had been acknowledged by the Inspector. She was of the view that there was a period of approximately 10 months before which this matter needed to be resolved. She confirmed that the consultation was open to all for response and confirmed again that it related only to methodology, not outcomes. She could not confirm which bodies had been notified directly about the consultation but offered to confirm this separately to the Local Plan Committee members if required.

Councillor Barber regretted that Committee members had not been given the opportunity to consider the consultation prior to its publication and he confirmed his wish for the outcomes of the consultation to be submitted to the Committee for consideration. He was of the view that the Committee members had all confirmed their wish to be more involved in the various stages of the Local Plan process, even if this was in the form of reports for information purposes only. He also sought guidance in navigating to the correct webpage to view the consultation.

The Planning and Housing Manager confirmed that an internet search on 'Braintree Local Plan' would lead to the correct webpage with a link to Information requested by the Inspector and she confirmed that it would be possible for more detailed discussions on the various stages of the Local Plan to take place while the process was ongoing.

Councillors Barber and Ellis also confirmed their willingness to attend additional meetings of the Committee if this was considered appropriate and for the process to be seen as transparent.

Councillor Warnes confirmed that, in response to requests from the Committee, a number of training sessions / workshops to provide wider engagement in the Local Plan process had taken place and did not consider Committee members' input had been limited and he welcomed further engagement opportunities in the future.

Councillor Barber commented on the briefings for Local Plan Committee members which had taken place during the summer months which had been well received by all and he stressed the value of maintaining this level of engagement moving forward.

Councillor Warnes also commented on the regular briefings for Local Plan Committee Group Spokespersons and the opportunity for information gained at these sessions to be cascaded within the four political groups.

RESOLVED that the current situation in relation to the Local Plan be noted.

154 Authority Monitoring Report

David Cooper addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He referred to that part of the AMR relating to visitor numbers and his concern that these statistics included residents' visits to car parks and, as such, the total 6.1 million visitors to Colchester gave a wrong impression. By way of contrast, he referred to the 7.6 million total visitors to Cambridge which he considered to be a much more popular destination than Colchester. He also referred to a planning appeal hearing regarding a caravan park extension at East Mersea and the Inspector's acceptance of the appellant's economic impact assessment figures as not unreasonable. He was concerned about the projected impact of the additional caravan spaces in terms of visitor spend and employment and advocated the production of more accurate figures for the impact of tourism on the Borough as a whole. He welcomed the Inspector's dismissal of the appeal on the grounds of its significantly detrimental effect on the landscape character and appearance of the coastline in the surrounding area, thus upholding the Council's Coastal Protection Belt Designation for Mersea. He further requested an update on the Council's Recreational disturbance Avoidance and Mitigation Strategy (RAMS) in the light of completed housing numbers having increased to 1048, beyond the 920 target, and the associated impact on Mersea. He commented that recent survey of the use of the Strood over the last four years had revealed an increase of 2.75% per annum.

The Planning and Housing Manager confirmed that she would look at the visitor data and see whether this could be updated for the next AMR. She confirmed the RAMS policy was an Essex wide strategy which would be submitted to the Committee for consideration with a view to its adoption as Supplementary Planning Document as soon as possible and legal advice had been sought to ascertain how it could be implemented pending formal approval by the Committee. She commented that the housing number over-delivery had allowed the Council to effectively make up its deficit from previous years. She estimated there was therefore a shortfall of around 30 to deliver over the next five years and this had been useful in terms of future appeals.

Councillor T. Young, Portfolio Holder for Business and Culture attended and, with the consent of the Chairman, addressed the Committee. He commented on the tourism figures, confirming that the widely respected Cambridge statistical model had been used by the Council for a number of years. The 2017 figures had recently been published and were available on the Council's website. He was aware that tourism was increasing which was welcome for the local economy and that Mersea was a very popular destination.

The Committee considered a report by the Assistant Director Policy and Corporate on the Authority Monitoring Report (AMR), providing an annual summary of key statistics

that allow the Council to monitor the effectiveness of its Local Plan.

Bethany Jones, Planning Policy Officer, presented the report and, together with Karen Syrett, the Planning and Housing Manager, responded to members questions. The Planning Policy Officer explained that the AMR provided key information that helped the Council and its partners to evaluate planning policies in the context of current trends and delivery levels. The full report covering the period April 2017 to March 2018 was attached as Appendix to the report and would be made available on the Council's website.

Key statistics for the monitoring period 1 April 2017 to 31 March 2018 included:

- 1,674 planning applications received;
- 1,048 homes completed;
- 132 new build affordable units delivered;
- 62% of new or converted dwellings built on previously developed land (brownfield);
- Potential net loss of -14,172 square metres of commercial floorspace, and potential net gain of +13,345 square metres of commercial floorspace resulting in a net balance of -827sqm;
- Completion of Fixing the Link Phase 1 in November 2017 to encourage walking from the Rail Station to the Town Centre;
- Successful bid to the Clean Bus Technology Fund to enable a minimum of 18 buses that would be operating in Colchester town centre area to be retrofitted with SCRT technology.

Councillor Barber commented on the reference in the report to a low emissions strategy and suggested this would be an appropriate example of issues which the Committee could be given the opportunity to consider in more detail. He asked for clarification about the loss of employment land to residential use.

The Planning and Housing Manager confirmed that the loss of employment land was a concern, especially in the context of a recently published Government consultation on more permitted development to residential use. She had welcomed the policy where it had related to office accommodation above shops. However, she explained that there was limited control of this type of redevelopment and some conversions wouldn't be considered optimum for residential use. She acknowledged the impact of home and flexible working which had impacted on the demand for office space. She speculated how far the policy could go, given residential values would always outweigh older office stock. She highlighted the need to retain sufficient land and the ability for people to move as she hoped this would not mean businesses were looking elsewhere.

Councillor Warnes asked about the potential to breakdown the affordable housing category so that it was possible to identify the proportions of different housing tenures, with a view to being able to monitor the amount of social housing being delivered. He

referred to the Government guidance which provided for registered providers being permitted to charge up to 80% of the market rate. He was aware that a proportion of registered providers were also charitable organisations and this may provide a mechanism to test how charitable such organisations were. He also asked about the percentage of buses which were 'clean buses' and how much the bus companies were contributing towards clean technology. He welcomed the fact that Council's build rate had increased, having noted the Local Examination Inspector's concern about viability and whether the proposed build rate would be achievable. He also commented on the Council's track record of using brownfield sites but that fewer of these types of sites were being identified for development.

The Planning and Housing Manager confirmed that it would be possible for future years to breakdown the affordable housing category into different tenures. She would need to clarify the situation on affordable rent of less than 80% of the market rate and how the Council would influence that. She confirmed that funding had been obtained to convert a specified number of buses to clean technology but she would need to investigate further in respect of exact percentages. She confirmed that the Local Plan examination Inspector had been advised of the sites where there had been significant build out rates and, by way of example, she was aware that the Bloor Homes' site at Severalls was one of the best sites in the Region in terms of sales. In relation to brownfield sites, she confirmed that a limited number of brownfield sites remained in Colchester and those that hadn't come forward were due to the high cost of decontamination work. She was aware of a brownfield site at the Hythe that had recently been sold so this may mean it would come forward in the future. She suggested it may be worthwhile to report back to the Committee formally on the brownfield land register to raise the public profile of this issue again.

Councillor Ellis acknowledged the Council's previous track record on brownfield site development. He asked for clarification on whether there was a size limit on potential site and whether rural small holdings were included in the brownfield site definition. He supported comments in relation to the need for affordable and social housing in the Borough and he considered it to be a matter for consideration by the whole Council. He acknowledged the latest affordable housing provision had increased to 12.5% and asked for clarification on this performance given the current target of 20% for affordable housing provision and whether it would be beneficial to increase the target. He referred to the 2014 statistics quoted for rural and urban jobs and whether these could be updated. He also referred to Statements of Common Ground, asking for a link to be circulated from which he could access the documents and he sought clarification as to whether it was possible to undertake Neighbourhood Planning in areas which weren't parished.

The Planning and Housing Manager confirmed that the Statement of Common Ground documents were available on the Local Plan website hosted by Braintree District Council and that she would arrange to circulate a link. She explained that there was a threshold

for brownfield sites but this was to make them meaningful and no proposal would be rejected. She confirmed that agricultural holdings did not fall within the brownfield site definition. She acknowledged the suggestion for a wider discussion on affordable housing and agreed to refer this on, as appropriate. She confirmed the affordable housing target was 20% for applications for more than 10 dwellings, as such, affordable housing could only be delivered on the larger sites. She also explained that there was a lag between a permission being granted and it being built out as well as some developments securing permissions with lower than 20% affordable housing but with viability review being built in. She confirmed that the emerging Local Plan included a higher affordable housing target of 30% which would be the subject of challenge during the examination. She referred to the restrictions within the Community Infrastructure Levy (CIL) whereby affordable housing provision could only be negotiated after CIL payments had been taken into account. Existing Neighbourhood Planning initiatives were being supported by the planning policy team and, whilst not proactively encouraging requests on the basis that the work was required to be community led, she confirmed that no enquiries had been received from community groups in urban areas.

Councillor Ellis suggested that for the future it would be more helpful to provide affordable housing delivery figures as a proportion of the sites which fell within the policy.

Councillor Arnold referred to the need for the Council's five-year supply of housing needed to be guaranteed and voiced his concern that over-provision above the 920 target would lead to a loss of control in relation to supply for future years. He asked for reasons behind the over-supply and the impact on the Council's ability to maintain supply. He also asked how much control the Council was able to exercise over scheduling / phasing of planning permissions for housing development.

The Planning and Housing Manager confirmed that the Council had exceeded the housing target number last year, with 1048 houses being delivered and the last time this level had been achieved was in 2011/12. The Council had been considered to have a deficit in supply of 167 at the end of 2016/17, with planning inspectors expecting this to be made up within a period of five years. The provision of 1048 last year had therefore resulted in the deficit being reduced to 39. She was aware that many other authorities had deficits considerably greater than this. She confirmed that the Bakers Lane appeal had been useful in being able to successfully demonstrate that there wasn't persistent under delivery. She considered housing supply was still being controlled, with her team regularly monitoring housing supply against differing housing targets. She explained that it was increasingly difficult to exercise control over the phasing of housing development, particularly given the principles contained in the National Planning Policy Framework, it was more likely that the market dictated the timing of developments.

Councillor Fox referred to the reduction in the development of brownfield sites and explained this was part of the reason why support had been given to the principle of

Garden Communities which provided a solution for housing provision and job growth. He also referred to the transport evidence in the report, in relation to statistics on car use which appeared to suggest this had not increased over the last 10 years. He considered this did not correlate with people's own experiences of the town. He asked whether any clarification could be sought from the highway authority to explain this.

The Planning and Housing Manager acknowledged the comments in relation to traffic use. She confirmed that Councillor Goss, in his capacity as Portfolio Holder for Waste Environment and Transportation, was involved in a number of initiatives including Transport for Colchester and Transport Colchester which she considered would draw out some of these observations. One was a strategy being formulated by Essex County Council which would include workshops, whilst the other was being led by Councillor Goss and had involved an initial meeting with bus and train operators and cycling groups. She was also aware of a Councillor training session on Cycling which had recently been organised.

Councillor Fox welcomed these initiatives and acknowledged that the current road scheme at Ipswich Road roundabout had been initiated because of increased traffic problems as well as planned further increases in traffic journeys.

Councillor Arnold observed that comments were being made in relation to traffic congestion whereas the statistics were related to traffic flow which was the thing which hadn't changed over time. He referred to motorists' determination to make a journey no matter how bad the congestion and he attributed conventional wisdom as being more people not choosing to make more journeys because the town centre was saturated. He was of the view that the Ipswich Road work had first been considered many years ago when Essex County Council had been pressured to look at Cowdray Avenue /St Andrew's Avenue to increase the capacity of the bypass, in the same way that Colne Bank Avenue had recently been increased to four lanes. He considered many people would prefer to see no traffic permitted in the High Street rather than the current 5,000 vehicle movements per day and in order to achieve a change then the traffic needed somewhere to go, which explained the work on the bypass.

Councillor Chapman asked for clarification as to what constituted a rural area and the implications of the Buildings at Risk Register not being updated recently. He was concerned that some buildings may suffer from deterioration in the absence of active monitoring. He also sought clarification on development on contaminated land and whether any grants were available to assist.

The Planning and Housing Manager explained that the Council was reliant on information being provided in order to reduce the risks and more attention was placed on the Buildings which were already in the Register. She confirmed that a Historic Buildings Adviser had now been recruited which would enable the team to be more proactive and it also proved possible to revisit the register entries for Colchester in the absence of

Essex County Council doing so. She explained that investigations had been made in the past in relation to grant funding of contaminated land development and she confirmed that sites had been looked at and work was undertaken to bring such sites forward.

Councillor Cope sought clarification whether the stated 55% reduction in carbon emissions since 2018 was accurate and, if so, how it had been achieved.

The Planning and Housing Manager explained that this was accurate and the reduction had been achieved by means of a series of projects with a range of elements to account for the 55% reduction.

Councillor Warnes referred to Fixing the Link and working more closely with the train operators and specifically mentioned the lack of integration between the timetables for trains coming into Colchester North Station and then going to the Town Station. He considered there was latent aspiration to use the Town Station but a wait of 10 to 20 minutes to get a connection at the end of a working day was a significant deterrent, and it would be economically beneficial for more commuters to use the car parking facilities at the Town Station and catch a train to Colchester North Station. He asked whether there was any opportunity to seek greater timetable integration. He also referred to Neighbourhood Planning and expressed his concern regarding the abandonment of the work in Stanway given the benefit of only needing to demonstrate a three-year housing supply in areas where a Neighbourhood Plan had been adopted. He also referred to the monitoring of scheduled ancient monuments, specifically those which were pre-Roman and whether any monitoring could be introduced for examples of this era. He cited Berechurch Dyke as an example and the increased use of Ramparts Lane, following the closure of the car park at Friday Woods, and whether pressure could be alleviated in some way.

The Planning and Housing Manager considered it could be argued that there was little left to plan in Stanway, given recent commercial appeals and existing and proposed allocations. She explained that the Neighbourhood Plan group found it difficult to understand what they could influence in Stanway, also given the time, effort and resource it took to develop a Neighbourhood Plan, she therefore understood why work in Stanway had come to a halt. She confirmed that she would contact Councillor Warnes separately about the Berechurch Dyke / Ramparts Lane issue.

The Chairman referred to the stated 1693 empty properties in the current year, which equated to almost two years housing supply, and whether any encouragement could be given to bring any of these back into use. He also considered this may be a mechanism to offset the need to use temporary accommodation for residents in housing need. He also referred to Highwoods Country Park and whether it was designated as Ancient Woodland.

The Planning and Housing Manager considered there were very few properties which

were empty for long periods of time but it would be possible in the future to provide more detailed information on empty properties such as those which had been empty for longer than six months. She confirmed that she would contact the Chairman separately about Highwoods Country Park and its designation as a woodland.

RESOLVED that the 2017-18 Authority Monitoring Report (AMR) be approved for publication on the Council's website.

155 Town Wall Management Plan 2019-2014

Councillor Coleman (by reason of his directorship of Colchester Borough Homes) declared a non-pecuniary interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(5).

The Committee considered a report by the Assistant Director Policy and Corporate giving details of the Town Wall Management Plan 2019-2024 which would replace the existing Colchester Roman Wall: An Integrated Management Plan which had been adopted by the Council in 2011.

Jess Tipper, Archaeological Officer, presented the report and, together with Karen Syrett, Planning and Housing Manager, responded to members questions. The Archaeological Officer explained that Colchester's Town Wall was one of Colchester's defining characteristics, a significant visual reminder of the town's historic importance as well as a major symbol of community pride and it was also a nationally important heritage asset, statutorily protected as a Scheduled Monument.

The Town Wall Management Plan 2019-2024, which was attached as an Appendix to the report, provided the vision and overarching strategy for the management of Colchester's Town Wall. The Plan also set out a framework for the maintenance, enhancement, interpretation, presentation and celebration of the Town Wall and its setting, as well as outlining the risks and threats, for the next five years. In addition, the Plan defined the roles and responsibilities of the Council and stakeholders involved in this work. The Management Plan had been produced after extensive discussion with key stakeholders and would be reviewed and, where necessary, revised at five-year intervals.

Alderman Henry Spyvee addressed the Committee pursuant to the provisions of Meetings General Procedure Rule 5(3). He explained that he was making representations on behalf of the Friends of Colchester Roman Wall. He supported the Plan and considered it was definitely needed for the protection and enhancement of the Wall and he welcomed the flexibility built into the proposals. The biggest area of concern was considered to be Balkerne Hill and advocated regular maintenance rather than sporadic repairs of areas of deterioration. He welcomed the illumination of the Wall in Priory Street but acknowledged the need to prioritise whilst suggesting Middleborough

and Vineyard Street were the most important. He welcomed work carried out on Duncan's Gate but acknowledged access challenges. He was also concerned about the potential removal of the car park at Vineyard Street, particularly in the light of consultations on the relocation of the Post Office.

Councillor Laws welcomed the report, together with the aspirations to light up the Wall and agreed that Middleborough would be an obvious place to begin, given the Fixing the Link project. He referred to vegetation and trees and the need to prevent root damage to the Wall and sought clarification about the management of inaccessible and out of sight areas such as behind retail shops in Crouch Street and the field outside Firstsite. He asked about the aspiration for a walk way along Land Lane and whether lighting had been included in the plans. He also referred to the specialist contractors employed to restore the Wall and asked about the potential of using local people to undertake the masonry work, possibly by means of a collaboration with Colchester Institute.

The Archaeological Officer acknowledged the need to manage large plants growing in the Wall and vegetation overhanging the Wall and the complexities that this would involve in terms of discussions with land owners and Historic England in areas not within the Council's control. He confirmed that a feasibility study would be required in relation to Land Lane, including discussions with land owners and Historic England to look at practicalities and cost of providing a route to the north east corner of the Wall, including lighting and signage. He also confirmed that the maintenance of the Wall was a very specialist expertise, with very few companies nationally able to undertake the work. He acknowledged the benefits of liaison with Colchester Institute to see if it would be possible to develop training opportunities.

Councillor Cope supported the views expressed on behalf of the Friends of Colchester Roman Wall and warmly welcomed the report. He confirmed that, as a member of the Heritage and Tourism Task and Finish Group, he had been involved in discussions about lighting of the Wall. He also sought clarification about the reference to Japanese Knotweed and whether this was a problem in relation to the Wall.

Councillor Barber welcomed the report and the priority to be placed on maintaining the Wall. He referred to Vineyard Street car park and whether questioned whether the adoption of the Management Plan would be deemed a material planning consideration in the future and, as such, whether any restrictions would be placed on future proposals for the area.

Councillor Fox welcomed the report and sought clarification on the maintenance expectations placed on owners of the Wall, such as where it formed a property boundary and whether legal agreements needed to be drawn up to confirm each party's maintenance expectations.

Councillor Ellis agreed with the need to establish responsibilities in relation to premises

abutting the Wall and sought clarification in relation to the body which would determine and enforce the respective responsibilities.

The Archaeological Officer confirmed that property boundaries did not incorporate the Wall itself and, as such adjacent owners did not appear to have a responsibility for maintenance of the Wall. He considered it likely that the Council had previously taken responsibility to undertake maintenance on the basis that the wall was deemed to be a civic structure but legal advice would need to be sought and a careful dialogue be undertaken to clarify this issue. He also confirmed that work could be undertaken to establish ownership of all sections of the Wall but a resource would need to be identified in order to implement the project. He confirmed he had visited premises in Crouch Street which physically abutted the base of the Wall which was in need of repair and maintenance and he was aware of other examples in other locations. He acknowledged it wasn't entirely clear where the legal maintenance responsibility rested. He explained that the reference to Japanese Knotweed was a hypothetical only and no actual presence of the weed had been identified.

Councillor Chapman welcomed the report and asked whether a regular inspection of the Wall was undertaken.

The Archaeological Officer acknowledged that an annual inspection of the circuit of the Wall was a desirable aspiration and confirmed that the day to day responsibility for this fell to Colchester Borough Homes.

Councillor Warnes welcomed the report and supported the suggestion made in relation to the specialist expertise involved in maintaining the Wall and he considered that this particular skill may bring opportunities for local employment. He referred to the example of Poundbury and other prominent Roman Wall locations such as Norwich and Chester. He also referred to the old parish tradition of Beating the Bounds and suggested that an opportunity could be made for the annual tour of the Wall circuit to be publicised as a public event / tourist attraction.

Councillor Barber sought clarification in terms of Colchester Amphora Trading Ltd.'s responsibilities for the Town Walls.

The Planning and Housing Manager explained that the Council's former Estates Department had transferred to Colchester Amphora Trading Ltd and it had assumed responsibility for the budgets associated with Council property.

Alderman Spyvee was further invited to address the Committee and sought clarification regarding the closure of Vineyard Street car park.

Councillor Arnold sympathised with Councillor Spyvee's concerns and explained that Vineyard Street car park provided parking for disabled vehicles in considerable quantity

and was therefore of importance in maintaining that stock of parking designation close to the town centre. He sought clarification in relation to the proposals in the report where absolute in relation to the future of this car park provision.

The Planning and Housing Manager confirmed that Vineyard Street car park had been designated for redevelopment for some years and consideration of the closure or reconfiguration of the car park would be given at the appropriate time. She further explained the need for balance and weighing up different considerations in the planning process, as such, parking, disabled parking, archaeology along with many other issues would all be taken into account when an application is received or a scheme is submitted prior to an application.

RESOLVED that the adoption of the Town Wall Management Plan 2019-2024 be approved.

Local Plan Committee

Item
8

8 April 2019

Report of	Assistant Director Policy and Corporate	Author	Laura Chase ☎ 282473
Title	Presentation on Plans for Improving Health Services in North Essex		
Wards affected	All		

1. Executive Summary

- 1.1 Chris Howlett (Programme Director) and Jane Mower (Estates Development Manager) at the North Essex Clinical Commissioning Group will give a presentation on plans for improving health services in North Essex, highlighting the current comprehensive approach to incorporating health into future development.

2. Recommended Decision

- 2.1 To note the presentation.

3. Reason for Recommended Decision

- 3.1 The presentation is for information only.

4. Alternative Options

- 4.1 NA

5. Background Information

- 5.1 The health service has needed to adapt to a number of challenges including the following:
- Year on year growth in demand for services outstripping increase in funding
 - Ageing population with more complex health needs
 - Population growth/housing development
 - Changing public expectation of service standards
 - Changing health needs (obesity, diabetes, COPD, mental health, dementia)
 - Workforce recruitment and retention not keeping up with demand
 - Political and structural instability

- 5.2 Chris Howlett and Jane Mower will explain to the Committee how the health services are responding to these challenges through new organisational structures and long term strategies. In particular, they will present the Hub and Spoke model of delivery that is intended to tailor the delivery of health services to the needs of local areas.
- 5.3 The process of consulting on the emerging Local Plan prompted North Essex health authorities to join together with planning authorities to co-ordinate a strategic approach to health and planning issues. A Strategic Health and Planning group of health and planning officers has been established and meets regularly to inform a comprehensive approach to a range of strategic planning and development management issues such as Garden Communities and planning obligations.

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. Strategic Plan References

- 7.1 The Strategic Plan is relevant in particular in contributing towards priorities under the theme of Wellbeing:

Wellbeing- Encourage belonging, involvement and responsibility in all the borough's communities; and

Help residents adopt healthier lifestyles by enabling the provision of excellent leisure facilities and beautiful green spaces, countryside and beaches.

8. Consultation, Publicity Considerations, Financial Implications, Community Safety Implications, Health and Safety Implications and Risk Management Implications

- 8.1 There are no Consultation, Publicity Considerations, Financial Implications, Community Safety Implications, Health and Safety Implications and Risk Management Implications for the Council.

8 April 2019

Report of	Assistant Director Policy and Corporate	Author	Eirini Dimerouki
Title	Colchester Conservation Area No 4 : North Station Road and Environs Designation		☎ 5346
Wards affected	Castle		

1. Executive Summary

- 1.1 This report seeks Committee approval to proceed with the designation of the proposed Colchester Conservation Area No 4: North Station and Environs. The Committee approved public consultation on the Consultation Draft Conservation Area Character Appraisal and Management Proposals on 19 March 2018. This Report provides an account of the consultation process and a summary of the public responses received. Additionally, the report addresses the main concerns raised in the responses, to establish that the results of the public consultation exercise do not generate the need for any amendments to the Character Appraisal and Management Proposals and the designation of the proposed Conservation Area can proceed on the basis of this document.

2. Decision(s) Required

- 2.1 The Local Plan Committee is asked to proceed to the statutory designation of the proposed new Conservation Area to be known as Colchester Conservation Area No 4: North Station and Environs.

3. Reason for Recommended Decision

- 3.1 Proceeding to the designation of the proposed Conservation Area will enable the effective protection of its character and appearance, since its statutory designation will become a material consideration for the determination of planning applications and allied development management decisions.

4. Alternative Options

- 4.1 The Committee could decide not to proceed with the designation of the Conservation Area. However, such a decision would not allow the preservation and enhancement of the area to become a material planning consideration in future decisions. The Council's duty is discretionary under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which requires that
“ Every local planning authority—

- (a) shall from time to time determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and
- (b) shall designate those areas as conservation areas.”

- 4.2 Alternatively, the Committee could agree to adopt different boundaries for the designation. Although some of the public comments involved the issue of the boundary, they did not constitute a suggestion leading to significant amendments, as discussed in Sections 5.7 and 5.8.

5. Background Information

- 5.1 The six-week formal public consultation on the Consultation Draft Conservation Area Character Appraisal and Management Proposals was approved by the Local Plan Committee on 19 March 2018. The consultation period commenced on 30 April 2018 and was completed on 10 June 2018.
- 5.2 The Committee also suggested that the proposed conservation area boundary was extended to include parts of Belle Vue Road and North Station Road which are considered to be of special interest. A Character Appraisal that covered these areas and also included Digby House and the riverside open space immediately to the east, was prepared and were available for the public consultation exercise as an addendum to the Consultation Draft Conservation Area Character Appraisal and Management Proposals.
- 5.3 The public were notified and given the opportunity to participate in the consultation exercise in two ways:
 - A.) via the Council’s Planning Consultation webpage, which provided information on the consultation process, a link to view and download the “Consultation Draft of the Conservation Area Appraisal and Management Proposals” document including the “Belle Vue Road, Northern end of North Station Road and Digby House and adjacent Riverside Addendum” and a link to download a Response Form. The Form, which is attached in Appendix I, included four groups of questions, inviting the participants to express their support or opposition to the designation, state their views on the principle of restricting permitted development rights, suggest alterations to the proposed boundary and add any comments on the Consultation Draft of the Conservation Area Appraisal and Management Proposals.
 - B.) the owners or occupiers of the properties within the limits of the proposed Conservation Area were notified with letters sent by post between 30 April and 01 May 2018. One thousand one hundred eighty nine (1189) letters were sent to individual addresses, while the document was also available on the Council’s Planning Consultation webpage. The letter, which is included in Appendix II, informed the recipients of the implications on new planning restrictions and responsibilities for home owners due to the proposed designation and invited them to participate in the consultation process. Additionally, it explored the prospect of an Article 4 Direction to withdraw permitted

development rights for certain categories of works. However, this measure is not included in the final Management Proposals for the proposed Conservation Area as it mostly consists of buildings in commercial use which are not covered by permitted development rights.

Additionally, the Consultation Draft of the Conservation Area Appraisal and Management Proposals document was available to view in the Colchester Town Library and on request from the Council offices.

- 5.4 Consultation responses could be sent to the Council by email or by post. In addition the Planning Policy Team was available by phone to respond to any enquiries regarding the consultation process.
- 5.5 The Council received three (3) responses in total. All were sent by email and included comments in the body of the message.
- 5.6 The responses can be summarised in two categories:
 - a. comments on the proposed boundaries : two (2) participants
 - b. objection , although not clear whether in principle or on a specific issue (as discussed in section 5.8): one (1) participant.
- 5.7 The first participant who commented on the proposed boundary pointed out that an outbuilding which was not included in the proposed Conservation Area actually belonged to a property within the suggested boundary and therefore the delineation should be amended to include it as well. This technical correction has been made as a minor amendment to the proposed boundary, and appears in the map on page 3 of the Consultation Draft Conservation Area Character Appraisal and Management Proposals which addresses this issue.
- 5.8 The second participant who referred to the matter of the boundary, expressed opposition about the inclusion of the Multi- storey Car Park on Middleborough within the proposed Conservation Area. However, the proposed boundary does not actually include the building, as shown in the relevant map on page 3 of Consultation Draft of the Conservation Area Appraisal and Management Proposals.
- 5.9 The final response was an objection/ comment which involved the participant's lack of support to the "*proposal to designate map 5 in the documents you provided*" as a Conservation Area. It is not very clear whether the comment refers to the map of the proposed Conservation Area on page 5 of the Consultation letter (Appendix II) or if the objection involves the sub-area 5, as shown on page 63 of the Consultation Draft of the Conservation Area Appraisal and Management Proposals. In the former case, the Summary of Special Interest which is included on pp. 41 -43 of the same document offers sufficient justification of the proposal to designate the proposed Conservation Area in order to protect and enhance this special significance. In the latter case, the document provides the rationale behind the inclusion of sub-area 5 within the proposed boundary of the Conservation Area: the map on page 61 indicates that the properties

on Orchard and St Basil's Road have façades of townscape merit. Additionally, the map notes the presence of a group of trees near the former Colne Bank Open Air Swimming Pool which contribute positively to the townscape, while the significance of this green site is also pointed out on page 14 of the document. Therefore the inclusion of Area 5 in the boundary of the proposed Conservation Area appears justified as it comprises of buildings and open space of townscape merit.

- 5.10 The above summary of the responses indicates that the public consultation exercise did not call for any revisions or amendments to the "Consultation Draft of the Conservation Area Appraisal and Management Proposals" document and the "Belle Vue Road, Northern end of North Station Road and Digby House and adjacent Riverside Addendum" (other than a technical correction as described) and the designation of the proposed Conservation Area can proceed based on these documents.

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>
- 6.2 The designation of the proposed Conservation Area will not have adverse impact on equality, diversity and human rights as the property owners were notified and offered the opportunity to participate in the consultation process.

7. Strategic Plan References

- 7.1 The Council's Strategic Plan 2018-2021 includes "*Opportunity-* Promoting and improving Colchester and its environment." as one of its key objectives. The designation of Colchester Conservation Area No 4: North Station and Environs will contribute to this theme that seeks to "Promote and enhance Colchester borough's heritage and visitor attractions to increase visitor numbers and to support job creation.

8. Consultation

- 8.1 The six-week public consultation was carried out between 30 April 2018 and 10 June 2018. Details on the process and a summary of the responses are included in Section 5.0 of this report.

9. Publicity Considerations

- 9.1 The designation of the proposed Conservation Area may generate publicity for the Council. As the limited number of responses indicates, no significant public concerns have been raised, while the initiative may be well-received for demonstrating the Council's proactive approach to heritage protection and enhancement of the historic environment.

10. Financial implications, Community Safety Implications, Health and Safety Implications and Risk Management Implications

- 10.1 The designation of the proposed Conservation Area does not entail any financial implications, Community Safety Implications, Health and Safety Implications and Risk Management Implications for the Council.

Appendices

Appendix I: Public Consultation Response Form

Appendix II: Public Consultation Notification Letter to property owners

Appendix I



PUBLIC CONSULTATION RESPONSE FORM

Proposed Conservation Area for North Station Road and Environs

Monday 16^h April 2018 – Sunday 27th May 2018

Your name: [please add detail]

Your address with post code: [please add detail]

Q1: Do you support the principle of designating the area as a conservation area?

☐

YE

☐

N

Please explain why if you wish..

Q2: Do you support the principle of restricting permitted development rights?

☐

YE

☐

N

Please explain why if you wish..

Q3: Do you wish to suggest making alterations to the proposed boundary?

☐

YE

☐

N

If YES please describe the alteration/s you wish to suggest and the reason/s

Q4: If you wish to make specific comment/s on any part of the Appraisal and Management Proposals document please do so below. These will be considered fully and may influence alteration to and modification of the final document in the event that formal Conservation Area status [Designation] is agreed by the Council's Local Plan Committee

[please add detail]

Appendix 2

Colchester Borough Council

PO Box 889, Rowan House, 33 Sheepen Road, Colchester, CO3 3WG

Policy & Corporate CONSERVATION

Contact: Simon Cairns

Phone: 01206 508650

Fax: (01206) 282598

E-mail: planning.policy@colchester.gov.uk

Your ref:

Our ref: **180810**

Date: 30 April 2018

Dear Sir or Madam

Proposed Conservation Area for North Station Road and Environs (to be known as Colchester Conservation Area no.4) & Article 4 Direction

Town and Country Planning Act 1990, as amended; Town & Country Planning (General Permitted Development) (England) Order 2015 [Article 4]; Planning (Listed Buildings and Conservation Areas) Act 1990 [S69, 70 & 71], as amended & National Planning Policy Framework [paragraph 127].

PUBLIC CONSULTATION: Monday 30 April 2018 (09.00hrs) - Sun 10 June 2018 (23.59hrs)

At its meeting of 19 March 2018, the Local Plan Committee of Colchester Borough Council resolved to approve, for the purposes of public consultation, the area identified on **page 5** of this letter for consideration as a new conservation area to be known as Colchester Conservation Area No.4. The plan and the proposed conservation area is supported by two Conservation Area Appraisal and Management proposal documents:

- The North Station Road & Environs Appraisal and Management Proposals document; and,
- The Belle Vue Road & North Station Road [northern end] Appraisal and Management Proposals document

These can be viewed on the Council's Planning Consultation website.

<https://beta.colchester.gov.uk/info/cbc-article/?catid=local-plan-consultations&id=KA-01755>

As part of the public consultation exercise, I am writing to you to seek your views on the proposal to designate the area indicated on the accompanying plan as a Conservation Area. Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Local planning authorities have a statutory duty to consider whether parts of their area should be designated as Conservation Areas.

In this case, the former functional and historic relationship between the area and the historic walled Town Centre, and the expansion of the Town north-westwards along what is now North Station Road towards the early Victorian railway station [Colchester North Station] underpins this proposed designation. Nearly 2000 years of history can be found within the proposed conservation area.

Within the area are a number of listed buildings and many buildings considered to have townscape merit. The proposed conservation area in places adjoins the existing conservation area known as Colchester Conservation Area no 1: Colchester Town Centre. Other parts adjoin the Designated Grade II Historic Park & Garden of Castle Park.

Designation of a conservation area is a recognition of special character but with that will come certain new planning restrictions and responsibilities for home owners. These are described in summary form below:

Your house and permitted development:

Permitted development (PD) rights* [*your ability to undertake certain works to your house without the need for planning permission] are slightly different in conservation areas compared to other areas. This means that you need to make a planning applications for some forms of development which would not need such applications outside conservation areas. For example:

- Detailed residential changes like two-storey extensions, dormer windows, and stone cladding
- Extensions to retail premises (smaller floorspace increases; appearance should match the existing; limitations to click and collect facilities)
- Industrial and warehouse buildings (smaller floorspace increases)
- Limitations on change of use such as retail or agricultural to dwellinghouse

Demolition:

If you want to demolish your building you will need planning permission. If the building is also listed you will also need listed building consent.

Trees:

If you want to cut down, top or lop any but the smallest of trees in a conservation area you must notify your local planning authority six weeks before work begins. The authority will then consider the contribution the tree makes to the character of the area and if necessary create a Tree Preservation Order (TPO) to protect it.

Article 4 Direction:

It is the Council's intention to apply an 'Article 4 Direction' to preclude any works of extension or alteration to the exterior of a dwelling within the area defined as the new conservation area without first having secured planning permission even where such works would previously have constituted 'permitted development'. Whilst this may at first seem somewhat onerous it does the mean the Council is better able to control changes in the conservation area that would otherwise have not needed planning permission and that might unintentionally harm its special character.

The website described above provides an explanation of conservation area principles and the Full Draft Conservation Area Character Appraisal and Management proposals Document upon which the proposed conservation area is based.

I welcome any views you might have on this proposal and in particular any comments you may have on the proposed boundary of the Conservation Area. Your comments will be reported back to a future meeting of Local Plan Committee. It will then consider designating the proposed Conservation Area either in its proposed configuration or as amended following the views put forward during this public consultation period.

All properties within and adjoining the proposed Conservation Area are being consulted along with local Council members and relevant external agencies. Your views and comments can be made on-line at:

<https://beta.colchester.gov.uk/info/cbc-article/?catid=local-plan-consultations&id=KA-01755> (email planning.policy@colchester.gov.uk)

or in writing to

Colchester Borough Council
Policy & Corporate Services
Conservation Area Consultation [NSR] Rowan
House
33 Sheepen Road Colchester
CO3 3WG

If you are not the property owner, would you please pass this letter and accompanying information on to the appropriate person. Thank you for your assistance and I look forward to receiving your views on this proposal. If you wish to discuss any of the above please contact me at vincent.pearce@colchester.gov.uk or 01206 282452. Please note that I work on Wednesdays, Thursdays and Fridays.

Yours faithfully

Simon Cairns
Simon Cairns, MRTPI, IHBC
Planning Manager

Proposed permitted development restrictions and map showing proposed conservation area boundary follow.....

Proposed 'permitted development' restrictions under Article 4 of the Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Schedule 2:

Part 1: Development within the curtilage of a dwellinghouse

Class A: enlargement, improvement or other alteration of a dwellinghouse

Class B: enlargement of a dwellinghouse consisting of an addition or alteration to its roof

Class C: any other alteration to the roof of a dwellinghouse.

Class D: erection or construction of a porch outside any external door of a dwellinghouse

Class E: The provision within the curtilage of the dwellinghouse of -

(a) any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure; or

(b) a container used for domestic heating purposes for the storage of oil or liquid petroleum gas.

Class F: hard surfaces incidental to the enjoyment of a dwellinghouse Class

G: chimneys, flues etc on a dwellinghouse

Class H: microwave antenna on a dwellinghouse Part

2: Minor operations

Class A: The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure

Class B: The formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any Class in this Schedule (other than by Class A of this Part).

Class C: The painting of the exterior of any building or work.

Class D: The installation, alteration or replacement, within an area lawfully used for off-street parking, of an electrical outlet mounted on a wall for recharging electric vehicles.

Class E: The installation, alteration or replacement, within an area lawfully used for off-street parking, of an upstand with an electrical outlet mounted on it for recharging electric vehicles.

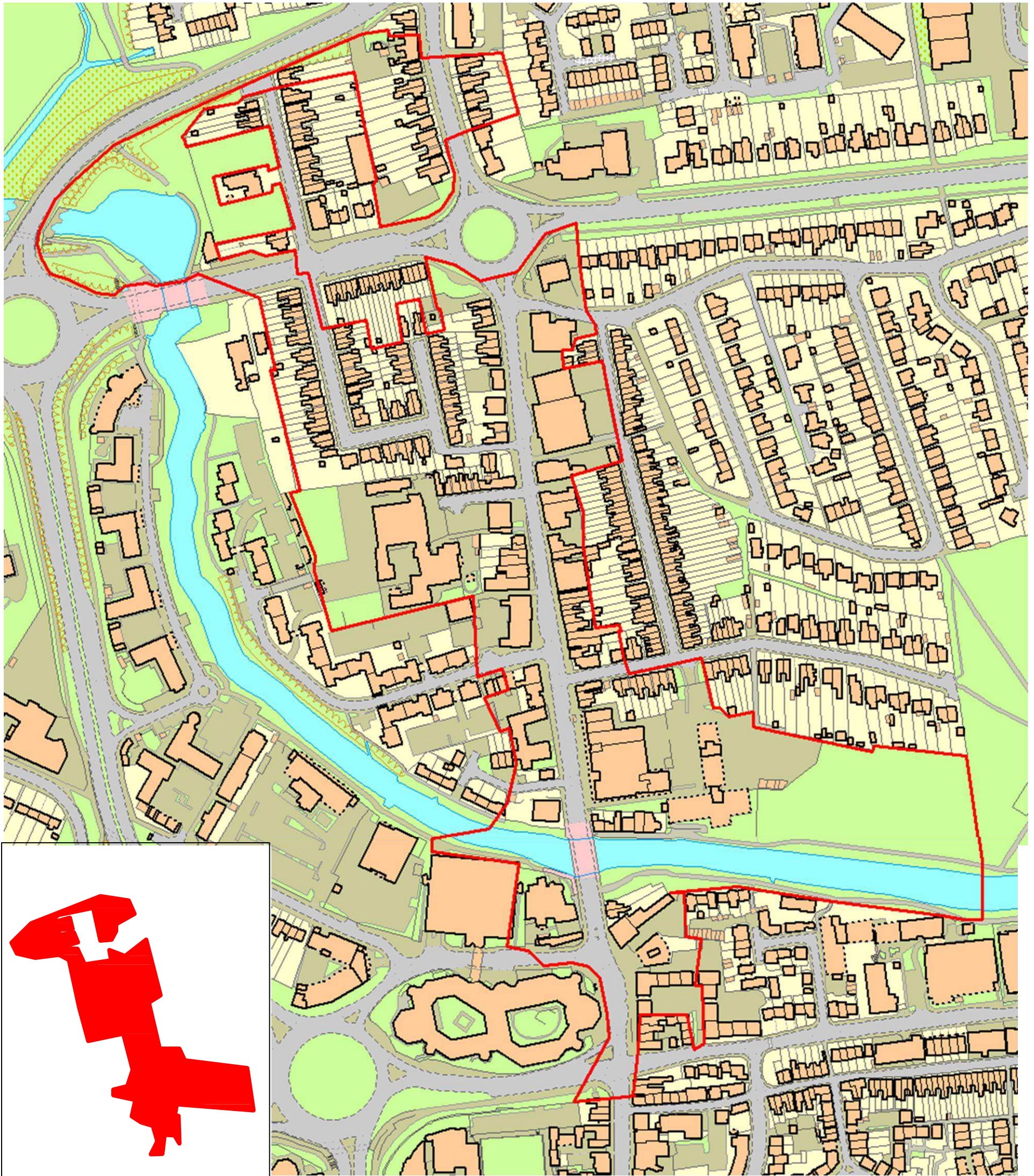
Class F: The installation, alteration or replacement on a building of a closed circuit television camera to be used for security purposes.

Part 3: Changes of use All classes

Part 7: non-domestic buildings and uses All classes

map showing proposed conservation area boundary follows.....

PROPOSED CONSERVATION AREA



PUBLIC CONSULTATION



COLCHESTER CONSERVATION AREA no. 4



North Station Road & environs

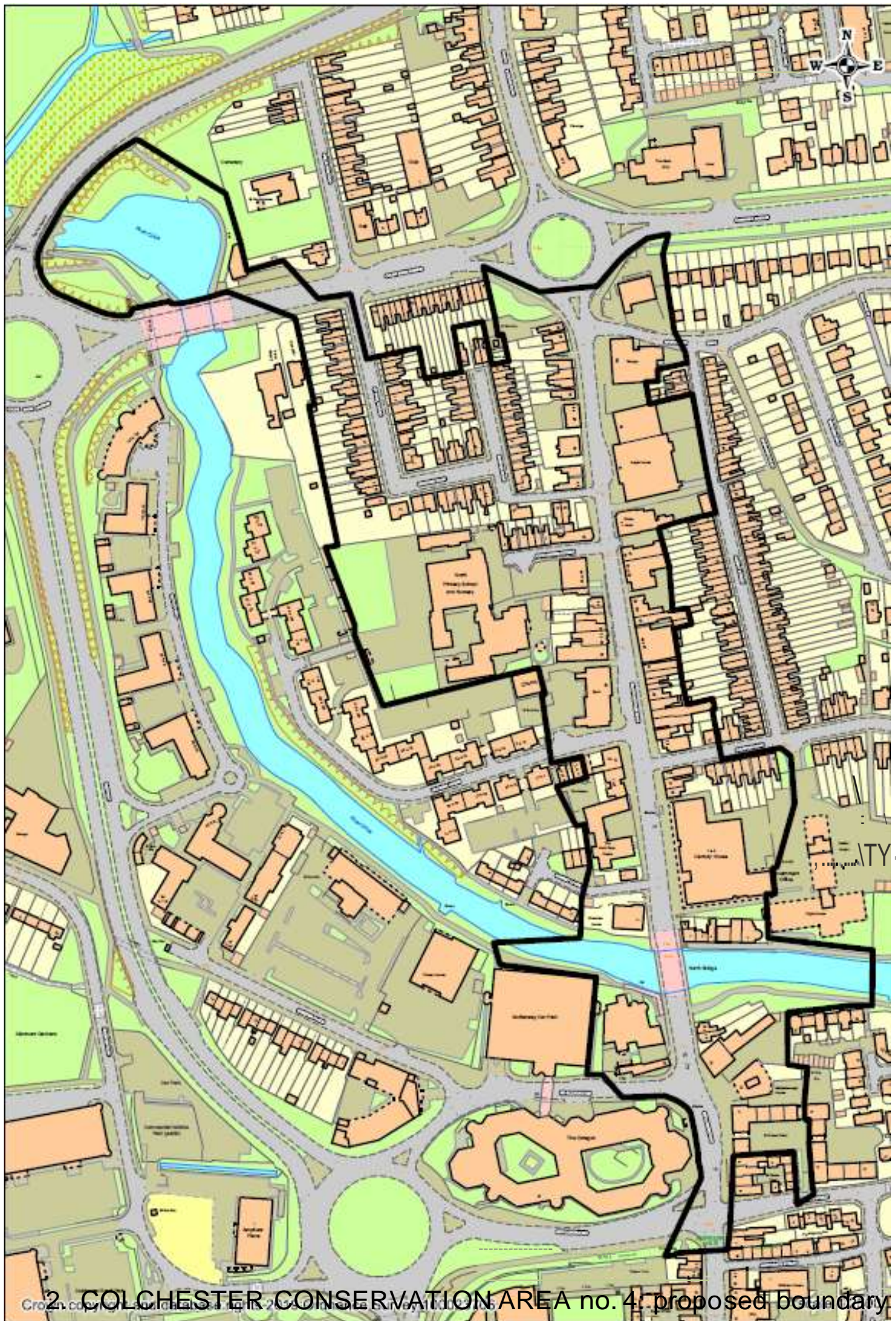
[Morten Road, Orchard Road, St Pauls Road (S), John Harper Street & former Colne Bank open-air swimming pool]

Conservation Area Appraisal

CONSULTATION DRAFT



1. View Southwards Over North Bridge—Towards Colchester Town Centre [CCA no.1]



2. COLCHESTER CONSERVATION AREA no. 4: proposed boundary

Proposed Conservation Area:

NORTH STATION ROAD & environs:

Draft Appraisal and Management Plan



3. Former Castle Inn, North Bridge [later Riverside Hotel] - survives today: Listed Grade II

Proposed Conservation Area:

NORTH STATION ROAD & environs:

Draft Appraisal and Management Plan Timeline

December 2017	Condition surveys
21 December 2017	Field survey
3 January 2018	Field survey
5 January 2018	First draft
February 2018	Final Draft
March 2018	Presented to Local Plan Committee and approved for public consultation
May & June 2018	Public consultation period [six weeks]
July 2018	Amended final draft
August 2018	Presented to Local Plan Committee and approved for adoption as Planning Guidance
August 2018	Published as Planning Guidance
August 2023	First review date



This document is prepared and produced by:

Corporate & Policy Services

The PLACE Team

Colchester Borough Council

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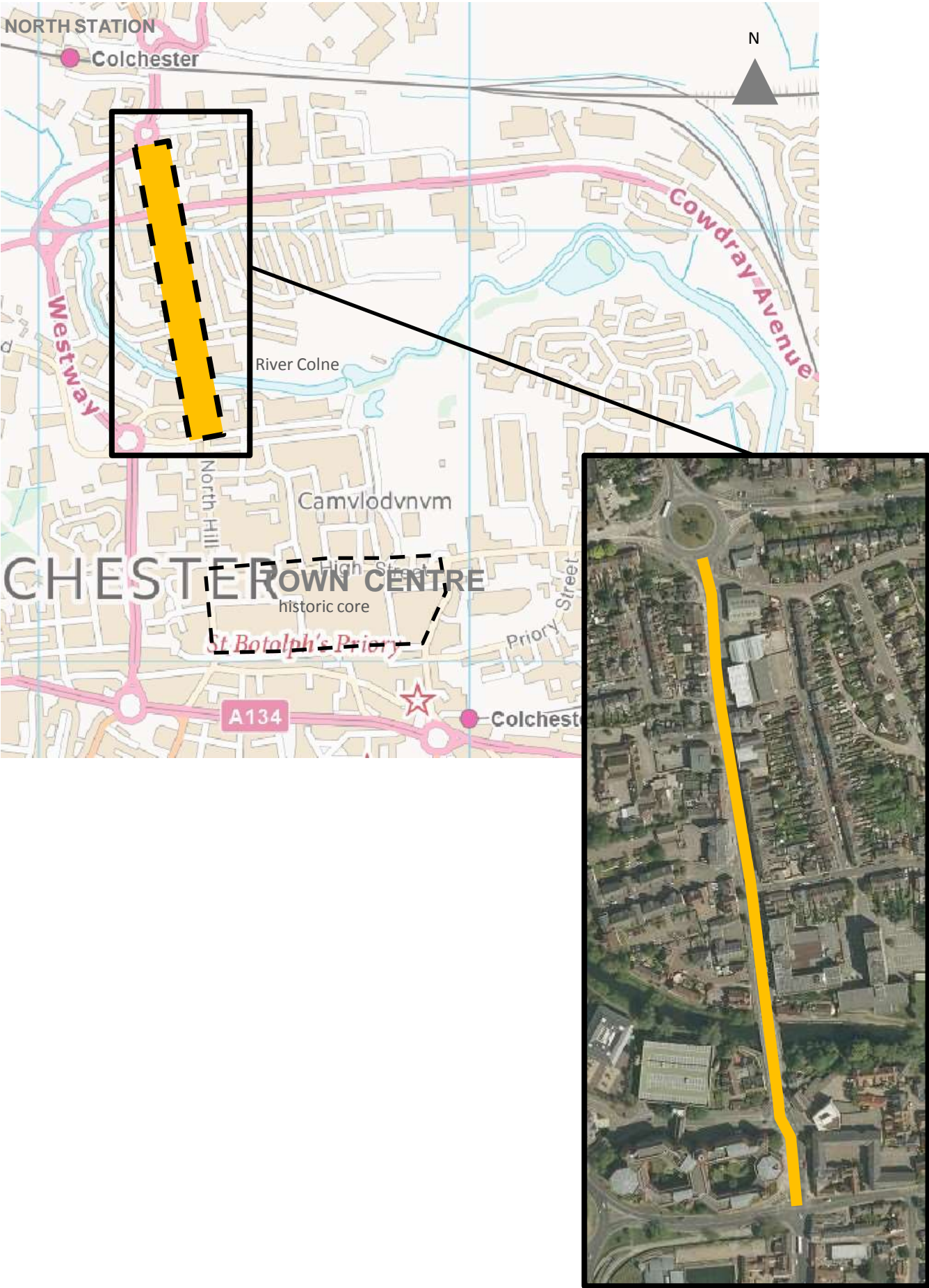
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- 11 (1) 7 (2) 1847 Tythe Map**
- 12 1870 Map**
- 13 1870 Map**

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Images &, maps within the Townscape Analysis sections are individually described within the text and form part of the appraisal

4. General Location of North Station Road, Colchester, Essex





North Station Road & environs CA

[Morten Road, Orchard Road, St Pauls Road (S), John Harper Street & former Colne Bank open-air swimming pool]

PART ONE: the Appraisal

A New Conservation Area for North Station Road and Its Environs?

[including a full character appraisal and management proposals]

1.1 INTRODUCTION

The purpose of this document is to analyse the architectural and historical merits of the defined area in the form of a character appraisal and to establish whether such character is special enough to justify the additional heritage protection afforded by Statutorily Designated Conservation Area status. The conclusion in this document is that it does, as will be explained.

In this context the equally important aim of this document is to provide a firm basis for taking development management decisions and for developing proposals and initiatives within the conservation area. Once formally and properly designated it is also expected to form a material planning consideration in the determination of planning applications prior to formal designation following statutory public consultation in respect of the Draft Character Appraisal and Management Proposals Document.

This document seeks to

- Trigger the start of the statutory conservation area designation procedure; and,
- Define the special interest of the proposed conservation area and identify the issues which threaten the special qualities of the proposed conservation area (in the form of the “Appraisal”); and,
- Provide guidelines to prevent harm and achieve enhancement (in the form of a “Management Plan”)



Part of the Great War Memorial to Colchester's service and civilian dead

North Station Road & Environs Conservation Area:

PART 1: CHARACTER APPRAISAL

1.2 POLICY CONTEXT

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities (para 69 (1) (a) from time to time to determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and (para 69 (1) (b) shall designate those areas as conservation areas.

In response to these statutory requirements, this document defines and records the special architectural and historic interest of proposed Colchester Conservation Area no. 4 [CCA4] [North Station Road and Environs] and identifies opportunities for enhancement. It is in conformity with Historic England guidance as set out in "Conservation Area Designation, Appraisal and Management Historic England Advice Note 1."

The document has also been drafted having regard to National Planning Policy Framework [NPPF]

This document should be read in conjunction with the wider development plan policy framework produced by Colchester Borough Council. These documents include:-

- The Adopted Colchester Borough Local Plan [2008, 2010 & revised 2014]; and,
- Submission Draft Local Plan 2017.
- Colchester North Station Masterplan SPD [July 2009]
- Fixing The Link [2017]

CCA4 is not currently subject to any Article 4 Direction/s.

1.3 LOCATION and SETTING

Proposed Conservation Area no.4 is drawn around the predominantly but not exclusively commercial properties that line the west and east sides of North Station Road south of the Albert Roundabout. It embraces some 7.6ha of land and is drawn at its proposed southern extent to form a contiguous boundary with part of the northern edge of Colchester Conservation Area No 1. [The Historic Town Centre of Colchester]

It falls within the administrative boundary of Colchester Borough Council within Castle ward.

At its proposed northern edge it is a mere 433m from Colchester's Main Station [Colchester North] and is within easy walking distance of the Town Centre. It provides the principal pedestrian corridor from North Station to the Town Centre. The arrival of the railway in 1843 triggered the northward expansion of Colchester. The historic existence of a once flourishing [now gone] major cattle market at Middleborough also meant that what is now North Station Road was also a busy thoroughfare between Colchester and the villages to the north—such as Mile End. [now known for much of its extent as Myland following creation of the new urban parish with its own Community Council in **1999**.

1.4 TOPOGRAPHY and LANDSCAPE

The proposed conservation area which for most part is a linear street that runs south-north is bisected in a west –east direction by the River Colne. Historically much of the area along the banks of the River Colne further up and down stream was (and still is) flood plain. Whilst the area within the proposed conservation area is broadly flat land beyond rises towards north station and Myland (beyond its proposed northern extent) and North Hill (beyond its proposed southern extent).

The most significant current positive landscape elements within the townscape of the proposed conservation area are:

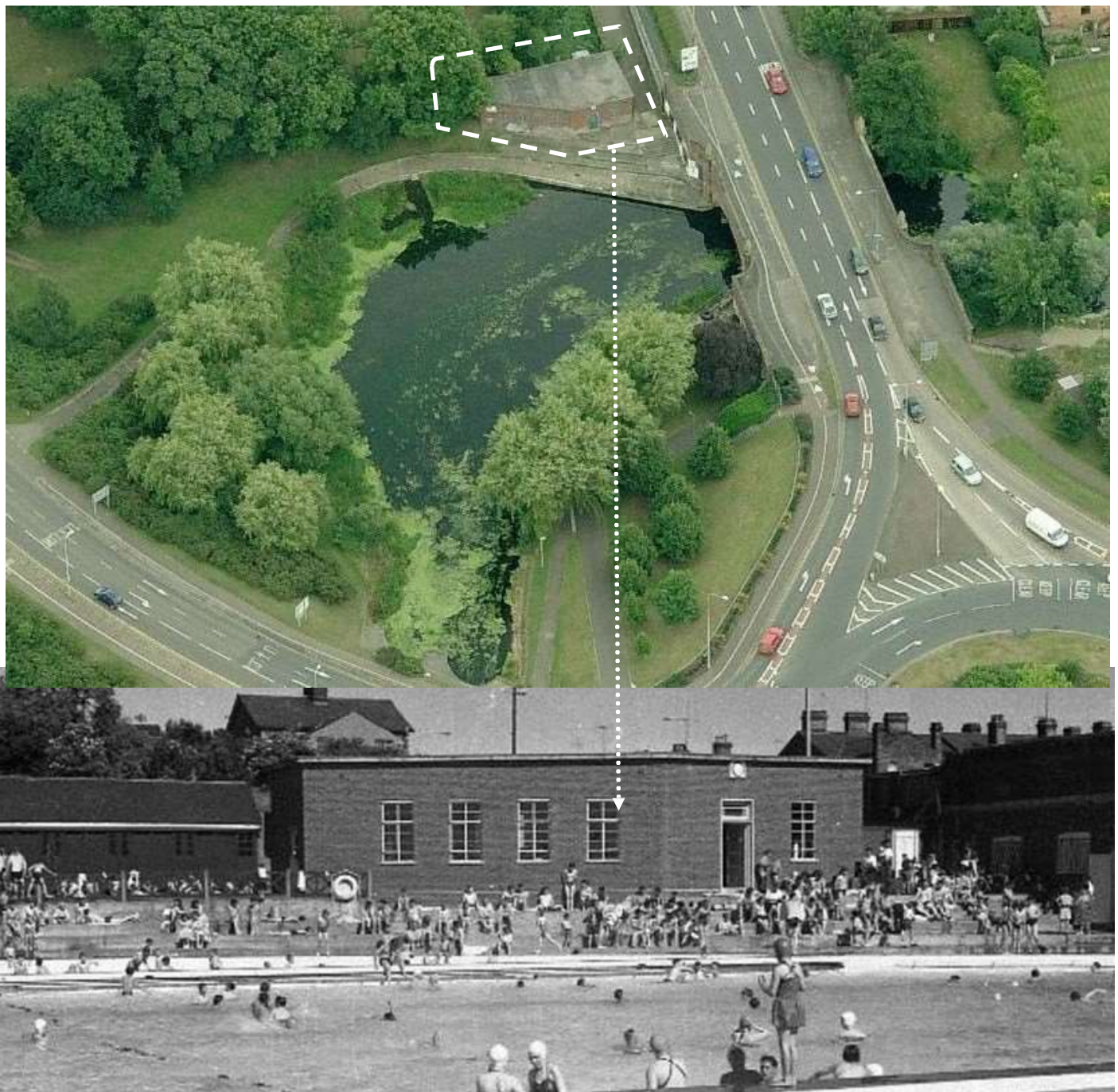
(i)

The River Colne and its tree lined banks on both sides of North bridge under which it passes as it gently wends its way towards Middle Mill and Lower Castle Park to the east; and,

(ii)

The former Colne Bank Open Air Swimming Pool which has now become a new watery habitat that continues to be fed by the River Colne. It is something of a green oasis and its tree edged margins provide an attractive addition to the streetscene particularly visible from the two main roads that skirt it in a horse-shoe shape.

It provides a delight to passers-by many of whom are travelling to and fro Colchester from/to North Station [particularly those accessing Colchester Institute and St Helena's School.



5. Top:Aerial view today Bottom:Colne bank open Air swimming Pool in its heyday

The once striking avenue of trees that lined North Station Road has unfortunately now largely disappeared leaving behind an almost totally denuded hard-surfaced and sterile public realm save for a miserable handful of mutilated or orphaned survivors of later unsuccessful attempts to enliven the street scene with municipal tree planting.



6. North Station Road: Circa 1900



Same view today



Much of the proposed conservation area is within a high flood risk zone although parts benefit from flood defences

1.5 HISTORICAL DEVELOPMENT

The earliest maps show that settlement along North Street was limited up to the second quarter of the 19th century. The Street is not depicted on Speed's 1610 map of the town, which finishes just to north of north bridge. This indicates that settlement was very limited along this road at the time (in comparison, both Magdalene Street and East Street are marked on this map, and are shown densely occupied street frontages. This is confirmed by the Siege Map of 1648, which shows the road without occupation.

Chapman & Andre's map of the town (dating to 1777) shows some properties along the road frontage closest to the river, with gardens and/or orchards to the rear of the buildings and also fronting the road. Similarly, Cole and Roper's 1805 Town Plan shows frontage buildings on both sides of the road closest to the bridge but not further away from the town.

In the 1840s, as shown on the tithe maps for St Peter's, Mile End and Lexden, and also Monson's 1848 map, the street frontage was quite densely occupied. Almost certainly, expansion of the town to the north of the historic walled settlement, along North Street, began in the second quarter of 19th century, following the coming of the railway in 1843 and the construction of the main station at the north end of North Street.

By the time of the First Epoch OC County Series 1:2500 (1874-87), the Street frontage was further built up, and new streets had been constructed off and behind the frontage, including Princess Street (W. side), Albert Road (now Causton Road) and Albert Street and also New Street (off Serpentine Walk, subsequently joined up with, and part of Albert Street) on the E. side, within St Peter's parish. However, there were still some areas on open frontage on the west side of the Street.

By the turn of the century, North Street had become North Station Road, shown on the Second Epoch OC County Series 1:2500 (1897-1904), and the street frontage was densely built up, with further expansion to the rear of frontage properties (along Morten Road, Orchard Road and St Paul's Road on the W. side). A school (North Primary School) was constructed at the west end of Princess Street (now John Harper Street).

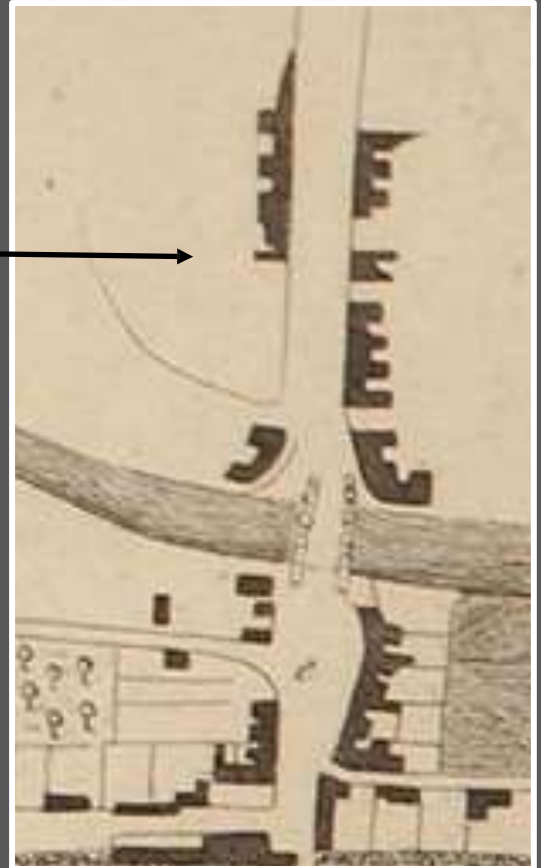
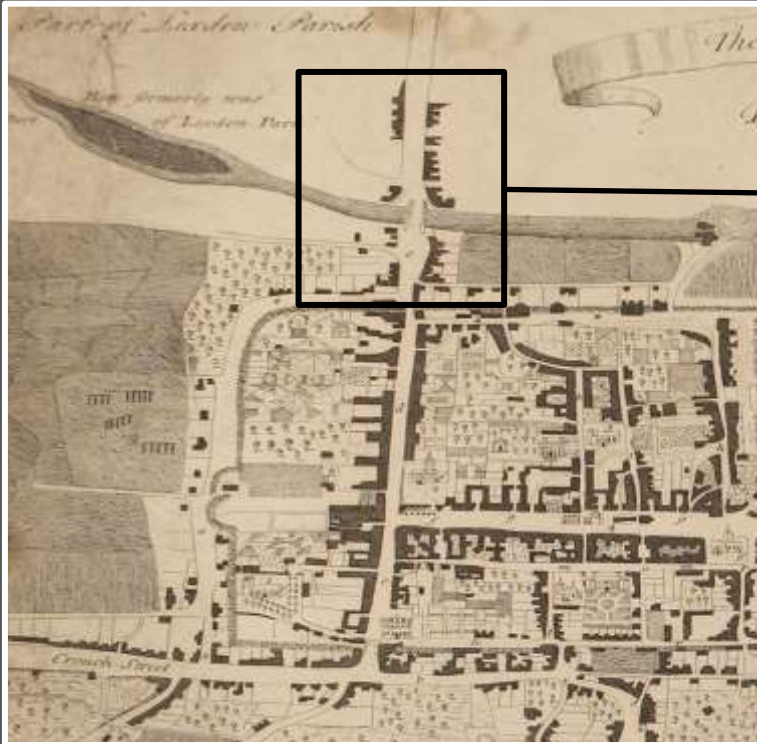
There was further consolidation in the early decades of the twentieth century (Third Epoch OC County Series 1:2500 (1922-23)) and the Road was densely built up. The tramline was constructed along North Station Road in 1904, up to the station, but it closed in 1929.

The development of the area within the proposed conservation area is considered in more detail within the map extracts that follow.



7. Extract from John Speed map 1610 showing North bridge [10].

There was a bridge here from Roman times. In the middle ages there was a suburb on the far side of the bridge. The bridge marked the boundary of the borough jurisdiction over the Colne fishery.



8. The Middleburgh' [sic]: James Deane's Plan of Colchester c1748

British Library The Iconography of Colchester

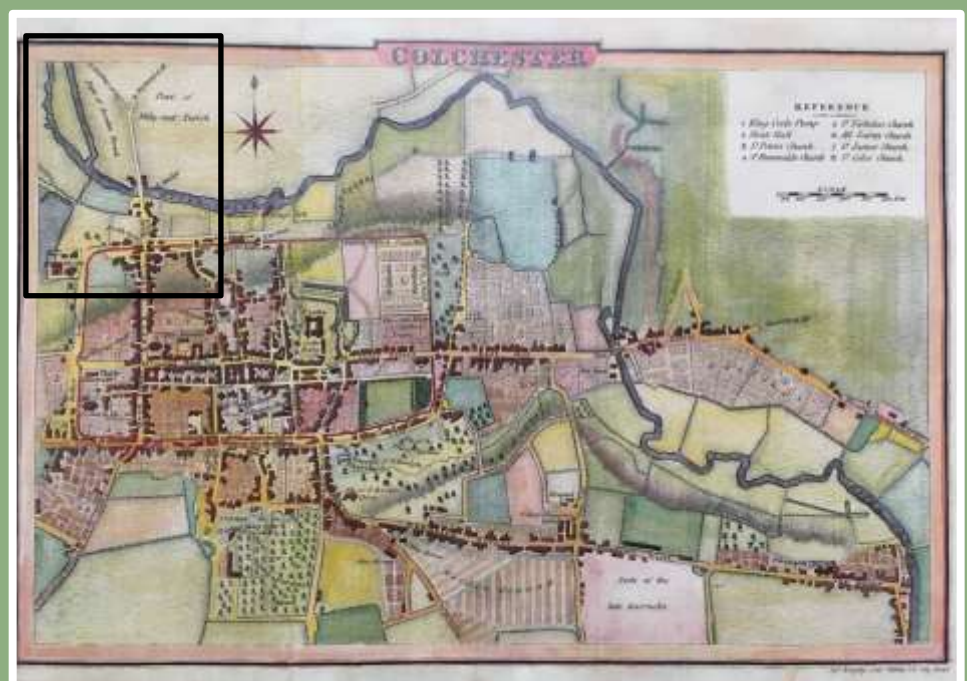


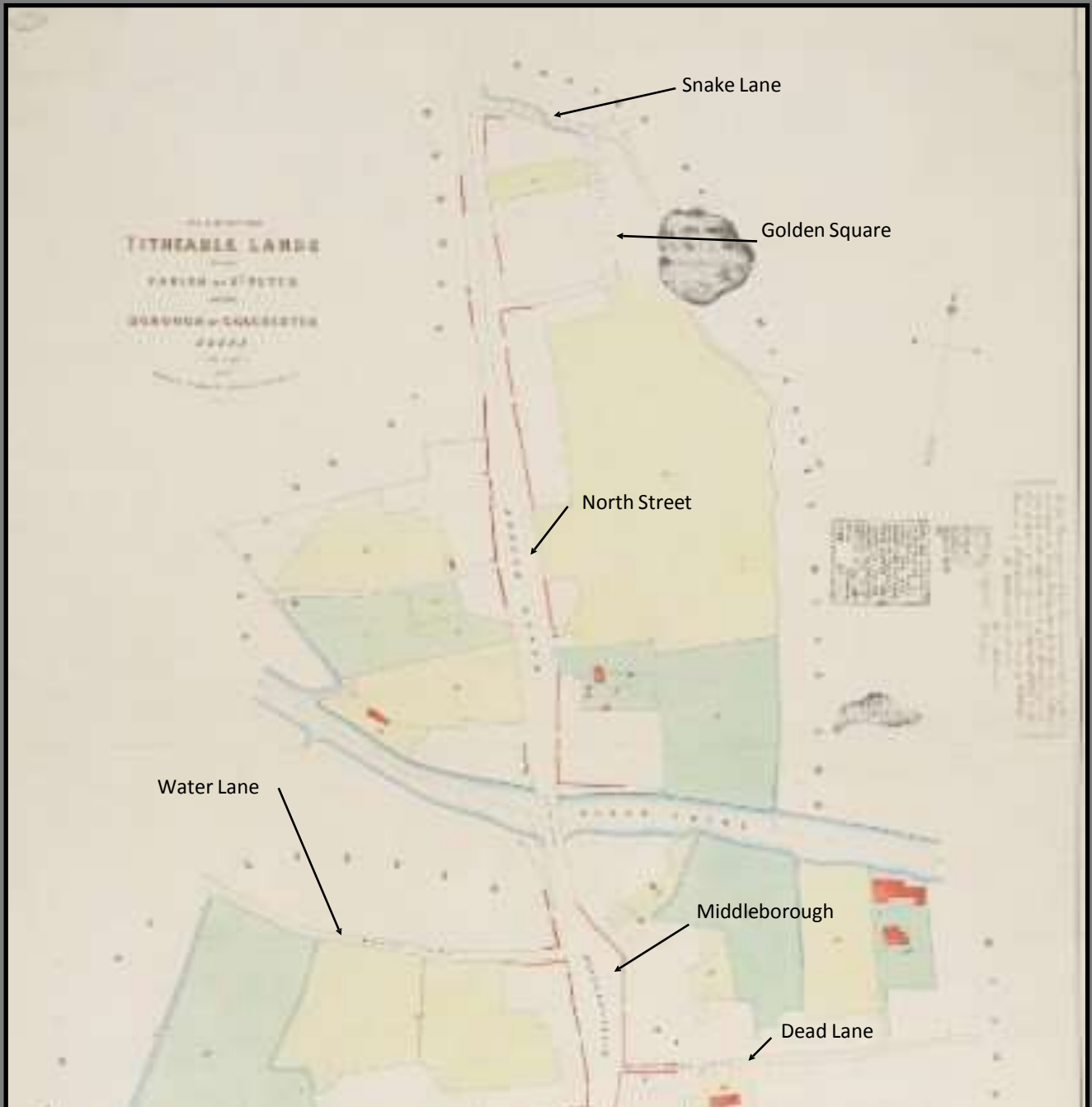
9. 1805

Verner & Hood

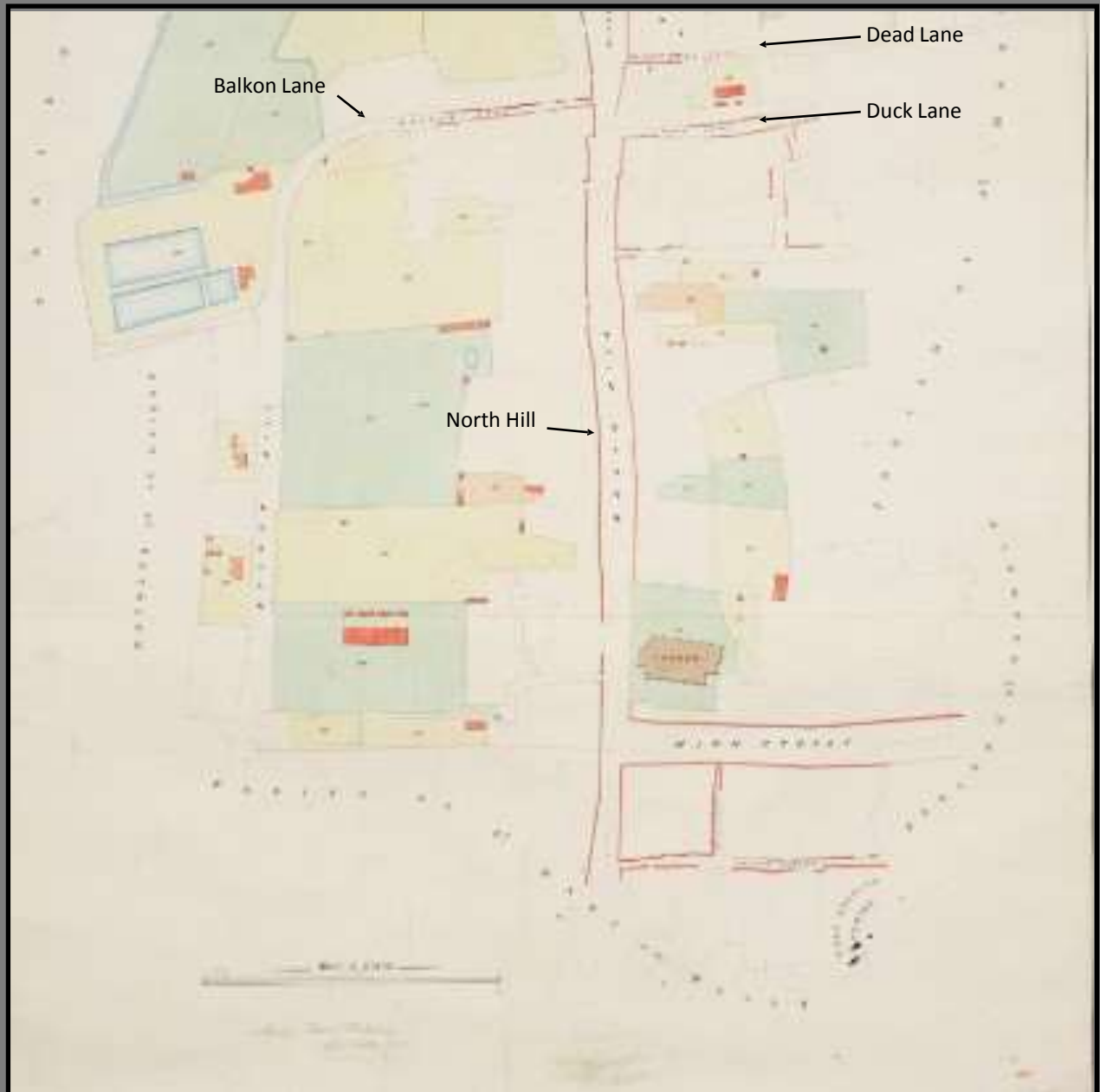


10: 1820





11(1) Tythe Map: 1847
St Peter's



11(2) Tythe Map: 1847
St Peter's



**12: OS First Series 6inch
1870**

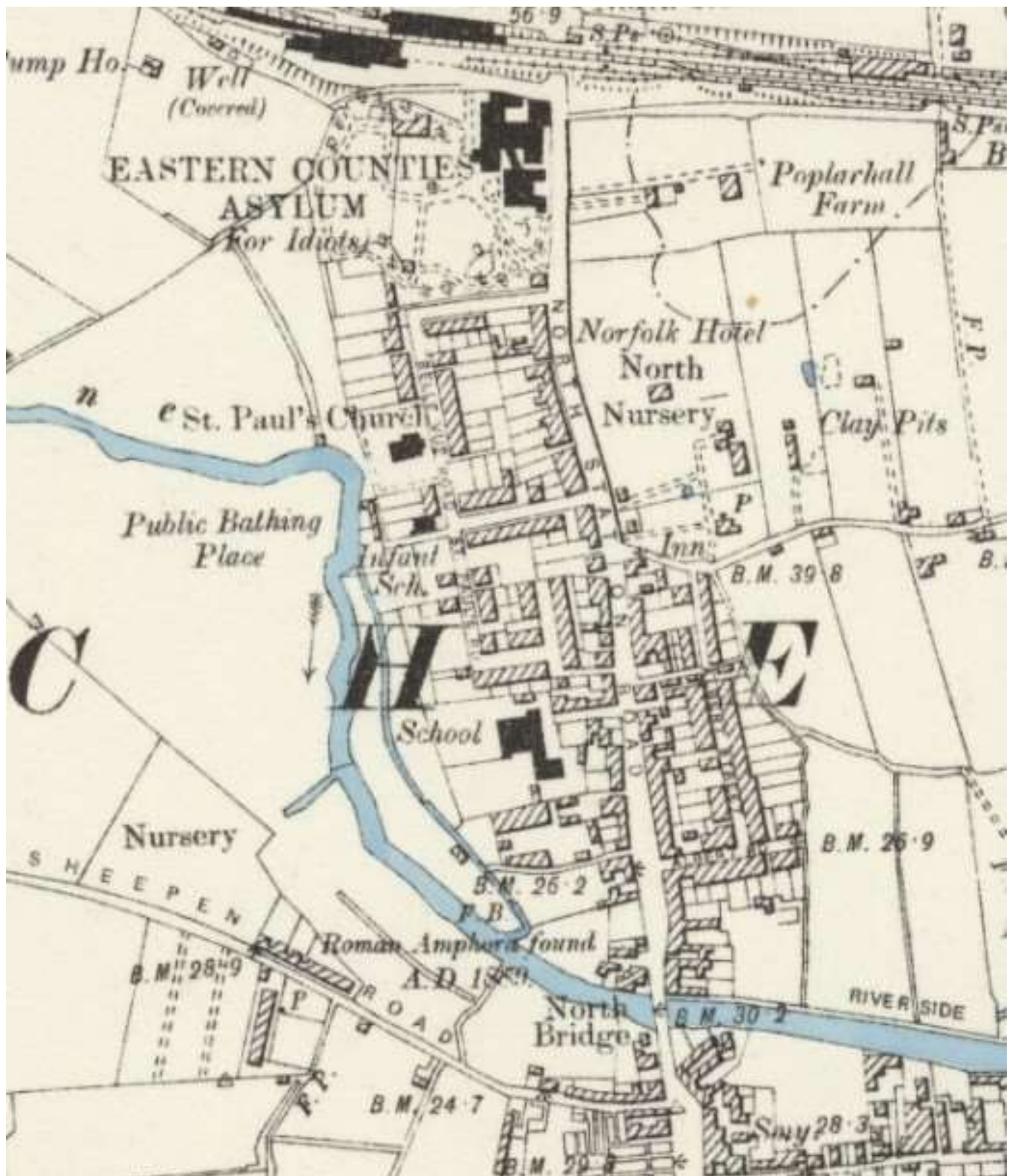


13: OS First Series 1870 larger scale extract



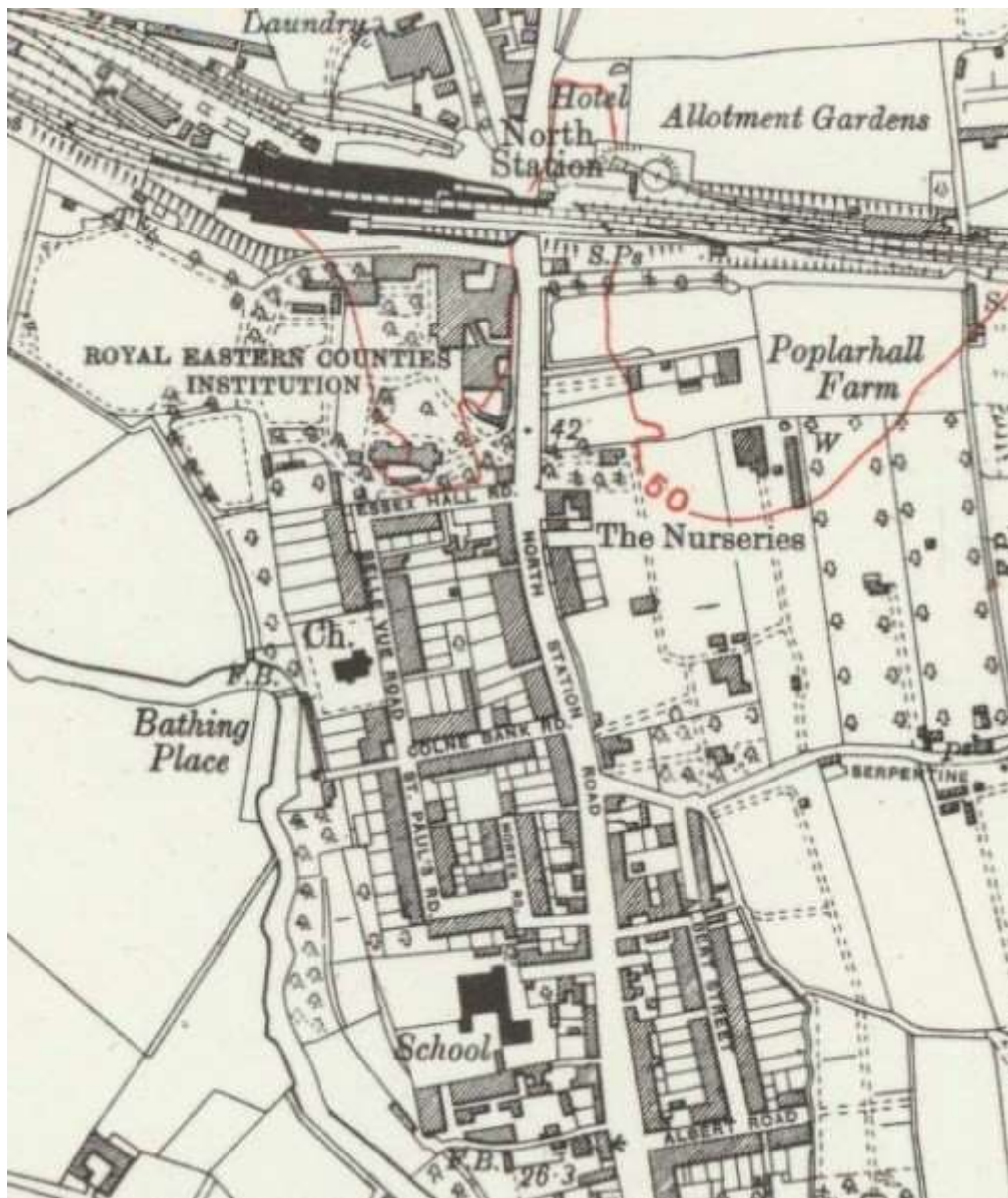
14. OS six inch Published 1881

Surveyed 1875-1876



15. OS: six-inch: Revised 1896, Published 1898

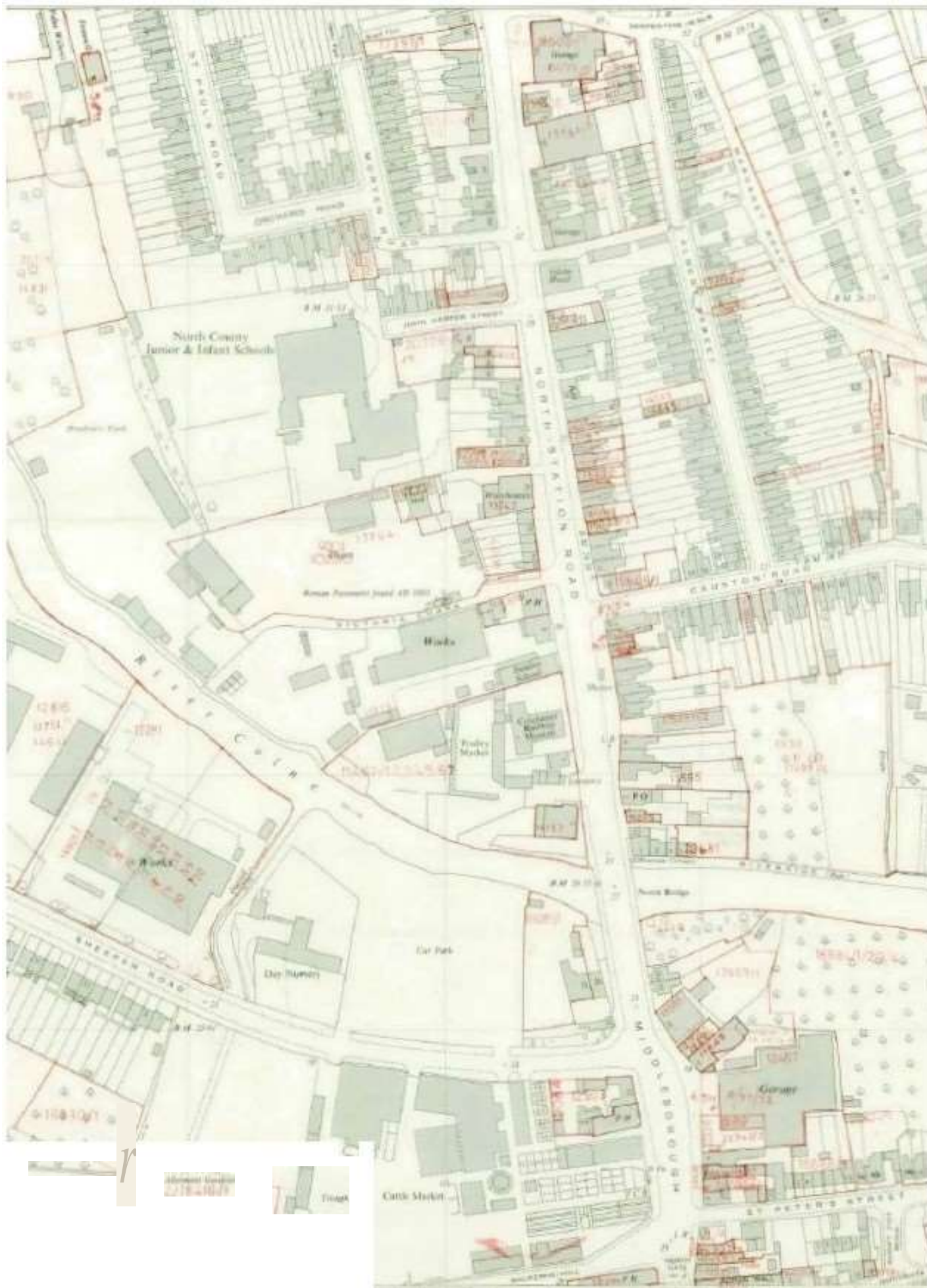
Note the reference to Public Bathing Space within the elbow of the River Colne



16. OS Six inch Revised 1920-1921, Published 1924



17. OS. Six inch Revised 1938 published circa 1946



18. Record of planning applications 1948-1973 [on OS 1:250 map base 1964]

Colchester's first station was opened on 29 March 1843 by the Eastern Counties Railway (ECR) and was named simply as Colchester. Locally, however, it is also known as Colchester North to distinguish it from Colchester Town station. Colchester Town station is closer to the town centre (hence its name). It is the arrival of the railway that triggered the northward expansion of Colchester during the Victorian period

19. Colchester Station & Hotel: 1843

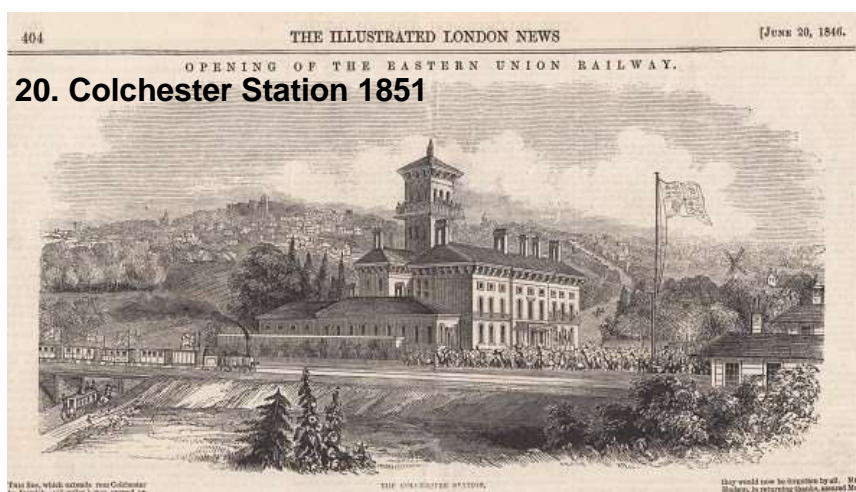


The railway line and a representation of Colchester railway station, built in 1843. The station was rebuilt in 1865, and then extensively remodelled and rebuilt in 1894. (Victoria County History).

In the foreground is Essex Hall, Colchester, also built in 1843, intended to be the railway hotel. It was converted in 1850 into an asylum for the mentally handicapped, subsequently (from 1859) becoming the Eastern Counties Asylum for Idiots, Imbeciles and the Feeble-minded, and then the Royal Eastern Counties Institution for Mental Defectives. Closed and demolished in 1985. (Victoria County History, National Archives, Local newspaper article).

"The Colchester Station is about a mile north of the centre of the town. There is a splendid edifice in the Italian style immediately adjoining the station. It was originally intended for an hotel, but not proving a profitable undertaking, it was given up, and is now converted into an Asylum for Idiots. It is built of white brick, with stone dressings, and has a lofty tower commanding beautiful views of the surrounding country, as will be readily surmised from our little sketch annexed."

Image extracted from page 62 of *"The Eastern Counties Railway Illustrated Guide"*, by . Original held and digitised by the British Library. Copied from Flickr. 1851



John Harper was headmaster of North Street School in Colchester when it opened on November 12 1894 – the first in Colchester funded from local taxation. It cost £8,000. Mr Harper remained as head until his retirement in 1922. He died three years later. John Harper Street which is within the proposed conservation area was re-named after this important local figure.

The direct and historic connection that ran from the Town Centre over the River Colne and north to North Station and Mile End was brutally severed by the construction of Colne Bank Avenue which formed part of the Colchester Northern By-pass [1933] (Colne Bank Avenue- Cowdray Avenue). That route has long been absorbed into the urban fabric of Colchester and any semblance of functioning as a by-pass is now long dead.



21 John Harper



The next big highway intervention [1980's) to affect the area was the construction of a new connection from the Avenue of Remembrance to North Station Road just to the south of North Station Railway Bridge. (now part of Colne Bank Avenue).

The geometry of the Albert roundabout was altered for a period to allow buses to cross the junction directly through the centre of the roundabout. That experiment soon ceased.

The A134 under North Station railway bridge was widened and extra road lanes formed in the 1990's as part of the Turner Rise retail development which itself replaced a former steeply sloping station car park. Huge quantities of material were removed to create the retail park at a level equivalent to that of the road level at the bridge.

22. By-pass construction early 1930's



23. Experimental roundabout. North Station Bridge [mid 1930's]

North Bridge: the proposed conservation area's centrepiece



24. North Bridge at its most picturesque circa 1900

26. An historic area that has faced constant transition



Postcard view north along North Station Road Circa 1910.
Tram outside what became the Riverside Hotel



Today



Albert Roundabout came into operation: Photo 1933 with description "Around the Marble Slabs—The Gyrotary *[sic]* system came into operation at the junction of Colne bank



Today: Much enlarged and landscaped



Demolition of 26-32 North Station Road 1965



Today: Interesting and not unattractive modern infill save for the blocky corner turning element

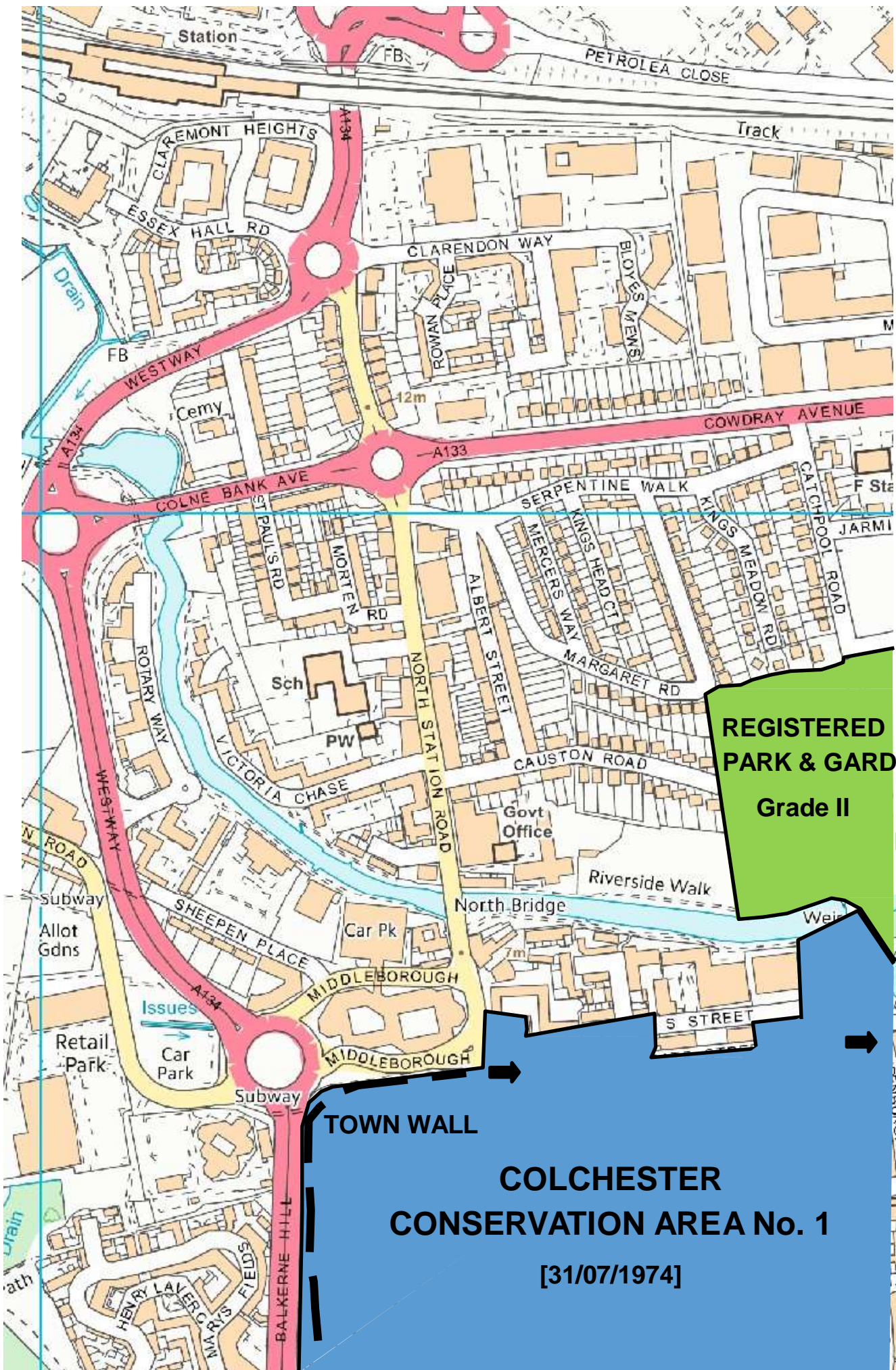


Demolition 1928

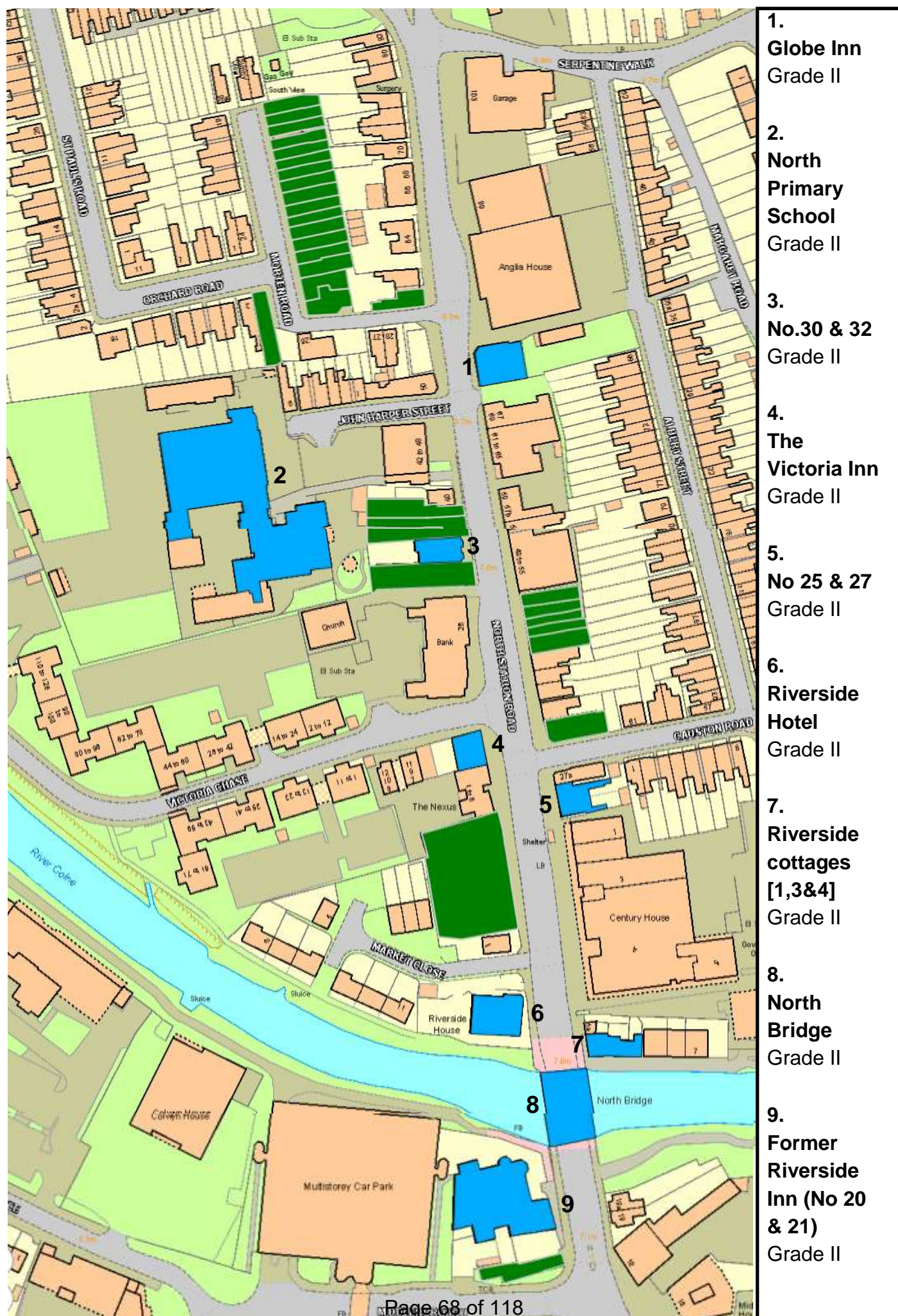


Today: Scarcely believable

1.6 ADJACENT HERITAGE ASSETS



1.7 LISTED BUILDINGS [blue]



1.8 LISTED BUILDING DESCRIPTIONS

1. Globe Inn

Early/mid C19. Plain, 3 storeyed building of painted brick; slated roof with eaves. 4 windows, curved corner and 3 windows to return; strip pilasters; 3 doors with coarse cornice-hoods on brackets.

2. North Primary School

Circa 1900 by Goodey and Cressall. Red brick, tiled roof. Single storey. Front has 3 triangular gables; 3 -light windows with round-arched centre; panels of patterned brickwork, Small octagonal tower to north with steep concave roof and lantern. Rear relatively plain. Addition to south.

3. No 30 & 32 North Station Road

C18. Brick and rendered. 2 storeys, one window, canted bay below, No 32 has glazing bars, sashes above. Paired panelled doors with panelled reveals. Tiled roof, rebuilt brick stack.

4. Victoria Inn

Second half C17, altered early C19 and later. 3 storeys, 2 windows, blind flank. Brick now cemented; hipped, tiled roof with sprocketed eaves and modillion cornice. Central chimney stack partly rebuilt. Sash windows early C19. Door and tiling to ground storey modern.

5. No. 25 & 27 North Station Road

Shops, C15 and later. Timber framed and rendered with 2 parallel gabled pantiled roofs, at right angles to frontage. Front elevation of No 25 has 20-pane double hung sash window, on first floor over C20 shopfront. No 27 has C20 two light casement over C20 shopfront. First floor of No 27, now forms ancillary accommodation for No 25. No 27 is former, jettied, 'high-end' cross wing of C15 merchant's house. The south flank wall had a high end bench recess and moulded bressummer, over which survives intact and exposed to interior of 25. The flank wall over has tension bracing (infilling missing) and remnants of 2 windows, one over jetty and one to rear. The cross-wing was formerly of 3 or more bays and has been truncated at rear. No 25 is gabled timber framed structure of C17 or C18 over site of former open hall.

6. Former Riverside Hotel (former Castle Inn)

Built in the C17, much altered in the C18, picturesque position on north bank of the river west of North Bridge. 2 storeys and attics, the roofs tiled, 2 gables on the front. 1 C18-C19 oriel bay windows on river side, one facing east.

7. Riverside Cottages

Picturesque C17 timber-framed and plastered cottages, restored. On north bank of river east of North Bridge. 2 storeys, tiled and pantiled roofs. Timber framing exposed on the front.

8. North Bridge

Road bridge. Plaque on west side shows that it was erected in 1843 when R R Dunn, MD was mayor and a plaque on the east side commemorates the widening of the bridge by 17 feet 6 inches by Henry H Elves, JP, Mayor on 22 October 1903. Cast iron bridge on substructure of brown brick in flemish bond having 3 piers with pointed stone cutwaters. Three cambered cast iron arches with blank spandrels and cast iron balustrading above of 11 sections with arched pattern and buttresses. There are 2 dividing cast iron piers and the ends have cemented brick piers with tooled stone coping. East side has attached flight of stone steps to riverside path with ornamental footscrapers and handrail. Approaches to the bridge have cemented revetments with stone coping and cast iron railings.

9. Former Riverside Inn - Bridge House [no 20] & The Moorings [21]

C17 brick house with late Georgian windows, 2 storeys and attics, cellars and tiled roofs. South front has 6-windows range of double hung sashes with glazing bars, segmental heads, pointed heads to glazing bars in upper sashes, ground floor 3-light windows, 4 oval brick panels divide the upper storey into pairs. Brick band. Upper storey Georgian oriel window east side.

1.8 LOCALLY LISTED BUILDINGS [green]



1.9 LOCALLY LISTED BUILDINGS :Descriptions

Colchester Historic Buildings Forum

<http://colchesterhistoricbuildingsforum.org.uk>

North Station Road [east side]

No 29:

Large gault-brick house. Good corner building. Well preserved with original windows. Late C19.
Date: late C19



No.s 39-57

A group of buildings with a strong street value.

No 57. Two-storey brick house. Painted upper storey masks stucco details. Plaque: 2 initials and 1878

Nos 45-47. Two-storey building with peg-tile roof. Timber-framed and C16; includes moulded C16 joists [RS]. Needs investigation

Nos 41-43. Most important building of the group. Pair of brick three-storey houses with slate roof. Each with single window on each floor. Mostly double six-pane sashes with at least one wooden replacement. Frames flush with wall. A vertical band of brick at either side of the facade typical of the period 1825-50. Both ground floors retain their original form, ie no shop fronts. A rare survival of this kind of building which should be protected.
Nos 39-57 form a group.



Nos, 45 & 47

16C structure. Contains moulded beams. [PD]
[RS] Moulded joists on ground floor of both halves. Probably C16.
[RS]
[needs investigation]

Date: 16th century



North Station Road [west side]

No. 28

Currently the Raj Palace restaurant. Two-storey rendered building with peg-tile roof. Timber-frame. Modern shop front. ?C17 or earlier. Needs investigation. Adjacent to listed building nos 30-32. Nos 28-38 form a group.

Date: C17 or earlier



Nos. 34-36

Two-storey building with peg-tile roof. Presumably timber-framed and C17 or earlier. Currently two properties. No 36 (on the right) has a double eight-pane sash window on the first floor. Shop front c 1900. Mock Tudor look of no 34 may reflect something of the original frame. Adjacent to listed building nos 30-32, Nos 28-38 form a group (nos 30-32 is a listed building).

Date: C17



No. 38

Two-storey two-up, two-down red-brick house. Upstairs window (double two-pane sashes) with horns. Brick lintels. Thin stucco cill. Date c 1860-70. Shop front ?Edwardian.

Nos 28-38 form a group (nos 30-32 is a listed building).



Nos. 60-62

Plaque: 1883. Pair of two-storey semi-detached houses with attics lit by original dormer windows. Red brick with cavity walls. Stucco details: quoins, dentilled eaves, lintels and corbelled cills. Bay windows. Replacement windows detract. Not original railings. Important site.

Date c 1890.



North Station Road [wet side]

Former Railway Mission Hall

By William Willett, 1896. Stock brick with red brick dressings. Arched windows and doorway, the latter with columns. Gabled front with lettering '1896 RAILWAY MISSION'.

An interesting survival and part of Colchester's railway heritage. The hall was built for the Colchester Branch of the National Railway Mission; contractor, Robert Beaumont of Lexden. Plans in Essex Record Office (D/B 6 Pb3/987); see also 'The Builder', vol. 71 (29 Aug 1896), p. 178. [JB]

Date: 1896

Morten Road

Nos. 1-17

Well-preserved terrace of two-up, two-down houses. Dates AD 1889 and 1890.

Yellow brick with relief-decorated brick. Double three-pane sash windows. Monogram on wall for builder A Diss.

Date: 1889-90

No. 25

Large well-preserved brick house with original windows and doors. c 1890. Incorporates decorative relief tiles. Corner building with two houses, one in Morten Road (no 25) and the other in Orchard Road (no 2).

Date: c 1890



1.10 Buildings of Townscape Merit Worthy of Further investigation

Orchard Road

Nos. 12 & 14 .semi-detached pair

2 st. red brick slate roofs, timber marginal sash windows with 6 & 12 pane top sashes. Gabled with timber framed pediment. Slightly projecting oriols gr & 1st adjacent and above front door. Later than Morten Road hints of arts & crafts



Nos. 4-10

Terrace of four H-plan arrangement with gabled cross wings at each end. Similar detailing to nos 12 & 14 but altered



St Paul's Road (St Paul's Church now demolished and site redeveloped was on the west side of Belle Vue Road.)

A combination of simple polite semi-detached and terraced cottages many with original features..



1.11 SUMMARY of SPECIAL INTEREST

A linear street with a strong commercial component with evidence of decay (both commercial and physical) in parts

An eclectic mix and variety of buildings from C15th through to the late 20th century.

Wide but currently unattractive footways with potential for the original avenue plating to be restored.

It is a principal pedestrian corridor into and out of the Town Centre.



It represents a key stage in the expansion of Colchester Town northwards towards outlying villages such as Mile End, following the arrival of the railway to the Town.

One of the first parts of Colchester to experience significant change to its townscape as a result of highway engineering schemes to facilitate the rapid growth in the use of motor cars.



Home to the first primary school in the Town built as a result of local taxation. [1894]. That building remains largely in its original form and is still in use as a primary school.

The area's historic association with the former cattle market at Middleborough.



The grace, delicacy and detailing of North Bridge and the views it affords of the River Colne as it meanders through the Town.



The surprising existence of medieval buildings tucked in amongst Victorian and later development.

The significance of vestiges of built form that illuminate our understanding of how the Town expanded beyond its walled fortification

The insensitive nature of some of the post-war commercial infill development which is redolent of the time when the past was consigned to history and a new optimism and energy demanded a new modern style and approach.

The simple but elegant detailing on Victorian buildings in Morten Road with the use of decorative terracotta tiles, contrasting brick quoins, terracotta decorative plaques, slate roofs and strong walled enclosures.



The predominance of red bricks and slate within Victorian residential streets.

The limited but striking use of gault bricks on prominent corner buildings: Globe Inn and 29 North Station Road. [with its typically quirky gothic tower}



The use of clay plain tiles and dominant chimneys on the pre-Victorian buildings.



Orchard Road

Pretty semi-detached cottages with elegant marginal window frames



The proposed conservation area has a strong link with the Victorian sense of public wellbeing as evidence by the Colne Bank open air swimming pool [which survives in alternative use] and the Railway Workers Mission hall (which also survives—currently in health related use)



Another key characteristic of the proposed conservation area is the huge potential to encourage the restoration of sensitive shopfronts many of which over the years have been changed for insensitive replacements that mutilate the balance and character of the original building facade.

Some better examples do however survive. Of particular note is the art deco façade and shopfront of no 61-65 [now empty] and the traditional shop-front at no 33.



1.12 CHARACTER and APPEARANCE of the CONSERVATION AREA

1.13 TOWNSCAPE ANALYSIS

The proposed conservation area which is centred on North Station Road can best be described as comprising a wide street lined with largely currently commercial development with a number of narrow, largely Victorian residential side streets.

Buildings, on street parking and vehicles currently dominate with very little landscaping other than for the banks of the River Colne that passes under North Bridge and the former open air swimming pool.

Key components within the townscape have already been described in detail elsewhere in this appraisal and the Appraisal Townscape Map.

1.14 Heritage at Risk

Currently there are no properties within the proposed conservation area on the Essex County Council Buildings at Risk Register [2013]. Clearly as the document is now 4 years out of date it may not represent a true current position.

Currently there are no properties on the Historic England Heritage at Risk Register [2016].

That said the building condition survey included in this appraisal demonstrates that a number of properties are in need of repairs and/or are vacant which increases the risk of deterioration and potential ultimate loss.

1.15 NON-LISTED BUILDINGS of TOWNSCAPE MERIT

Beyond the nine statutorily listed buildings within the conservation area there are numerous buildings on the local list. [please see local list section of this appraisal]

Certainly as a result of this appraisal it is considered that these may warrant statutory listing and in the case of residential properties the application of an Article 4 Direction removing all domestic 'permitted development' [PD] rights.

1.16 FOCAL POINTS, VISTAS and VIEWS

1.17 Focal Points

Within the proposed conservation area a number of key focal points exist. These are:-

North Bridge and adjacent listed buildings : as viewed from (i) both the west and east from the riverside walks (north and south banks of the River Colne), (ii) northwards from North Hill/North Station Road and (iii) in foreground views of the Town Centre from North Station Road (southwards)

North Primary School: as viewed (westwards) from North Station Road along John Harper Street and obliquely from the dog leg in Morten Road.

Victoria Inn & Globe Inn: both command prominent corner positions along North Station Road and form clear way markers that aid pedestrian legibility

The War Memorial

The site on the south-east corner of the Albert roundabout junction is an important marker of the Town's war history. Each tree along the Avenue of Remembrance was originally planted to represent the fallen that died in the Great War. Each tree had a plate at its foot with the name of one of the Colchester war dead. As these plates corroded that record was gradually being lost. In the 1980's the Council built a decorative wall on this site upon which each of the names that had previously been on the plates beneath the trees on The Avenue of Remembrance was engraved onto plaques. The plaques name service and civilian dead from Colchester

Former Colne bank Open Air Swimming

pool: viewed principally from Colne Bank Avenue from which views down into the pool area are possible, although tree canopies provide some of the only natural relief within the proposed conservation area.

Albert Roundabout: Viewed from the four points of the compass as by its very nature it is a nodal point. Colchester has a rich history of well landscaped roundabouts and these are an attractive feature of the Town.

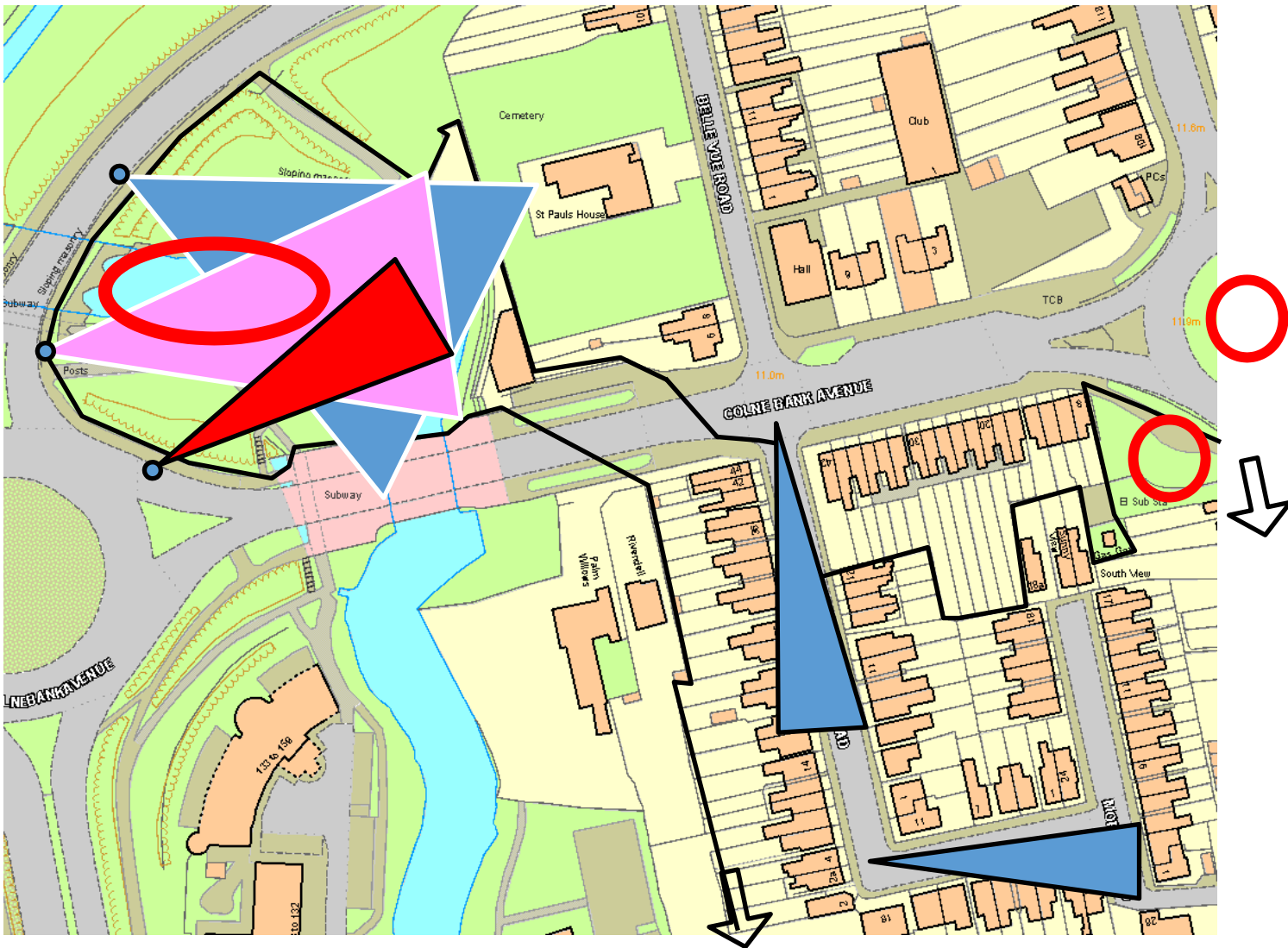
1.18 Views and vistas

As the proposed conservation area is essentially linear in nature views and vistas are experienced dynamically as one travels along North Station Road. Although there are a number of important long views [as shown on the following diagram] there are a number of important localised views. That are experienced briefly as one passes.

North Station Road is an important thoroughfare in and out of the Town Centre, particularly for pedestrians who are travelling at speeds which allow for the full appreciation of these viewing opportunities.

Views from North Bridge are particularly picturesque and they retain their original charm and hint of Colchester from a quieter bygone era.

1.20 FOCAL POINTS VIEWS & VISTAS (2)



26. View Northwards from Middleborough

1.21 KEY BUILDINGS [Listed]



Globe Hotel



Victoria Inn



Riverside Inn

Currently being converted to an hotel



Riverside Hotel



Bridge Cottages





North Primary School



Nos. 25 & 27

The Good, (listed timber-framed buildings), The Bad (the juxtaposition of the 1970's block) and the Ugly (signage all in one photograph



No. 30/32

Townscape Character Appraisal: key to analysis maps



1.23 POSITIVE TOWNSCAPE CONTRIBUTIONS: Area 1



1.24 NEGATIVE TOWNSCAPE ELEMENTS: Area 1



1.25 TOWNSCAPE / ENHANCEMENT MANAGEMENT PROPOSALS [Area 1]

A1.1

Clean War Memorial brickwork and plaques and reinforce landscaping.

A1.2

Encourage the owners of 1 Cowdray Avenue [currently occupied by Majestic] to improve boundary enclosure to mask open parking on this prominent corner.

A1.3

Encourage owners of 100 North Station Road (Kwik Fit) to appropriately enclose part of their open parking area to improve townscape.

A1.4

Encourage removal of excessive signage on no 80 North Station Road

A1.5

Encourage local highway authority to improve appearance of pavement between 60 and 82 North Station Road

A1.6

Serve Discontinuance Notice to remove the three unsightly 48 poster panel hoardings and the landscaping of the site as open space. [this is ultimately a development site]

A1.7

Discuss with the local highway authority amending the massive highway directional sign to reduce its harmful visual impact on the character of the conservation area without prejudicing highway safety

A1.8

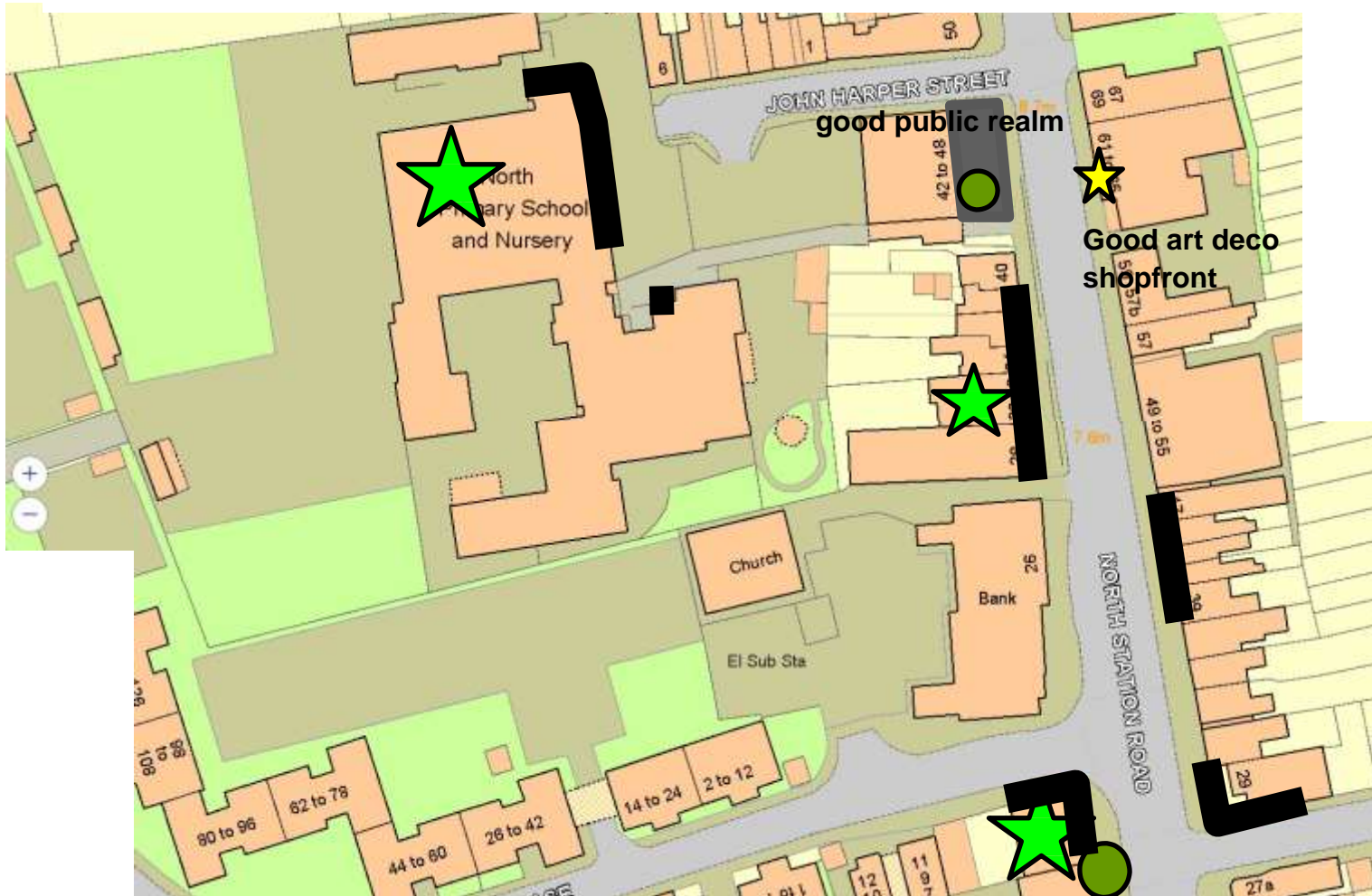
Encourage local highway authority to use conservation style road linings in CCA4

A1.9

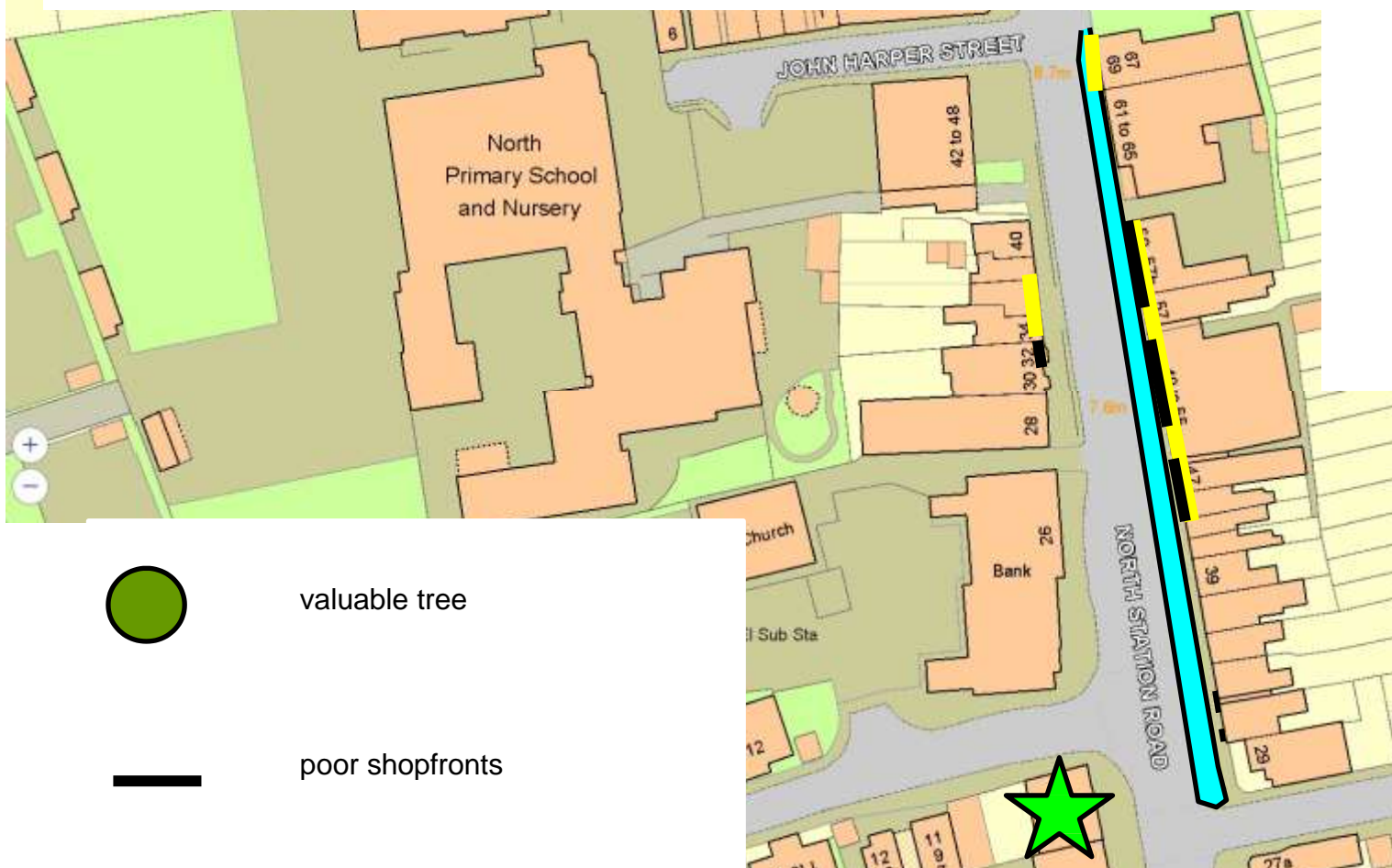
Encourage removal of air conditioning plant on external face of Globe Hotel and the rationalisation of unsightly drainage pipes



1.26 POSITIVE TOWNSCAPE CONTRIBUTIONS: Area 2



1.27 NEGATIVE TOWNSCAPE ELEMENTS: Area 2



1.28 TOWNSCAPE / ENHANCEMENT MANAGEMENT PROPOSALS [Area 2]

A2.1

Encourage local highway authority to improve appearance of pavement and quality of public realm between 29 and 69.

A2.2

Introduce the planting of appropriate tree species into the street o re-establish the original tree-lined character of North Station Road.

A2.6

Generic objective to enhance shopfronts in line with adopted Shopfront Guidance SPD.

A2.7

Generic objective to reduce excessive and extraneous shop signage.



Endless safety railings and
brash signage



Cluttered street furniture

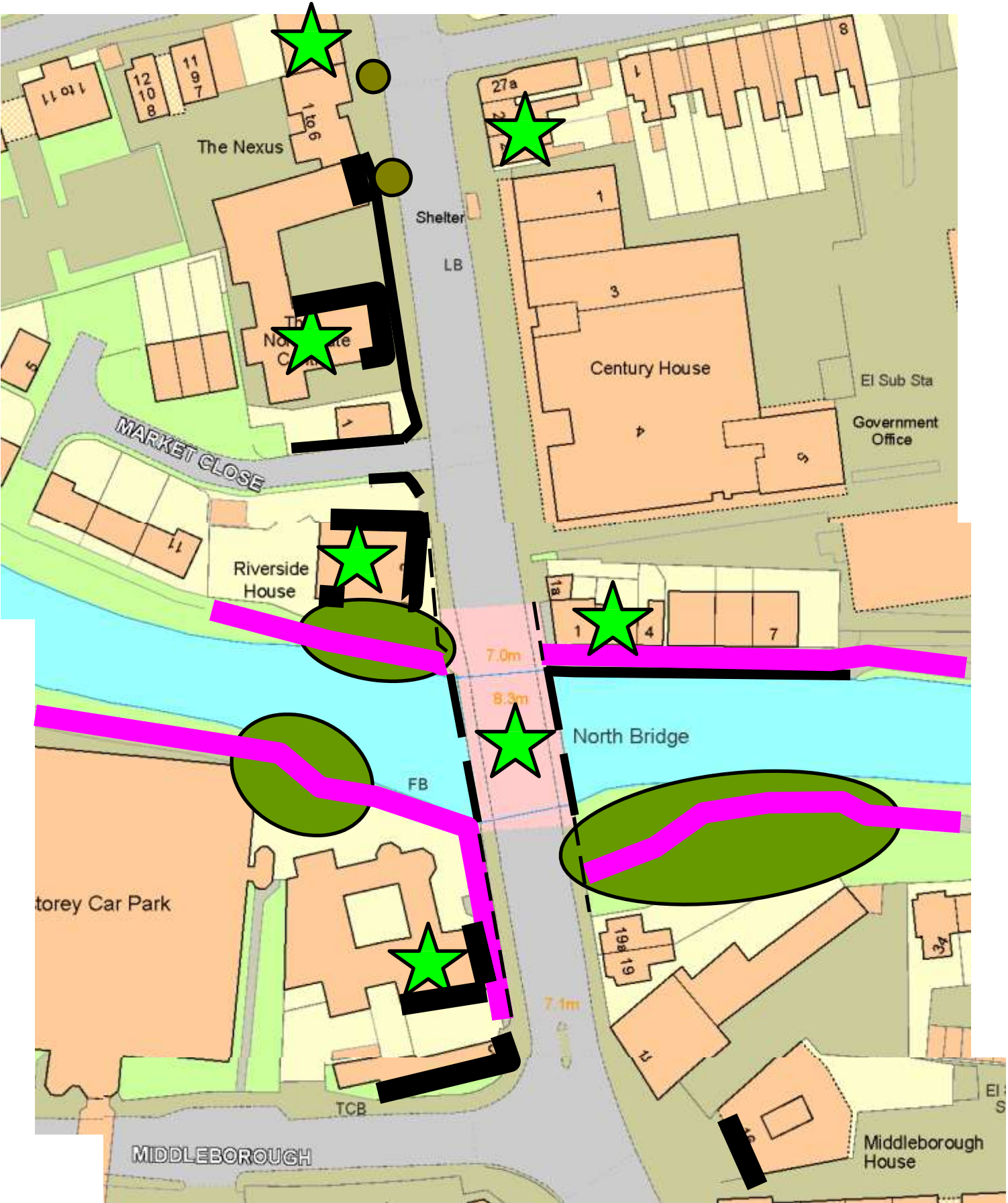


Wide sterile tarmac pavement

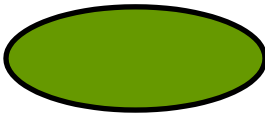


Deformed Birch within
the pavement

1.29 POSITIVE TOWNSCAPE CONTRIBUTIONS: Area 3

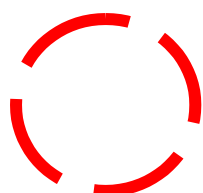
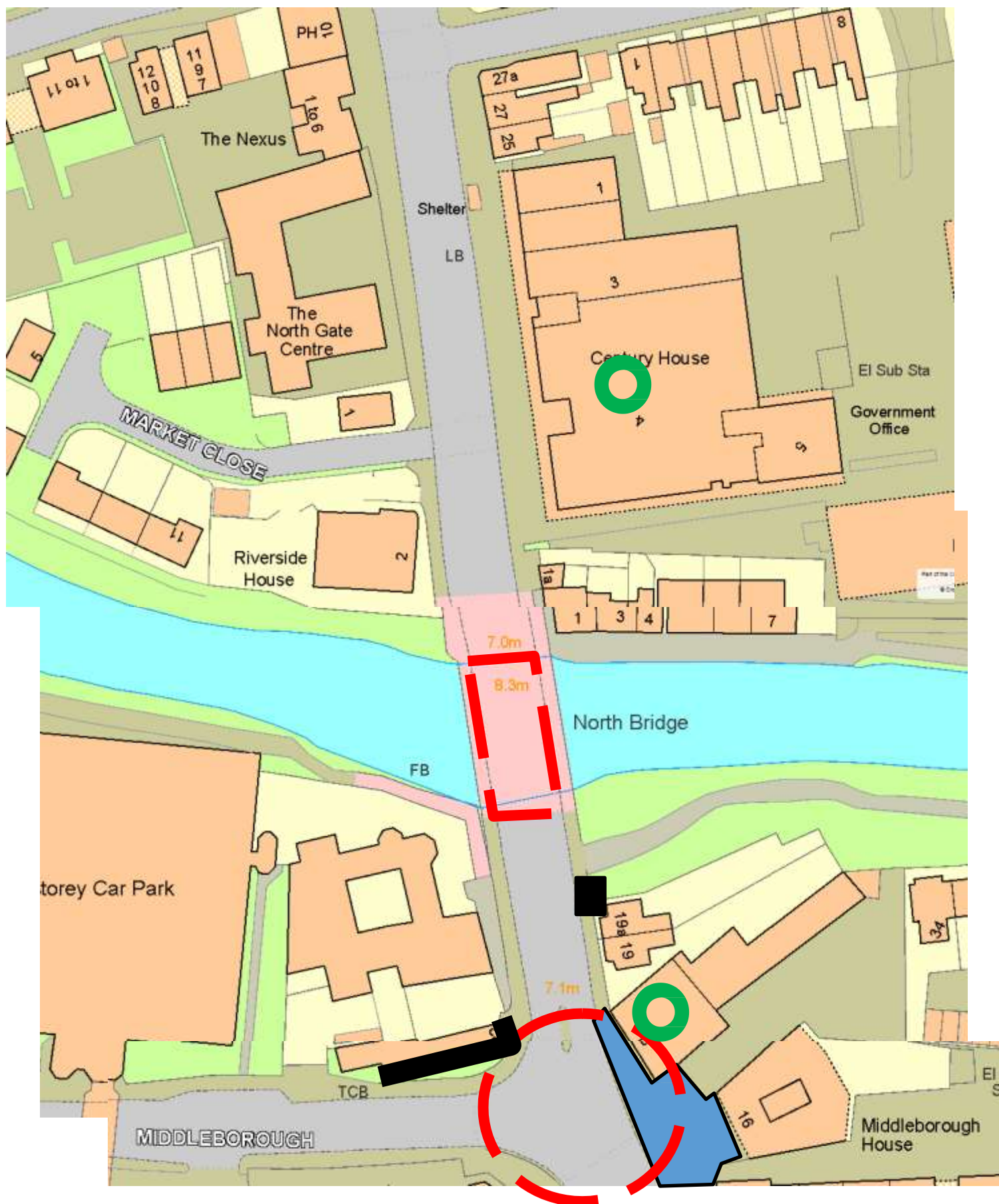


riverside walk



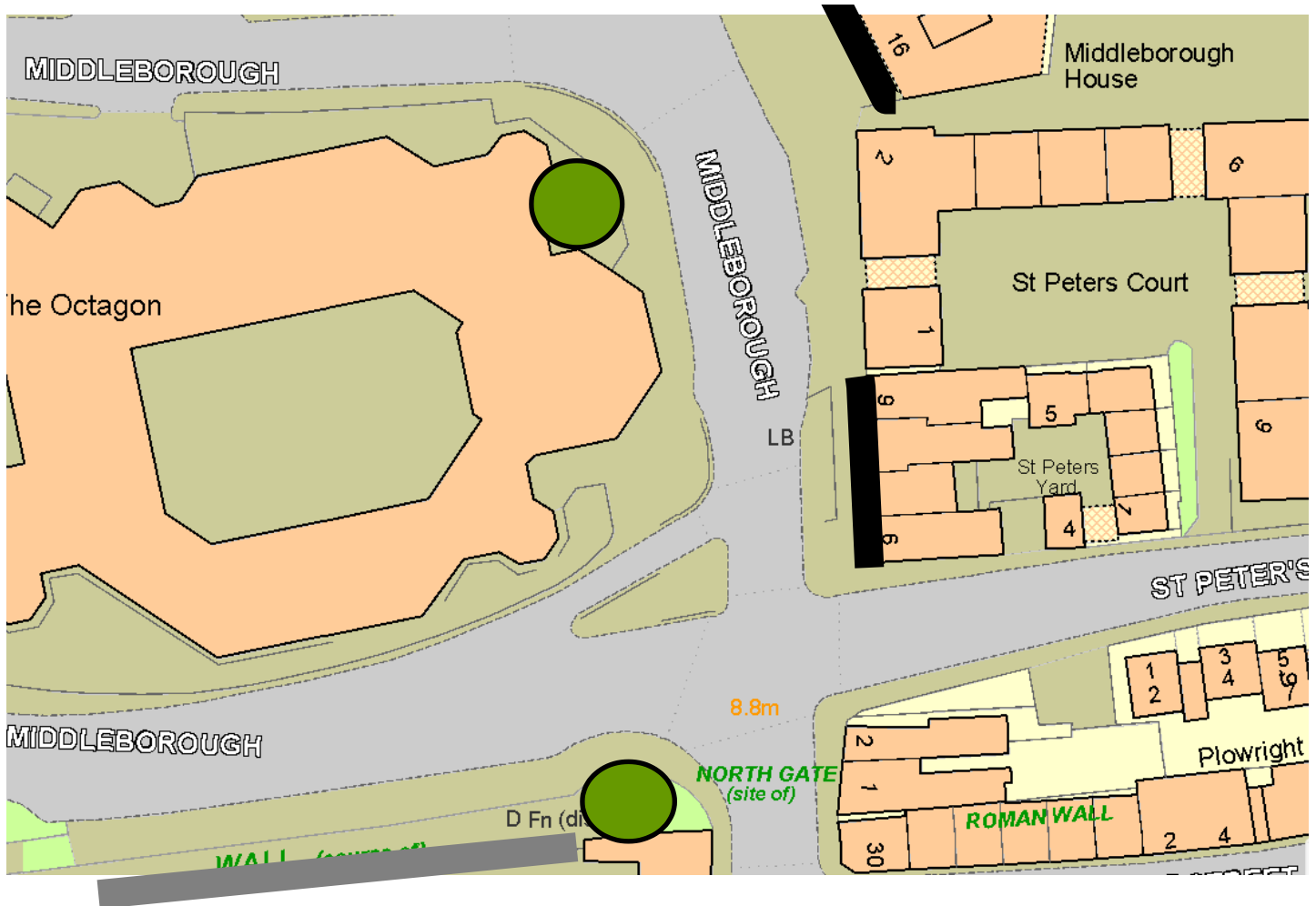
groups of trees

1.30 NEGATIVE TOWNSCAPE ELEMENTS: Area 3

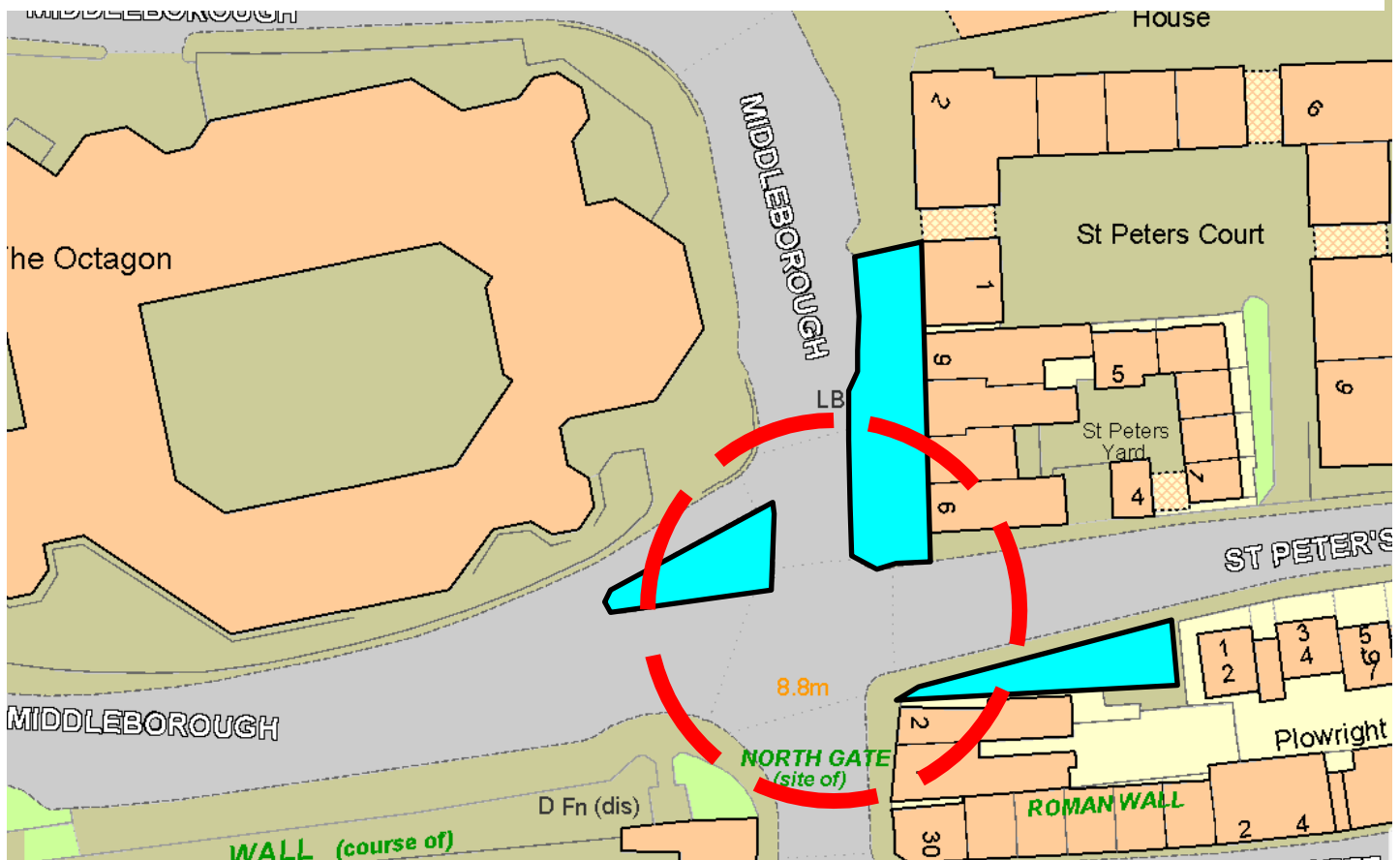


cluttered/unattractive street furniture

1.32 POSITIVE TOWNSCAPE CONTRIBUTIONS: Area 4



1.33 NEGATIVE TOWNSCAPE CONTRIBUTIONS: Area 4



1.31 TOWNSCAPE / ENHANCEMENT MANAGEMENT PROPOSALS [Area 3]

A3.1

Refurbish the cast iron railing on North Bridge and re-paint.

A3.2

Encourage the rationalisation of road markings on the bridge and if possible secure the removal of the illuminated bollards provided on the cycle route within the carriageway.

A3.3

Encourage local highway authority to improve appearance of pavement outside 27a-25 North Station Road and 1-4 Century House.

A3.4

Encourage the rationalisation of street signage at the Middleborough [N] / North Station Road junction.

A3.5

Discuss with the local highway authority amending the massive highway directional sign adjacent to no 19a to reduce its harmful visual impact on the character of the conservation area without prejudicing highway safety

A3.6

Discuss with the owners of 16 North Station Road and the local highway authority introducing appropriate boundary enclosure and pavement improvements to the street to conceal the large open parking area and present an attractive edge to the public.

A3.7

Generic objective to enhance shopfronts in line with adopted Shopfront Guidance SPD.

A3.8

Generic objective to reduce excessive and extraneous shop signage.



The distinctive and rather elegant concrete framed building at no 16 and the poor public realm around it



Dominant street furniture



1.34 TOWNSCAPE / ENHANCEMENT MANAGEMENT PROPOSALS [Area 4]

A4.1

Encourage the rationalisation of street signage at the Middleborough [S] / North Station Road junction.

A4.2

Generic objective to enhance shopfronts in line with adopted Shopfront Guidance SPD.

A4.3

Generic objective to reduce excessive and extraneous shop signage.

A4.4

Encourage enhancement area in front of flank wall of the corner property. Consider art works to screen unsightly flank wall



Dominant street furniture



St Peter's Street / Middleborough: ugly side wall

The map shows the River College area in Cambridge. Key features include the River Cam, the railway, and various streets such as Mill Lane, Mill Lane Road, and Mill Lane Road. Buildings are labeled with names like 'The Old Mill', 'The Old Mill', 'The Old Mill', and 'The Old Mill'. Two large green ovals highlight specific areas: one near the river and another near the railway. A black arrow points to a building on the right side of the map.

[illegible]

1.37 TOWNSCAPE / ENHANCEMENT MANAGEMENT PROPOSALS [Area 5]

A5.1

Explore feasibility of refurbishing original lighting columns on the bridge and adding appropriate light fittings to restore the original character of this art deco feature. The first major highway intervention in Colchester to accommodate the growth in motor car usage [1933]

A5.2

Explore the feasibility on improving surveillance around the former swimming pool and of enhancing its natural attributes and attractiveness to and habitat Undercroft rooms and the old changing rooms are in use as a gym and canoe centre.

A5.3

Work with the local highway authority to encourage the softening of the visual impact of the recently installed galvanised safety panels which have improved highway safety but have introduced a harsh 'fortress like' visual element into the street scene



1.38 EXTERNAL WORKS ASSESSMENT for ENHANCING BUILDINGS WITHIN CCA4

71 Globe Hotel Listed HIGH PRIORITY	Reinstate sash windows to match existing where currently replaced by C20 interventions and overhaul historic sashes refurbish and redecorate all historic joinery. Remove/reroute external air con units and parking sign on north side of building
67,69 Radio Centre MEDIUM PRIORITY	Make good render and repaint in mineral paint. Replace doors with more appropriate timber doors, first floor windows with 4 pane box sash windows. Replace fascia with wooden 'canted' style fascia of appropriate depth to run the width of property with applied lettering.
59 Col Electrical 59b café MEDIUM PRIORITY [note refurb appears under way]	Render and repaint frontage, replace 1 st and 2 nd floor windows with 6/6 and 3/6 paned box sash. New cantilever blind included in box set in fascia. New timber, canted fascia to run width of property with applied lettering. Render and repaint frontage, replace 1 st and 2 nd floor windows with 6/6 and 3/6 box sash. New cantilever blind incorporated into fascia design. New timber, canted fascia to run width of property with applied lettering.
57 Ocean Supermarket MEDIUM PRIORITY	Replace 1 st floor window with tripartite sash. New timber, canted fascia to run width of property with applied lettering. New cantilever blind incorporated in fascia. Remove first floor signs.
55 Yummy MEDIUM PRIORITY	Refurbish, repair and repaint all box sash windows. New timber, canted fascia to run width of property with applied lettering
53 Peri Grill 51 Pizza House 49 Pizza Hut MEDIUM PRIORITY	Refurbish, repair and repaint all sash windows. New timber, canted fascia to run width of property with applied lettering Refurbish, repair and repaint all box sash windows. New timber, canted fascia to run width of property with applied lettering. Refurbish, repair and repaint all sash windows. New timber, canted fascia to run width of property with applied lettering. Replace shopfront with more appropriate design – no 33 is good example. Remove first floor signage.
47 Beauty Spot Local list MEDIUM PRIORITY	Refurbish, repair and repaint box sash window.
45 Bar BQ Local list MEDIUM PRIORITY	Refurbish, repair and repaint box sash window. New timber, canted fascia to run width of property with applied lettering. Remove first floor signage.
43 residential Local list MEDIUM PRIORITY	Refurbish, repair and repaint all box sash windows. Render with 2 coat lime render and paint with mineral paint finish. Retain existing plaster finish. Repair/paint pence boards on ground floor and string course above.
41 residential Local list MEDIUM PRIORITY	Refurbish, repair and repaint all box sash windows. Render with 2 coat lime render and paint with mineral paint finish. Retain existing plaster finish. Repaint pence boards on ground floor and string course above. Repair/cover exposed wiring at ground floor.
37 Convenience store MEDIUM PRIORITY	Replace first floor windows to 4 pane box sash. New timber, canted fascia to run width of property with applied lettering. New cantilever blind box included in fascia. Remove first floor signs
35 Chinese cuisine MEDIUM PRIORITY	Replace first floor windows with 4 pane box sashes.

27a Col Shooting Centre HIGH PRIORITY	Re-roof with clay cambered peg tiles. Replace 1 st floor windows with appropriate single glazed rebated balanced painted timber casements. Remove boarding in ground floor window and replace with open weave internal retractable shutters. Replace shopfront with traditional 3 pane shopfront window. Remove first floor Dutch blinds on front a side of building. Strip render and repair timber frame as required. Re-render on timber lath with 2 coats of lime render and repaint with mineral paint.
27 Afro Chic Listed HIGH PRIORITY	Reroof with clay peg tiles. Replace 1 st floor windows with appropriate single glazed rebated balanced painted timber casements. Remove first floor Dutch blinds. Strip render and repair frame as required. Re-render with 2 coats of lime render on timber lath and repaint with mineral paint. Replace shopfront with traditional 3 pane shop window.
25 Happy Days Diner Listed HIGH PRIORITY	Reroof with clay peg tiles. Repair and refurbish 1 st floor sash window. New timber, canted fascia to run width of property with applied lettering. New cantilever blind included in fascia. Remove first floor signage. Remove metal grill. Strip existing render and repair timber frame as required. Re-render with 2 coats of lime render on timber lath and repaint with mineral paint. Replace shopfront with traditional 3 pane shop window.
1A Empty lean-to HIGH PRIORITY	Discussions will be held with owner of 1A North Station Road and 1 Riverside Cottage to purchase and demolish this building to remove an ugly 'lean to' attached to a listed building. The lean to former shop is in separate ownership from the listed building. The listed building owner will be invited to purchase the land to increase their garden size with the land being enclosed from the road by walling to improve the setting of the Listed building, while greatly improving the streetscene. Alternatively, it is planned to landscape this area for public use including small scale seating.
Riverside Hotel Listed HIGH+ PRIORITY	Refurbish/repair existing historic windows. Replace attic and top-vent EJMA windows with appropriate single glazed box sash. Replace back and front doors with appropriate historic type. Remove and reroute existing external flues/extractors. Strip elevations and repair frame/brickwork as necessary Render with 2 coat lime render and paint with mineral paint finish.
North Bridge Listed HIGH+ PRIORITY	Improvements and refurbishments to finish off deck to replace concrete with York flags and enhance the setting of the Listed structure There is the opportunity to work with ECC who are planning major structural work on the North Bridge. There will be an economies made if the refurbishment of the bridge can be carried out by the same contractor. This will add quality and value to the rudimentary work planned by Essex County Council
28 Raj Palace Local list HIGH PRIORITY	Replace 1 st floor windows with two 6 pane traditional timber casement window
30-32 Listed HIGH+ PRIORITY	Replace 1 st floor windows with two 6 pane traditional timber casement window. Ground floor right hand window to be replaces with canted bay to match left window
34 Charcoal Grill Local list HIGH PRIORITY	New timber, canted fascia to run width of property with applied lettering.
36 Dolphin Fish bar Local list HIGH PRIORITY	Replace 1 st floor window with 8/8 timber sash. New 3 pane traditional shopfront with 2 mullions

6 Middleborough Local list MEDIUM PRIORITY	Replace two ground floor windows and upper floor window with tripartite box sashes. Repair and repaint barge board and door
Drinking Fountain Middleborough Listed HIGH PRIORITY	Improve the setting of the Listed structure, and interpret it's history. The fountain has an interesting story as it was moved from the old cattle market and located adjacent to the Roman Wall when the cattle market was developed in 1970s. The provision of water would restore the original function.
Land corner of Middleborough and St Peters Street MEDIUM PRIORITY	Improve setting of the Roman Gateway – Paving and lighting with artwork panel Develop ideas on the artwork screen of gap site building in area D and tidying of site. Work with Colchester Institute Arts degree students and the wider community to investigate possibility of providing an art wall to enhance the entrance to the roman city.
31 North Hill MEDIUM PRIORITY	Replace 1 st floor window with suitable timber painted box sash

Majestic Wine	Redevelopment land for mixed use development
Kwik Fit Exhausts	Redevelopment land for mixed use development
National Tyres	Redevelopment land for mixed use development
Land corner of Morten Road	Redevelop land for mixed use development
Standard Tyres	Redevelop land for mixed use development
Middleborough office	Redevelopment land for mixed use development

1.39 JUSTIFICATION for CONSERVATION AREA STATUS

In undertaking this Appraisal and assessing significance the Council has followed advice in Section 12 of the NPPF and Historic England: Conservation Principles: Policies and Guidance. 'Significance' lies in the value of a heritage asset to this and future generations because its heritage interest, which may be archaeological, architectural, artistic or historic. Archaeological interest includes 'an interest in carrying out an expert investigation at some point in the future into the evidence of a heritage asset may hold of past human activity and may apply to standing buildings or structures as well as buried remains. The determination of the significance of the proposed conservation area is based on statutory designations and/or professional judgements against four values:

- **Evidential value** :[what does it tell us about past human activity]; and,
- **Aesthetic value** :[how it stimulates the senses and intellect]; and,
- **Historical Value**: [how it connects what once happened with what happens today]; and,
- **Communal value**: [how it touches the lives of people today through the lens of their contemporary values]

Taking these as our starting point the significance of the proposed conservation area can be summarised as:

Evidential

With its strong collection of listed buildings including hostelryes, houses and shops it tells us much about how people lived. It reminds us that the area was once outside of the walled Town of Colchester and represented the transition between Town & Countryside. The Town's main cattle market was situated adjacent to the proposed conservation area and that only disappeared in the later half of the 20th century. It tells us something about local government in that North Bridge represented the upstream extent of the Borough Council's traditional Fishery rights. The Council remains the owner of the bed of the River Colne and still controls the fishery rights. Something that is important to the world famous Colchester Oyster Industry. (Colchester holds an annual Oyster Feast). It also provides very strong evidence that the impact of non-horse driven transport transformed the appearance of the town and its economic life. It also demonstrates that the need to accommodate the motor car swept much traditional life away along with parts of the old built form of the town.

Aesthetic.

Within the proposed conservation area you find 15-17th century buildings now sitting beside 20th century buildings [and in some cases this relationship is not always an easy one]. Being on what was historically (but less so today) a principal road entrance into the Town there survives a number of traditional garages that retain dilute art deco references. These are potentially future redevelopment sites. Some of the newer infill & redevelopment is sensitive and/or of interest in that they are of their time. Elsewhere others are poor examples even of their time.

Just yards off the main spine that is North Station Road is a real hidden gem in the shape of Morten Road with its polite urban cottages which display some outstanding decorative terracotta tile work. There is a real sense of the influence of the arts & crafts movement.

The interface between CCA1 and proposed CCA4 is an important gateway point into the ancient walled town or Colonia at the North Gate is currently unwelcoming due to poorly maintained buildings and the busy highway complex and overscaled offices that have usurped the historic cattle market of Middleborough. The community planting around the fountain is a sign of community aspiration that the area will improve. The historic drinking fountain could be the focus to these improvements that seek to bring buildings back into use and vacant upper floors could also provide much needed homes and active surveillance of the street. The planned improvements to this cluster could mean 3 or 4 new dwellings will be brought into use.

- Drinking Fountain- Grade 2 Listed structure improve its setting with interpretation, new tiled paving surround and lighting
- 31 North Hill – replacement window in wall of building constructed above town wall.
- Land corner of St Peters Street, Improve setting of the Roman Gateway – Paving and lighting

The North Bridge area is a vignette of rural Essex is a green oasis on the edge of Middleborough - an area of large scale office buildings set in an aggressively engineered highway network. The listed bridge is in a poor state of repair and its upgrade will greatly enhance the area as it forms a hub at the heart of a key group with the adjacent riverside cottages (also listed) and the listed Riverside Hotel and Riverside Lodge (grade II). Removal of the empty shop premises attached to the end of the later C17 terraced riverside cottages will deliver much needed private space to facilitate the optimal viable use of the cottage. This will also enhance the street scene and setting of the listed building by reinstating appropriate enclosure through brick boundary walling.

The removal of this unsightly and opportunistic shop could alternatively be used as landscaped space such as a communal garden. Repair of the listed Riverside Hotel could create a series of new homes in this attractive riverside location as opposed to the poorly maintained and marginally viable hotel that currently operates. The replacement of the aggressive masonry painted elevations with ochre or ghostly limewash and reinstated windows will restore a cherished view that has long since been lost to a cycle of poorly conceived alterations. The synergy with the on-going repairs carried out to the Riverside Lodge (later C17 and brick with Gothicised elevations) will create a memorable group of listed vernacular buildings and a foretaste of the pleasures of North Hill to the south. All of this becomes possible with the support of lottery funding.

- Bridge and parapet refurbishment to finish off deck to replace concrete with York flags and enhance the setting of the Listed structure
- Riverside Hotel

Further north medieval buildings form a distinctive cluster with gabled narrow frontages evoking the pre-industrial town and potentially fine timber frames suffocating in dense cement jackets and probable weak crown post roofs labouring under the weight of crinkly concrete tiles. With investment these listed buildings could be allowed to tell their story of medieval life outside the walled town. The cycle of inadequate investment and marginal uses will otherwise continue on a familiar downward spiral. However, repair and reinstatement of lost detail of these buildings could deliver two new dwellings are brought back into economic use and improved business users that wish to locate here because it is historic rather than cheap and not so cheerful.

Elsewhere Victorian Gothic flourishes can be found.

Being part of the evening economy many of the shops and restaurants in North Station Road flaunt a certain amount of brash and garish signage. Whilst this does little to enhance the area it does demonstrate a resilience to the post-2008 economic crisis which in the grander scheme of things has meant that important buildings have not fallen into complete disrepair following an extended period of vacancy. The framework for revival and restoration therefore remains intact

Historical: North Station Road represents a timeline going back some 600 years charting the growth of urbanism and the expansion of Colchester. Being on an important route in and out of the Town of Colchester it has seen dramatic change and it provides strong evidence as to how the arrival of the railway to the Town in 1843 sparked a period of expansion that has not stopped since. In this one street you can explain the morphology Colchester.

It is a key location that also charts the impact public transport and later growth of car travel. North Bridge was widening to accommodate trams. It now contains part of a dedicated bus corridor. It was one of the first parts of the borough to experience major highway works in 1933 with the construction of the first by-pass [Colne Bank Avenue]

It has long been a commercial area and continues to fulfil that function.

It also demonstrates how the Victorian philanthropic movement influenced social change within the town. The first publicly funded primary school (survives) the first public swimming pool [open air] (survives but in alternative use) & The Railway Workers Mission with its strong connection to the railway.

Communal: It reinforces our typical [and perhaps now much rarer to find in reality] view of the traditional local shopping centre. It also reminds us of how modern society has moved on in terms of improved social mobility and opportunity and recreational facilities. It is also a reminder of how some enlightened Victorians (perhaps not always motivated by altruism) started to change how society was organised with an increasing sense of social responsibility.

Many children still attend North Primary School providing a direct connection with the past and a very strong foot in the present.

It also demonstrates not just how an expanding urban area is organised and what price is sometimes paid to accommodate economic growth but also how an area can adapt and yet keep its special character whilst evolving new traits.

Conclusion: The area is on the cusp of potential largescale change and it is clear that there has been little recent investment in property maintenance and many sites represent redevelopment opportunities.

This appraisal has recognised that whilst planned change can be potentially be accommodated if approached sensitively the area is vulnerable and does has special historic and architectural merit worthy of greater statutory protection.

The Council believes that the fact that it functions as a major pedestrian corridor into and out of the Town Centre is something that can bring new energy, investment, public spend and a bright future for this largely commercial area on the edge of the Town Centre.

Being a conservation area will draw attention to its charms and character and will allow the Council to encourage owners of properties to invest in them. The Council will seek to deliver externally funded enhancement projects to reinforce this desire to re-establish itself as an attraction for visitors and residents alike.

The defined proposed Colchester Conservation Area no 4 boundary is a logical extension of the adjacent part of Colchester Conservation Area no 1 which was the first in Colchester.

Forty-four years have passed since the designation of CCA1 and much has happened in terms of the historic, architectural, economic and social life of the Town.

Much has been lost, altered and/or replaced—the natural cycle of urban expansion, decay and renewal.

From Roman times the corridor now occupied by North Station Road was a major access into the Town from the north. North Bridge has in a number of guises been the stepping stone to link town and countryside.

The arrival of the railway to Colchester in 1843 triggered gradual urban expansion northwards into open countryside. North Station Road charts that growth and is a fascinating mosaic of buildings from across six centuries. It has despite all the economic pressures faced since the financial crash of 2008 managed to retain a strong and vibrant commercial character—This must in part be due to its obvious function as a conduit along which people pass in and out of town—many by foot having used buses or trains.

Despite much change, some of which has not been particularly sympathetic it is still easy to visualise its past more picturesque character.

The area was important in the recreational life of people of the Town in that it once housed the Town's public open air swimming pool which remains as something of a lost gem as it gradually reverts to nature.

The route also has strong links with the growth of the railway in that it housed one of the earliest Railway Worker Missions and Colchester's first publicly funded school was built in what is now John Harper Street. That school remains in almost all its original form when viewed externally.

It has also been in the vanguard of highway engineering solutions to accommodating growth and the motor vehicle, not always to its advantage from a townscape perspective, but it is important because of that fact.

The Council will build on existing initiatives to promote better interpretation of the history of the area and to sensitively signpost other attractions, destinations and nodes in the wider vicinity





North Station Road & environs CA

[Morten Road, Orchard Road, St Pauls Road (S), John Harper Street & former Colne Bank open-air swimming pool]

PART TWO: the Management Proposals

2.1 'DEVELOPMENT MANAGEMENT' PROPOSALS

2.2 LEGISLATIVE BACKGROUND

The designation and appraisal of any conservation area is not an end in itself. The purpose of this document is to present proposals to achieve the preservation and enhancement of the conservation area's special character, informed by the appraisal, and to consult the local community about these proposals. The special qualities of the area have been identified as part of the appraisal process in the first section of this document and both will be subject to monitoring and reviews on a regular basis. This guidance draws upon the themes identified in the negative features and issues section of this document. The document satisfies the statutory requirement of Section 71(1) of the Planning (listed Buildings & Conservation Areas) Act 1990. Namely:

"It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

The document also reflects national policy as described in the National Planning Policy Framework (NPPF).

It is recognised that within the proposed conservation area there is likely to be demand for new development in the shape of infill and replacement buildings. It is therefore important that the *Development Management* process ensures the preservation of special character and that opportunities are taken to identify and implement enhancements.

The Adopted Core Strategy (2008, 2010 & 2014) defines this area as being within urban Colchester where the majority of growth is to be concentrated in part because of its highly sustainable location.

2.2 STATUTORY CONTROLS

Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the '*preservation and enhancement*' of the area. Demolition of an unlisted building in a conservation area generally requires planning permission. *Permitted Development* rights are also reduced for extensions and alterations and there are greater restrictions on advertisements/ Prior notice is required for works to trees.

MP1:

The Council will ensure that new development within the conservation area preserves and enhances the character and appearance of the area. Development that fails to achieve this will be refused in line with Policy DP14 of the Adopted Development Policies Document (2010).

2.3 BUILDINGS of TOWNSCAPE MERIT

The Townscape Appraisal Map identifies three properties (non-listed) as 'Buildings of Townscape Merit' which, it is considered, make a positive contribution to the character and appearance of the conservation area, and these are marked on the Townscape Appraisal Map. These properties are now considered to fall within the policy ambit of DP14 referred to previously.

Any application for the demolition of Buildings of Townscape Merit will need to be accompanied by a reasoned justification (similar to that required for a listed building) stating why the building should be demolished.

The Council will expect an applicant seeking the demolition of a 'Building of Townscape Merit' to demonstrate that:

- The building is beyond economic repair;
- The building has been offered on the open market at a realistic price;
- If vacant, that alternative uses have been sought

Furthermore, the Council will expect all applications for extensions and alterations to Buildings of Townscape Merit to be particularly carefully considered and only well detailed schemes, using the appropriate traditional materials, will be approved.

MP2:

The Council will ensure that all Buildings of Townscape Merit are protected from inappropriate forms of development or unjustified demolition. Furthermore, there must be satisfactory proposals for the redevelopment of any site before consent will be granted for demolition.

MP3:

Buildings identified as having local interest will be further assessed for statutory listing once a detailed inspection has been undertaken. In the event that they are not listable then an Article 4 Direction removing all domestic PD rights will be considered.

2.4 EROSION of CHARACTER and ADDITIONAL PLANNING CONTROLS

As a consequence of this appraisal the following alterations are considered to pose a threat to the special character of the area:

- Loss of timber windows, doors and/or decorative barge boards where these exist
- Removal of chimney stacks and pots

- Removal of existing boundary walls and/or railings
- Painting of original brickwork
- Removal of decorative terracotta tiles
- Removal of clay plain tiles or real slates
- Use of concrete roofing materials
- Removal of traditional shopfronts
- Excessive shop signage and internally illuminated box signs and projecting signs
- Non-traditional shop blinds/canopies[ie not canvas]
- Use of non-matching bricks (colour and texture), bond and mortar in wall repairs
- Installation of uncoordinated street furniture
- Use of road markings other than conservation type (especially yellow lines and bus stops)
- Parking in front gardens
- Enclosed parking and servicing areas on the street frontage
- Poor design
- Excessive road signage

Certain minor works and alterations to unlisted buildings, in use as a single family dwellings, can normally be undertaken without planning permission from the Council.

Unauthorised works (*works required planning permission that have been carried out without such approval*) if undertaken can have an adverse impact on the character of a conservation area. The Council will take appropriate enforcement action, where it is expedient, to remove unauthorised work, signage and uses in the Conservation Area.

MP4:

The Council will ensure that unauthorised development is subject to timely and effective enforcement action, to ensure that the special qualities and character of the conservation area are preserved. Untidy sites may be the subject of the service of S215 Notice/s by the Council.

MP5:

In safeguarding the physical wellbeing of listed buildings within the Conservation Area the Council will where appropriate serve appropriate Legal Notices on property owners to ensure that Urgent Works are undertaken where this will prevent ongoing decay from poor maintenance and/or a Repairs Notice to make buildings weather-tight

2.5 TREES

Within conservation areas, anyone intending lopping or felling a tree greater than 100mm, in diameter at 1.5 metres above the ground must give the Council six weeks written notice before starting work. This provides the Council with an opportunity of assessing the tree to see if it makes a positive contribution to the character or appearance of the conservation area., in which case a Tree preservation order [TPO] may be served. Whilst this appraisal identifies a number of significant trees which should be retained a further detailed arboricultural survey is required to make a proper assessment of the public amenity value of the many trees within the conservation area. With the future of St Peter's Church currently in the balance (as it faces demolition) particular attention needs to be given to the amenity value of trees within the curtilage of the church and the necessity of safeguarding them with a TPO as the site faces the threat of future possible development..

MP6:

The Council will consider the use of TPO's in appropriate circumstances where a tree has significant amenity value and is under threat. This will include trees both within and outside the conservation area or views identified in this appraisal.

2.6 SETTING and VIEWS

The setting of the conservation area is very important and development that impacts in a detrimental way upon the immediate setting and longer views, into and from the conservation area, will be resisted. The important views are identified on the Views Analysis Map. The Council will ensure that all development serves to respect these important views.

MP8:

The Council will ensure that all development respects the important views within, into and from the conservation area as identified in the appraisal. The Council will ensure that these remain protected from inappropriate forms of development. Regard will be given to the Colchester LCA [2005] when determining planning applications.

2.7 SHOPFRONTS

The Council will seek to encourage the retention of traditional shopfronts on the basis that this complies with the Councils Adopted Shopfront Guidance SPD.

Traders will be encouraged to replace unsympathetic shopfronts with one's that comply with the Adopted Shopfront Guidance SPD when considering replacement.

MP9:

The Council will robustly apply its Shopfront Guidance SPD when considering the merits of any proposal to replace a shopfront within the conservation area.

There will be a presumption against the removal of traditional shopfronts

2.8 SHOP SIGNAGE

The Council will encourage the use of sensitive shop signage that is subdued in nature but that is sufficient for the purpose of reasonable announcement and promotion. Internally illuminated box signs will not be approved in the conservation area. All fascia and projecting sign advertisement displays should be non-illuminated lettering applied to a flat non internally illuminated surface. External illumination or halo effect illumination may be appropriate.

MP10:

Control will be exercised in respect of proposed retail [and other commercial] signage displays on premises to ensure that that character of the conservation area is enhanced.

Excessive and extraneous signage will be resisted where it will harm visual amenity or result in unnecessary visual clutter or over-illumination.

2.9 HIGHWAYS

Within the '*negative impacts*' and '*action plan*' sections of this appraisal it has been noted that the character of the conservation area is being harmed by piecemeal, inconsistent and inappropriate pavement repairs along with a clutter of street signs in prominent places. As a consequence the action plan will be supplemented here in the Management Proposals by a commitment to tackle these issues with the local highway authority and the North Essex Parking Partnership [NEPP]

MP11:

The Council will seek to ensure, where compatible with highway safety objectives, that any future highway works will bring positive improvement to the setting of the conservation area

MP12:

The Council will pursue the issues identified in the action plan to restore the character of the conservation area that has been lost through excessive street signage, poor pavement maintenance and inferior public realm

MP13:

The Council will encourage enhanced subtle legibility and sensitive signposting to direct travellers to key visitor attractions along and beyond the route

2.10 ENHANCEMENTS

Having recognised the heritage value of the area within the defined boundaries and having analysed and demonstrated its special historical and architectural value the Council will seek to positively intervene where feasible to enhance the character of the area. It will also encourage its partners to join in that ambition.

Where ever possible the Council will seek to secure external funding for enhancement projects and initiatives that will help it to deliver on the management proposals set out here or allow the Council to go beyond these.

It is recognised that in a time of economic restraint and austerity money is not always as available. The Council believes that an holistic approach to improving the wellbeing of the Town and the people that live, work and visit it holds out the best chance of delivering real improvements that can embrace heritage assets.

For example much of the Town Centre is an Air Quality Management Area [AQMA] but it is also a major tourist attraction. Perhaps environmental enhancements in North Station Road (a principal pedestrian corridor) might encourage greater use of public transport, increase dwell time in the proposed conservation area, encourage greater spend which owners can then re-invest in their buildings and so on.....

MP14:

The Council will prepare planning briefs as planning guidance for opportunity sites identified in this document.

MP15:

The Council will seek to secure external funding from appropriate sources to facilitate enhancement projects in the conservation area with the aim of lifting its current special historic and architectural merit through investment in repairs and public realm works

2.11 The COMMUNITY

People make places. Although the Council has planning powers it can exercise over development and may, when funds are available, carry out enhancement works, ultimately the quality of any place depends on all the people who affect the area. In residential areas the owners of property play a key role in affecting how the area looks. It is clear from the current appraisal that in Birch great pride is taken in the look of the place by the people who live there. Good communication between local residents and the Council is one way of helping owners and

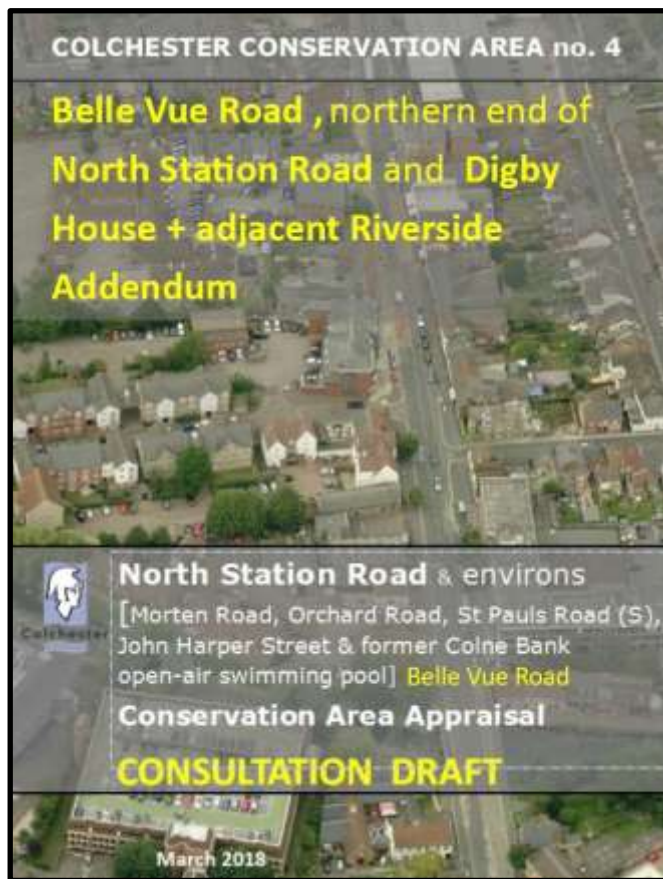
MP16:

The Council will seek to promote close collaborative working with owners on all issues relevant to the management of the area, including proposals for development and enhancement, within and adjoining the conservation area.

MP17:

The Council will explore how to deliver enhanced interpretation for the new Colchester Conservation Area No.4.

This document should be read in conjunction with the Draft Addendum document



North Station Road & environs CA
[Morten Road, Orchard Road, St Pauls Road (S), John Harper Street & former Colne Bank open-air swimming pool]

PART THREE: Monitoring & Review

3.1 MONITORING and REVIEW

The following actions are to be taken to ensure that this appraisal and management proposals are accepted and acted upon by the local community

3.2 PUBLIC CONSULTATION

This document if approved for consultation by the Council's Local Plan Committee will be subject to six weeks public consultation over a period to be agreed early in 2018.

Representations will be considered in the preparation of the final draft for Adoption by the Council.

3.3 DOCUMENT REVIEWS

This document should be reviewed every five years after formal designation.

A review should include the following:

- A survey of the conservation area and boundaries and an assessment as to whether the current boundary needs to be amended;
- An updated 'Heritage Count' comprising a photographic record of the area's buildings;
- An assessment of whether the management proposals and action plan detailed in this document have been acted upon, including proposed enhancements;
- A Buildings at Risk survey identifying any buildings whose condition threatens their integrity;
- The production of a short report detailing the findings of the survey and proposed actions and amendments;



4.0 REFERENCES

- 1 CBC GIS map base
- 2 CBC GIS heritage information layer
- 3 Colchester Adopted Core Strategy (2008-2014)
- 4 Colchester Adopted development policies (2010)
- 5 VCH records Victoria County History pages 47-50 A History of the County of Essex Vol 10
- 6 Colchester & Ipswich Museum Service Archive
- 7 British History Online
- 8 Colchester HER
- 9 ECC Buildings at Risk
- 10 EH Heritage at Risk
- 11 Colchester History Forum Locally Listed Buildings Archive



27. Anchor within the public realm at Seatrade House: This anchor is from the Lightship Colne which was stationed at many locations around the British Isles warning of dangers to navigation. In 1991 she was berthed at the Hythe where she remains a the headquarters of Colchester Sea Cadets.

5.0 USEFUL CONTACTS

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proposed

Colchester Conservation Area no. 4

North Station Road & Environs

a character appraisal & management proposals



