



Local Development Framework

Site Allocations

Adopted October 2010



Site Allocations Submission Document

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1. Executive Summary

Introduction

- 1.1 The Site Allocations Development Plan Document (DPD) is one of the planning policy documents that make up Colchester's Local Development Framework (LDF). The LDF replaces the 2004 Local Plan and provides strategy and policies to guide development in Colchester to 2021 and beyond. The development decision making process is informed by all of the documents that contribute to the LDF, as well as by national policies and the RSS evidence base, so individual LDF documents should not be read in isolation.
- 1.2 The first document in the LDF to be produced was the Core Strategy which was adopted by the Council in December 2008 following an examination led by an independent Inspector appointed by the Government. This sets out the long-term spatial vision for the Borough and the spatial objectives and strategic policies to deliver that vision. The Core Strategy should be consulted for further details about the nature of the LDF system and its national and local planning context. The Core Strategy contains 23 strategic policies which provide the cornerstone for the allocations and designations made in the Site Allocations document. The Site Allocations DPD will also contain policies specific to particular areas and is therefore accompanied by a Proposals Map showing designations along with allocations for different types of future development.
- 1.3 Consultation with the public and stakeholders is an essential part of the preparation of all LDF documents. The Site Allocations DPD went through a number of consultation stages, including an initial Issues and Options stage in November/December 2007, a consultation on the Council's preferred approach in January/February 2009 (Regulation 25), and a final consultation in September/October 2009 which preceded submission of the document to the Planning Inspectorate and subsequent examination and adoption in October 2010.

Site Allocations

- 1.4 The purpose of the Site Allocations DPD is to:
 - Set out the criteria for the boundaries shown on the Proposals Map
 - Provide area specific allocations in line with the overall strategy set by the Core Strategy.
- 1.5 The Site Allocations document is in general conformity with the Core Strategy and follows a similar format. In each section the Council outlines the policy background which has informed the specific site allocations and policies that are proposed for each topic or area. Each site has been evaluated as part of the Sustainability Appraisal process that weighs up sustainability considerations and compatibility with policy guiding the final view on whether a site should be allocated. Site allocations relevant to the following specific topics and individual areas are discussed and shown on the Proposals Map that accompanies this document.

Centres and Employment

- 1.6 The Site Allocations DPD identifies those sites that make up Strategic and Local Employment Zones, Mixed Use Areas and Neighbourhood Centres. These sites reflect the approach and provide sufficient land to deliver the job targets set out in the Core Strategy. Many of the sites have been rolled forward from the Local Plan but new allocations are also shown including Stane Park at Stanway and several new rural employment zones. Each site is listed and they are all shown on the Proposals Map.

Housing

- 1.7 The Core Strategy sets out in broad terms where future housing development will be located. The Site Allocations DPD and the Proposals Map adds detail and provides the actual boundaries for these sites. Allocations outside of the growth areas, regeneration areas and Tiptree are listed in this chapter. The Council's Housing Trajectory and Strategic Housing Land Availability Assessment contain further detail about housing sites and are updated annually.
- 1.8 The Site Allocations DPD and the Proposals Map also identify sites for gypsies and travellers.

Urban Renaissance

- 1.9 The boundaries of Colchester's 22 Conservation Areas are shown on the Proposals Map, as are the 40 Scheduled Monuments and 4 Historic Parks and Gardens. It is impractical to show all 1700 listed buildings but the Register of Listed Buildings is a material planning consideration.

Public Realm

- 1.10 The Proposals Map identifies both public and private open space. Allocations have been rolled forward from the Local Plan and new designations at Tiptree and Stanway included. In North Colchester land 'proposed' for open space is no longer included but a Supplementary Planning Document for the area is expected to show where new strategic open space will be provided within the urban extension.

Transport and Accessibility

- 1.11 The Core Strategy provides a balance between improving accessibility through land use planning, managing traffic flow and growth and infrastructure provision. Transport improvements are detailed in the Growth Area chapters and shown on the Proposals Map, including transit corridors in North and East Colchester as well as a new junction on the A12 Trunk Road (Junction 28).

Environment and Rural Communities

- 1.12 The Proposals Map contains allocations for international and nationally designated sites which are listed in the Site Allocations DPD. The Proposals Map also identifies 168 Local Wildlife Sites following a review in 2008 (previously known as Sites of Importance for Nature Conservation). Also shown are the Coastal Protection Belt and Areas at Risk of Flooding which are covered by policies in the Core Strategy and the Development Policies DPD.

Town Centre/North Station

- 1.13 Boundaries for the Town Centre and North Station Regeneration Area are shown on the Proposals Map. The new boundary for the Town Centre enlarges that shown previously in the Local Plan by including the full extent of the St Botolphs Regeneration Area. The North Station area is a new designation and includes not just the station itself but also the surrounding area including Turner Rise Retail Park, the Cowdray Centre and North Station Road with guidance that sets out the appropriate mix of development and where it should be located.

East Colchester and the University of Essex

- 1.14 This area of Colchester has experienced significant change in recent years and an ambitious regeneration programme is expected to continue. New boundaries for the Regeneration Area and Growth Area have been identified on the Proposals Map and specific policies developed for those areas likely to be the focus of new development in the next 10 years. There are also policies identifying housing sites and transportation improvements.
- 1.15 The Council recognises the important role of the University in the Town and a new allocation is shown on the Proposals Map to accommodate new academic development.

The Garrison

- 1.16 Although development is well under way in the Garrison Regeneration Area and Growth Area, the Core Strategy provides for the continued progress of this redevelopment and supporting infrastructure.

North Colchester

- 1.17 As set out in the Core Strategy, North Colchester is expected to be the focus of significant new development over the next 15 years. A new urban extension on land off Nayland Road and Mile End Road is identified on the Proposals Map and is expected to deliver approximately 2200 new dwellings. The Strategic Employment Zone is also identified which comprises of Severalls Business Park, Cuckoo Farm and Crown Interchange. Significant infrastructure is required including the new A12 junction 28 and park and ride.

Stanway

- 1.18 Stanway was identified as a Growth Area in the Core Strategy. The Site Allocations DPD and the Proposals Map identify the sites expected to deliver new housing and employment. Three new sites have been identified for residential development at Fiveways Fruit Farm, land next to the A12 and land between Dyers Road and Warren Lane. Significant areas of public open space are also expected to be delivered through the restoration of land previously used for sand and gravel extraction.

Tiptree

- 1.19 As set out in the Core Strategy, Tiptree is expected to be the subject of limited new growth. Additional land has been allocated to provide for approximately 140 new dwellings. Land previously allocated for employment purposes off Grange Road has been identified to deliver the housing along with significant public open space.
- 1.20 Additional employment land has been allocated adjacent to the Wilkin & Sons factory to enable the company to expand.

Monitoring

- 1.21 The final section of the document addresses how the Council will monitor delivery of the sites that have been allocated for development to ensure sufficient land is available to meet local targets.

2. Introduction and Background

- 2.1 The Site Allocations document forms part of the Local Development Framework (LDF) process that came into effect in 2004. This will replace the Local Plan and provide a strategy for the development of Colchester to 2021 and beyond.
- 2.2 Since the revocation of Regional Spatial Strategies (RSS) (the East Of England Plan being the relevant RSS for Colchester) by the Secretary of State for Communities and Local Government on 6 July 2010, the Development Plan for Colchester Borough comprises the Colchester LDF and the 'saved' policies from the Adopted Essex and Southend-on-Sea Structure Plan. The LDF is essentially a portfolio that consists of a collection of individual documents. The adoption of this Site Allocations DPD and the Development Policies DPD, supersedes the Adopted Review Colchester Borough Local Plan of March 2004, which will have been 'replaced'. The Local Development Scheme sets out the details of the Development Plan Documents the Council will prepare in the next few years and when each will be prepared. The Site Allocations DPD must be in conformity with the adopted Colchester Core Strategy. That document was founded upon the then extant East of England Plan. Whilst the evidence base for the East of England Plan remains material to the current DPD documents it needs to be clearly understood that the East of England Plan is no longer part of the Development Plan.
- 2.3 The determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise (Section 38(6) Planning and Compulsory Purchase Act 2004). For this reason it is important that the separate documents that contribute to the Development Plan are not read in isolation. Other material considerations can also affect the decision making process, so an allocation for a use on a site does not guarantee unconditional approval for all possible categories within that use.
- 2.4 The Site Allocations DPD is only one part of the Development Plan and does not repeat national planning policy. Consequently, users must refer to a range of other policies and documents. In particular:
- National planning policy contained in Planning Policy Statements (PPS) and Planning Policy Guidance (PPG);
 - County level policies contained in the Essex & Southend-on-Sea Replacement Structure Plan (2001), the Essex and Southend Waste Local Plan (2001) and the Essex Minerals Local Plan (1996);
 - The Core Strategy (2008);
- 2.5 This list is not exhaustive, and a holistic policy approach will be required against all relevant policies available at the time that applications for planning permission are made. Relevant Supplementary Planning Guidance (SPG) and Supplementary Planning Documents (SPD), for example, will be another important consideration. Applicants are advised to seek preliminary advice from the Council where there is any doubt as to the policy considerations prior to formally submitting their planning applications to ensure all relevant policies are addressed. Some policies require evidence and background information to be submitted to inform policy judgements; these will need to be proportionate to the size and scale of proposals.

The Site Allocations Document and its relationship to other Council documents

- 2.6 **Core Strategy:** The first document the Council produced was the Core Strategy, which was adopted in December 2008. This sets out the long-term spatial vision for the Borough, and the spatial objectives and strategic policies to deliver that vision. The Site Allocations Development Plan Document (DPD) is intended to provide further details on where development should occur to assist the delivery of the Core Strategy and the consideration of planning applications.
- 2.7 The Core Strategy provides an overall spatial strategy which focuses growth on the Town Centre and Growth Areas in North Colchester, East Colchester, the Garrison and Stanway. Development locations are to be coordinated with transport infrastructure and the provision of community facilities, shopping, employment and open space to create sustainable communities.
- 2.8 The overall objectives and policies in the Core Strategy have been tested through the process of an examination by an independent Inspector appointed by the Government, so the general principles underlying the choice of sites in the Site Allocations document have already been set. The maps in the Core Strategy, however, only showed indicative locations for growth. The Inspector's Report on the Core Strategy stated that the Site Allocations DPD would need to set the boundaries for Colchester and the three Rural District Centres as well as review the existing village settlement boundaries.
- 2.9 The Core Strategy should be consulted for further details about the nature of the LDF system and about the national, regional and local planning context under which it is being prepared. The Core Strategy contains 23 policies which will be used in decision making. The Site Allocations DPD will also contain policies and is accompanied by a Proposals Map showing the designated use of particular areas along with allocations for different types of future development.
- 2.10 **Development Policies DPD:** Alongside the Site Allocations document, the Council is also producing a Development Policies DPD which contains 25 additional policies to those contained in the Core Strategy to aid the consideration of planning applications. These policies expand on the general principles set by the Core Strategy and set out the detailed criteria and local standards against which planning applications for the development and use of land and buildings will be considered.
- 2.11 **Proposals Map:** The Proposals Map illustrates the planning strategy for an area by showing the boundaries of allocations and designations set by planning policies. It is revised as each new development plan document is adopted to ensure it always reflects the up-to-date strategy for the area. The Proposals Map in the adopted 2004 Local Plan is now accordingly being revised to reflect the allocations and designations provided in the Site Allocations document and to a lesser extent, by a few area-specific policies in the Development Policies document.
- 2.12 **Sustainable Community Strategy:** The LDF provides the primary means of delivering the spatial elements of the Sustainable Community Strategy prepared by the Local Strategic Partnership, Colchester 2020. The Sustainable Community Strategy provides a vision and action plan for achieving co-ordinated action between partners to deliver sustainable development. The Core Strategy sets out specific links between the documents.
- 2.13 **Strategic Plan:** Colchester's Strategic Plan (2009 – 2012) identifies nine priorities for action. The sites allocated for future development will be expected to contribute to all the priorities but in particular;
- Homes for all, and
 - Enabling job creation.

- 2.14 **Supplementary Planning Documents and Guidance:** The Council is in the process of adopting a number of Supplementary Planning Documents that provide guidance on the likely planning obligations that will be sought from new development proposals in order to deliver sustainable communities. Current policy guidance on planning obligations include: Affordable Housing (current SPG adopted 2004 and shortly due to be replaced by updated SPD); Community Facilities (adopted September 2009); Economic Development and Training (SPD due to be adopted 2011); Public Open Space, Sports and Recreation (SPD adopted July 2006); Education (County Council SPG adopted September 2004); and Transport (County Council Developers Guide to Infrastructure Contributions 2008).
- 2.15 The Planning Act 2008 (Part 11) provides the enabling powers for local authorities to apply a Community Infrastructure Levy (CIL) to support infrastructure delivery in an area, and draft regulations for a Community Infrastructure Levy were published in June 2009. Evolving policy in this area accordingly may occasion the need for further policy guidance.

Site Allocations – Format of the document

- 2.16 The purpose of the Site Allocations DPD is to:
- Set out the criteria for the boundaries shown on the Proposals Map
 - Provide area specific allocations in line with the overall strategy set by the Core Strategy.
- 2.17 The Site Allocations document is in general conformity with the Core Strategy and follows a similar format as outlined below. Site allocations relevant to the following topics are discussed and shown on the Proposals Map that accompanies this document:
- Centres and Employment
 - Housing
 - Urban Renaissance
 - Public Realm
 - Transport and Accessibility
 - Environment and Rural Communities
- 2.18 The document then looks at the allocations mapped on the Proposals Map for individual areas which are expected to be subject to change over the plan period:
- Town Centre/North Station
 - North Colchester
 - East Colchester
 - The Garrison
 - Stanway
 - Tiptree
- 2.19 The start of each section outlines the policy background which has informed the specific site allocations and policies that are proposed for each topic or area. Each site has been evaluated as part of the Sustainability Appraisal process that weighs up sustainability considerations and compatibility with policy guiding the final view on whether a site should be allocated.
- 2.20 The final section of the document is a section on the monitoring and implementation of the Site Allocations. Appendices at the rear of the document include a glossary with definitions for some of the common terms used within the Site Allocations document and the LDF as a whole; a reference list of policies, strategies and studies that comprise the Council's evidence base for the Local Development Framework; and a list of saved Local Plan policies superseded by the Site Allocations DPD.

Consultation

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

Issues and Options

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

Regulation 25 (Preferred Approach)

- 2.23 The Regulation 25 consultation was carried out during January and February 2009. The consultation covered the requirements of the new regulations governing the plan making process (published June 2008). This includes the requirement of authorities to consult 'specific' and 'general' bodies (as defined in regulations) on what the 'content' of the strategy should be. The regulations also require authorities to consider whether residents and businesses should be included at that stage. The Council chose to use the Regulation 25 stage to not only seek guidance from the 'specific' and 'general' bodies on whether the current approach is one they support but also to re-consult the public. Because a large scale public consultation exercise had already been undertaken at the Issues and Options stage, the Council advanced the Site Allocations DPD to identify its preferred approach. The preferred sites for new allocations were presented alongside a summary of the non-selected sites with the reasons why they had not been included and supported at this stage of the process.
- 2.24 The work undertaken at these previous stages of consultation has been important in the development of this document. The results of the consultation exercises have been collated and analysed and, alongside further evidence base work, have informed the production of the Site Allocations submission document. The reports from these previous consultation exercises, the draft sustainability appraisal reports, and the evidence studies completed to date are all publically available on the Council's website or by request.

Sustainability Appraisal

- 2.25 Sustainability Appraisal incorporating the requirements of Strategic Environment Assessment (SEA) was also carried out at each stage of the documents production. The Sustainability Appraisal is a systematic process used at each stage of the policy making process to help inform the drafting of the options.
- 2.26 A Sustainability Appraisal has been published for consultation alongside the submission version of this DPD. This sets out the outcomes of the sustainability assessment of the policy options and demonstrates how the options meet the local sustainability objectives.

Submission document

- 2.27 A submission version of the Site Allocations document was published for a six week period of public consultation during September and October 2009. The work undertaken during previous stages of consultation was important in the development of this submission document. The reports from the previous consultation exercises, the draft Sustainability Appraisal reports, and the evidence studies completed to date were all made publically available. The submission document and any representations made were then submitted to the Planning Inspectorate in November 2009 for public examination in Spring 2010.

3. Centres and Employment

- 3.1 Core Strategy policies CE1 to CE3 outline the Council's strategic position with regards to employment provision across the Borough up to 2021. The Council will encourage economic development and will plan for the delivery of at least 14,200 jobs in Colchester between 2001 and 2021.
- 3.2 During the plan period the Council will ensure that a wide range of employment sectors and opportunities are encouraged into and retained within the Borough in line with the Centres and Employment Classification and Hierarchy outlined in Core Strategy Table CE1a.

Strategic Context

3.3 Core Strategy Centres and Employment Objectives

The Core Strategy sets out three main objectives:

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

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

3.5 Core Strategy Centres and Employment Policies

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

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

- 3.6 The majority of employment land allocated as part of the Local Plan was within the urban area of Colchester which exploited the good transport infrastructure connections and larger population. The Core Strategy continues this approach. The Centres and Employment Classification and Hierarchy outlined the indicative locations of the major employment sites across the Borough. These are shown indicatively on the Core Strategy Key Diagram with the specific boundaries interpreted accurately on the Proposals Map which is to be read in conjunction with this document.

Centres and Employment Site Allocations

- 3.7 The tables below outline the specific sites which together will provide almost 300 hectares of employment land. The sites include both existing and proposed employment land which is required to deliver at least 14,200 jobs between 2001 and 2021.
- 3.8 The Local Plan contained a variety of allocations which related to Employment Policies. Land allocated for Employment was shown as being either:
- Existing Employment Zone,
 - Proposed Employment Zone, or
 - Rural Business Site.
- 3.9 The Site Allocations document intends to combine all these allocations into one annotation to accord with the Core Strategy which uses the generic term Employment Zone. Core Strategy Policy CE3 breaks down these areas into Strategic and Local Zones dependent on their role, size and indicative location. Strategic Employment Zones are to be found in the most accessible locations in the Borough and Local Employment Zones are found in areas which do not score as highly in terms of accessibility but provide a valuable local function and employment opportunities in both rural and urban areas.
- 3.10 The 2004 Local Plan allocated some 98 hectares of land for a variety of employment uses. The Employment Land Study published in June 2007 reviewed the existing employment allocations and proposed to roll forward the majority of these allocations (both existing and proposed). The Council intends to provide a range of employment sites and opportunities to ensure that the Core Strategy and Sustainable Community Strategy objectives are met with regards to the local economy and the standing of Colchester within Essex and the East of England.
- 3.11 The Local Plan also identified eight Rural Business Sites. As part of the Site Allocations document the Council is proposing to carry these forward into the LDF and allocate them as Local Employment Zones along with a number of new rural sites.
- 3.12 The tables below identify which Employment Zones are considered to be strategic and which are local along with those sites which are to be allocated as mixed use redevelopment sites in accordance with Core Strategy Policies CE1 to CE3. Future uses of all sites will be guided by Core Strategy Table CE1b and Development Policy DP5 which sets out the appropriate uses for allocated employment land and provides detail on how allocated land will be protected. Policy DP10 provides further detail on tourism, leisure and culture uses. More specific policies for allocated employment sites within the Growth Areas are contained in the Growth Area sections of this document.

Strategic Employment Zones

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

Site	Area in Ha	Comments
Stanway	34.42	<ul style="list-style-type: none"> Various sites including Tollgate, Stane Park, Westside Centre and land off London Road (including Wyvern Farm and a new site at Evergreen House) Wide range of employment opportunities expected to be delivered including Business Incubation Units.
University Research Park (The Knowledge Gateway)	11.80	<ul style="list-style-type: none"> Development expected to support development of the University of Essex as a key centre for Research and Development. Future uses to be closely connected with the University and to provide some Business Incubation Units.
North Colchester	109.90	<ul style="list-style-type: none"> Comprises Severalls Business Park, and Cuckoo Farm Some development is restricted until completion of new A12 junction.
TOTAL	152.90 ha	

Local Employment Zones

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

Site	Area in Ha	Comments
East Gates/Moorside	7.33	Existing allocation
Davey Close	5.40	Existing allocation
Whitehall Industrial Estate (including extension and Fieldgate)	37.31	Existing site and extension
Gosbecks Road	9.53	Existing allocation
Maldon Road	3.19	Existing allocation
Barrack Street	1.91	Existing allocation

Site	Area in Ha	Comments
Brook Street, Colchester	0.44	Existing allocation with revisions to boundaries
Middleborough Area	1.91	Existing allocation
Chandlers Row, Port Lane, Colchester	1.29	Existing allocation
COLBEA Business Centre	0.43	New allocation also covered by the Magdalen Street SPD for the special policy area within East Colchester Growth Area
North of St Peters Street	0.25	Existing allocation
South of St Peters Street	0.18	Existing allocation
Fairfax House/Digby House, Causton Road	0.74	Existing allocation
Big Yellow, Bruff Close	0.92	Existing allocation
Sheepen Road	1.41	Existing allocation
Southway	0.99	Existing allocation
Clarendon Way	1.29	Existing allocation
Cowdray Avenue	0.73	Existing allocation
Crown Interchange	2.18	Existing allocation
Lightship Way (B&Q)	3.77	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Travis Perkins, Hawkins Road	0.56	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Hythe Quay	0.98	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Former Paxmans Site, Port Lane	3.21	New allocation. See also the East Colchester chapter and the Colne Harbour Master Plan
Boat Yards, Coast Road Mersea	0.40	New allocation. Appropriate uses include boat building, boat storage, sail making, chandlery and sailing school. Site also falls within West Mersea Area of Special Character.
Rushmere Close, Mersea	1.52	Existing allocation
Jam Factory, Tiptree	8.95	Existing site and new extension
Tower House, Tiptree	4.12	Existing allocation
Tey Brook Farm, Great Tey	0.79	Existing allocation

Site	Area in Ha	Comments
Anderson's Site, Marks Tey	8.03	<p>Existing site and new extension Further development of site will require;</p> <ul style="list-style-type: none"> • Contributions to assist with any junction improvements required by Highways Agency and Essex County Council. Improvements / contributions towards public transport, cycling and walking links • A Travel Plan • Contributions to increase capacity of Copford Sewerage Treatment Works. • Retention of hedgerows • Incorporation of SuDS scheme
Waldegraves Farm, West Mersea	1.89	Proposals Map shows existing site and new extension covering area with lawful development certificate.
Langham Airfield, Langham	2.43	Existing allocation
Hill Farm, Boxted Cross	1.23	Existing allocation
Tiptree Basketworks site, Tiptree	0.89	Existing allocation
Alexander Cleghorn Ltd, Tiptree	2.11	Existing allocation
Wormingford Airfield – (Packards Lane, Fordham Road North and South)	2.83	Existing allocation
Queensmead, The Folley, Layer de la Haye	0.34	<ul style="list-style-type: none"> • New allocation - to be limited to existing agricultural buildings. • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape • Redevelopment of the site expected to incorporate SuDS scheme.
Depot, Old Ipswich Road, Dedham	1.06	<ul style="list-style-type: none"> • New allocation - to be limited to existing buildings. • B8 distribution uses not considered appropriate. • Site is located within a Groundwater Vulnerability Area Zone so any re-development is expected to incorporate a SuDS scheme on site. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape and the Dedham Vale AONB.

Site	Area in Ha	Comments
Picketts Farm, Abberton Road, Fingringhoe	0.55	<ul style="list-style-type: none"> • New allocation - to be limited to former agricultural buildings on the site. • B8 distribution uses not considered appropriate • Redevelopment of the site expected to incorporate SuDS scheme. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape.
Pantiles Farm, Peldon Road, Abberton	0.47	<ul style="list-style-type: none"> • New allocation - to be limited to former agricultural buildings on the site. • B8 distribution uses not considered appropriate • Redevelopment of the site expected to incorporate SuDS scheme. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape and Pete Tye Common Land Local Wildlife Site
Powerplus Engineering and Whitnell Contractors Site, School Road, Langham	1.06	<ul style="list-style-type: none"> • New allocation - to be restricted to existing buildings on the site. • Future uses to exclude B8 distribution. • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape and protect the environment as outlined in the Langham Village Design Statement.
30a Straight Road, Boxted (known as the Classic Pot Emporium)	0.74	<ul style="list-style-type: none"> • New allocation - to be limited to cover the existing site. • B8 distribution uses not considered appropriate • Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape

Site	Area in Ha	Comments
Straight Road, Boxted (known as Tin Bins Ltd)	0.47	<ul style="list-style-type: none"> New Employment Zone allocation to be limited to existing buildings. B8 distribution uses not considered appropriate Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape
Poplar Nurseries, Coggeshall Road, Marks Tey	2.5	<ul style="list-style-type: none"> New allocation - limited to cover the existing permanent buildings on the site. Site to be well screened to limit the impact any future uses have on the landscape.
Land south of Peldon Common, Lower Road, Peldon	0.09	<ul style="list-style-type: none"> New allocation - restricted to existing buildings on site B8 distribution uses not considered appropriate Site should be well screened to reduce the detrimental impact the site could have on the surrounding landscape
Oak Farm, Layer Marney	0.23	<ul style="list-style-type: none"> New allocation – to be limited to the lawful use of the site B8 distribution uses not considered appropriate Site should be well screened to reduce the impact on the landscape An ecological survey will be required as part of any future proposals for the site
Holly Lodge, Great Horkesley	0.21	<ul style="list-style-type: none"> New allocation – to be limited to existing buildings on the site Site should be well screened to reduce the impact on the landscape
Pattens Yard, Nayland Road, West Bergholt	0.43	<ul style="list-style-type: none"> New allocation – to be limited to the lawful use of the site Site should be well screened to reduce the impact on the landscape Landscaping, including improved hard surfacing, required as part of any redevelopment There is a population of great crested newts close to the site; an ecological survey will be required as part of any future proposals for the site
TOTAL	129.27 ha	

Mixed Use Sites

Policy SA CE1 Mixed Use Sites

The following sites are allocated as Mixed Use Development Sites. Any development on these sites will be required to comprise of a mix of uses, the details of which shall be set out in a detailed Master Plan or Development Brief agreed by the Council. Sites are also required to meet the requirements set out in the table below.

Site	Area in Ha	Comments
Betts Factory, Ipswich Road, Colchester	3.29 within Colchester Borough (additional land in Tendring)	<ul style="list-style-type: none"> Comprehensive redevelopment required including land within Tendring District Future uses guided by a detailed Development Brief. Mixed use will be expected to include employment and up to 200 dwellings. Re-development of the site will need to have regard to Bullock Wood SSSI and the adjacent orchard. Site is over a minor groundwater aquifer zone and a SuDS scheme is expected to be developed on site to ensure any potential flood risk is minimised.
Cowdray Centre, Cowdray Avenue, Colchester	10.19	<ul style="list-style-type: none"> Site within North Station Master Plan area and future uses will be informed by this Supplementary Planning Document. Part of the site to be safeguarded to provide an important Green Link between Highwoods Country Park and Castle Park as well as future road links to Petrolea Close if proved viable. SuDS scheme to be incorporated into the scheme to reduce future flood risk.
Cuckoo Point, Severalls Lane	2.04	<ul style="list-style-type: none"> Mixed use development subject to applications 05/0889 and 072570 under construction. Any future change of use on the site to accord with Core Strategy Table CE1b

Site	Area in Ha	Comments
Napier Road (incl. Arena site)	3.85	<ul style="list-style-type: none"> • Mixed use development (part subject to application 080717.) • Arena site to retain an element of sport and leisure use. • Any future change of use to accord with Core Strategy Table CE1b and the Garrison Master Plan.
TOTAL	19.37	

Centres Hierarchy

- 3.15 The Proposals Map shows boundaries for the hierarchy of mixed use centres set out in policy CE1 of the Core Strategy. The policy puts the Town Centre at the top of the hierarchy as the preferred location for new Town Centre uses including retail, offices, leisure, hotels, and entertainment uses, with Edge of Centre locations and District Centres following the sequential approach in accordance with PPS4 (Planning for Sustainable Economic Growth). The Core Strategy provides that Neighbourhood Centres as defined on the Proposals Map will provide shops and some other local services for the needs of residents in the local neighbourhood. Development Policies provide detail on the mix of uses and the safeguarding of retail uses in primary and secondary town centre areas as well as more detail on Rural District and Neighbourhood Centres.
- 3.16 The Proposals Map identifies the boundary for the Town Centre and is expected to be the primary location for retail, office, leisure and entertainment uses. Further information on the allocations within this area is provided in the separate Town Centre and North Station section.
- 3.17 The Rural and Urban District Centres are outlined in the Core Strategy Table CE1a and the boundaries of these are shown on the Proposals Map. Any re-development of sites within these areas will have to demonstrate that they accord with Core Strategy Policy CE2b and that they enhance the important role these Centres provide to the local community.
- 3.18 The Neighbourhood Centres (previously referred to in the Local Plan as local shopping areas) vary greatly in size. The Council's approach to their designation is that they should normally include a grouping of several small units with an emphasis on retail sales. Individual shops, outside of the defined Centres, can also play a valuable role in contributing toward sustainable communities and are protected by Development Policy DP7. Neighbourhood Centres shown on the Proposals Map include the following areas:
- Crouch Street, Christchurch
 - Butt Road, Christchurch
 - London Road, Lexden
 - Villa Road, Stanway
 - Blackberry Road, Stanway
 - The Commons, Prettygate
 - Iceni Way, Shrub End
 - Homefield Road, Shrub End
 - William Harris Way, Berechurch
 - Queen Elizabeth Way, Berechurch

- Mersea Road, Berechurch
- The Willows, Berechurch
- Old Heath Road, Harbour
- Granville Road/Military Road, New Town
- Barrack Street, New Town
- Hythe Quay, New Town
- Haven Road, Harbour
- Hunwicke Road, St Andrew's
- Hawthorne Avenue, St Andrew's
- Bromley Road, St Anne's
- St Christopher Road, St John's
- Nayland Road, Mile End
- Vine Parade, Wivenhoe
- London Road, Marks Tey

Phasing and Implementation

- 3.19 Providing jobs for Colchester's growing community is a central objective of the Core Strategy. However the Council cannot deliver this employment directly, but it can protect existing employment land, stimulate new employment developments, and accommodate new developments at the most suitable locations. There is no specific phasing for the delivery of employment land during the plan period.
- 3.20 The Council will plan, monitor and manage the delivery of employment land to ensure that a continuous supply is available to encourage employment development across the Borough.

4. Housing

- 4.1 The Core Strategy outlines the Council's overall strategic housing policies (H1 – H5) along with the key areas where housing will be focused between 2001 and 2023. The Core Strategy seeks to direct the majority of housing development within identified Regeneration Areas and urban extensions to the north and south west of Colchester. The Core Strategy Key Diagram and the Settlement Hierarchy guide the overall housing distribution which is shown in Core Strategy Table H1a.
- 4.2 The Council's Annual Monitoring Report has demonstrated that in recent years a very high percentage of new housing has been delivered on previously developed land. The Core Strategy has set Colchester an ambitious housing target but delivery in previous years has demonstrated that the annual requirement can be satisfactorily met. A large proportion of the land shown in the Housing Trajectory and in the Strategic Housing Land Availability Assessment (SHLAA) is already allocated as residential or benefits from a current planning permission for residential use which has put the Borough Council in a good position to achieve the Core Strategy target.

Strategic Context

- 4.3 *Core Strategy Housing Objectives and Relevant Policies:*
- The Core Strategy identifies two main housing objectives;
- Provide decent and affordable housing at accessible locations to accommodate our growing community
 - Provide a range of housing options to meet the diverse needs of the whole community.
- 4.4 The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be delivered through specific sites. The most relevant policies are:
- SD1 – Sustainable Development Locations
 - SD2 – Delivering Facilities and Infrastructure
 - SD3 – Community Facilities
 - H1 – Housing Delivery
 - H2 – Housing Density
 - H3 – Housing Diversity
 - H4 – Affordable Housing
 - H5 – Gypsies, Travellers and Travelling Showpeople

Housing Site Allocations

- 4.5 The Local Plan contained a series of housing allocations in order to meet the housing target set within the Essex and Southend-on-Sea Structure Plan. These allocations ranged from large sites such as Colchester Garrison and Severalls Hospital to smaller plots of land on sites in rural locations. The vast majority of the land allocated for housing in the Local Plan was within the urban area of Colchester and this is an approach which has been continued in the LDF.
- 4.6 Each of the sites identified in the Housing Trajectory and the fifteen year supply tables in the SHLAA will be shown as predominantly residential land on the Proposals Map. Existing residential allocations will be carried forward from the Local Plan. Other sites identified for regeneration within the Local Plan and expected to deliver housing but without a specific residential allocation have also been assessed and if appropriate have been allocated for future residential use. Examples include Rowhedge Port and sites in east Colchester. All of these have been assessed as part of the Sustainability Appraisal to ensure they continue to be appropriate for residential use.

- 4.7 The Proposals Map also allocates additional, new housing sites. These have been identified as a result of extensive public consultation and detailed work that has been undertaken to form the comprehensive evidence base which underpins the Colchester Local Development Framework. Sites have come forward primarily through identification in the SHLAA or have been put forward by interested landowners/stakeholders in response to various rounds of public consultation and stakeholder engagement. In accordance with PPS25, sites proposed were subject to a sequential test to aid site selection as part of the Site Allocations process.
- 4.8 The Proposals Map which accompanies this document shows the land which the Council considers appropriate for residential allocation to deliver the local housing targets in accordance with the framework set out in the Core Strategy. It is not practical to list every site within this document and it would merely repeat information contained within the Housing Trajectory and the SHLAA, which are updated annually and provide a comprehensive picture of current housing land supply. The document does however list the main sites which the Council expect to deliver housing targets. Further information is included in the SHLAA which is updated regularly and forms part of the Council's evidence base.
- 4.9 The Council will require that each site is developed in accordance with policies set out in the Core Strategy and Development Policies DPD as well as any relevant Supplementary Planning Documents and Master Plans for specific sites. All new residential development proposals, not subject of an extant planning permission, will be expected to secure 35% of new dwellings to be provided as affordable housing in accordance with Policy H4 in the adopted Core Strategy. Small schemes below the thresholds referred to in this policy will be expected to make an appropriate contribution toward affordable housing in accordance with the SPD due to be adopted in 2010. All new housing will also be subject to developer contributions in accordance with the Council's adopted guidance.
- 4.10 Whilst large areas are allocated as predominantly residential on the Proposals Map not all land and buildings within them are considered suitable for residential development. Examples such as community, leisure and educational buildings, allotments and playing fields should be retained for those purposes. Policies within the Core Strategy and Development Policies DPD seek to resist alternative use of these sites.
- 4.11 Many of the housing units to be delivered over the next 15 years are within Regeneration Areas and Growth Areas. Further details relating to site allocations for these areas are covered in the area specific sections found in this document. In addition to the Regeneration Areas and Growth Areas there are a number of other sites, listed in Policy SA H1 below, which are expected to deliver new housing. Many of the sites are under construction or have extant planning consents. Others are covered by adopted Master Plans and Development Briefs. Where new proposals come forward they will be considered against appropriate policies in the Core Strategy and the Development Policies DPD. Planning contributions will also be sought in accordance with the Council's adopted guidance. There are also large areas allocated as predominantly residential on the Proposals Map which are not specifically identified in the list below but where further residential development may be appropriate. Planning permission will not be granted for development unless it can be demonstrated that the wastewater treatment and sewerage infrastructure can accommodate the development within the confines of existing consents. Furthermore, the receiving environment of additional flows must be able to meet water quality requirements in accordance with the Water Framework Directive. Anglian Water Services and the Environment Agency will advise on this matter.

Policy SA H1 Housing Allocations

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

1. The Willows Shopping Parade, Mersea Road
2. Former Bypass Nurseries site, Cowdray Avenue (appeal site)
3. Darkhouse Lane, Rowhedge
4. Former Rowhedge Port
5. Land at Tilehouse Farm, Great Horkesley
6. Darcy Road, Colchester
7. Former snooker club, King Coel Road
8. Land off Brook Street, Colchester
9. Co-Op Education Centre, 6 New Town Rd
10. 5 Military Road
11. Co-op Society, Wimpole Road
12. Former Allotments, Bourne and Barrington Roads
13. 34 Fingringhoe Road, Langenhoe
14. Land at Lordswood Road
15. Layer Road Football Ground
16. Betts Factory, Ipswich Road
17. Railway Sidings, Halstead Road
18. All Saints Church, Halstead Road
19. Land at East Road, West Mersea
20. Warehouse, Bath Street, Wivenhoe Quay
21. Former Cooks Shipyard, Wivenhoe
22. Former Cedrics coach depot, The Avenue, Wivenhoe
23. Garages and land, East Bay Mill
24. Land at Tufnell Way (former Woods factory)

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

Gypsies, Travellers and Travelling Showpeople

- 4.12 The East of England Plan was formally revoked on the 6 July 2010. Prior to this the Plan had been subject to a Single Issue Review into Gypsy and Traveller Accommodation in the East of England. The final policies were published on 20 July 2009 and required Colchester to have a total provision of 30 pitches in 2011. When preparing the Site Allocations DPD the Council sought to identify 30 pitches in order to meet the 2011 minimum requirement. Although the East of England Plan has now been revoked the evidence behind the Plan and the Single Issue Review remain as relevant guidance. Policy SA H2 therefore allocates sites to provide 30 pitches for Gypsy and Traveller accommodation within the borough.

- 4.13 The East of England Plan also required additional sites to be found for the post-2011 period. Future reviews of the Site Allocations DPD will consider the post-2011 requirements for pitches in the light of further government guidance still to be issued. The Essex Gypsy and Traveller Accommodation Assessment (GTAA) (Fordhams, 2009) will provide important evidence to inform any such review and currently indicates that the need for pitches in the borough is likely to be low.

Policy SA H2 Gypsy and Traveller Accommodation

The following locations are allocated for gypsy and traveller accommodation, as shown on the Proposals Map. The sites will be considered suitable for the number of pitches listed below.

1. Severalls Lane, Colchester	12 pitches
2. Clearview, Rectory Road, Aldham	1 pitch
3. Colt Farm, Tiptree	2 pitches
4. Emmanuel, Kelvedon Road, Tiptree	1 pitch
5. Nunns Farm, Lower Road, Layer Breton	1 pitch
6. The Paddocks, Kelvedon Road, Tiptree	2 pitches
7. Stableview, Newbridge Road, Tiptree	2 pitches
8. Bridge Side, Turkey Cock Lane, Stanway,	3 pitches
9. Ponys Farm, Kelvedon Road, Tiptree	1 pitch
10. Land adj. to Gwynlian, Kelvedon Road, Tiptree	2 pitches
11. Orchard Place, Vernons Road, Chappel	3 pitches
Total 30 pitches	

The Council will consider the need to allocate additional sites to provide for provision post-2011 in light of further government guidance. Any such review will have regard to the need identified in the Essex Gypsy and Traveller Accommodation Assessment (GTAA) and any authorised pitches provided through planning applications up to that date. Core Strategy Policy H5 provides criteria to assist in the identification of sites and determination of planning applications.

- 4.14 It has been necessary to make some assumptions with regards to pitch sizes. Existing sites may commonly have permission for a specific number of caravans but how many pitches this relates to is sometimes less clear. It is also necessary to make assumptions when estimating the potential number of pitches that could be accommodated by a site. The assumptions on size of pitch have been based on guidance within the Communities and Local Government Good Practice Guide on 'Designing Gypsy and Traveller Sites' (May 2008).
- 4.15 This makes clear at paragraph 7.9 that there is no one-size-fits-all measurement of a pitch as, in the case of the settled community, this depends on the size of individual families and their particular needs. Paragraphs 7.12 and 7.13, however, specify that as a general guide a family pitch should be capable of accommodating an amenity building, a large trailer and touring caravan (or two trailers, drying space for clothes, and a lockable shed), parking space for two vehicles and a small garden area. Smaller pitches should also be able to accommodate at least an amenity building, a large trailer, drying space for clothes and parking for at least one vehicle. A density of 1 pitch per 500sqm over a whole site has therefore been used as a guide when estimating pitch numbers. This allows for the on-pitch and communal space required by the facilities listed in paragraphs 7.12 and 7.13 of the

Good Practice Guide. The potential capacity, however, has also been adjusted to take account of the type and character of the site, and any constraints such as existing built development. The existing planning permission at Severalls Lane, Colchester, for example, allows for a large site with 12 caravans on plots with associated amenity buildings and has therefore been counted as 12 pitches. The site at Gwynlian, Kelvedon Road, however, proposes 4 caravans on a much smaller site occupied by 2 families, so this has only been counted as 2 pitches.

- 4.16 The pitch numbers listed in the policy attempt to reflect the maximum number of pitches that the site reasonably has potential to accommodate. Some sites may also have scope for future physical expansion, subject to planning permission, in order to meet the required provision post-2011. The nature of private gypsy and traveller sites means that they cannot be expected to viably and practically accommodate affordable units as part of the site. Social pitch provision is being developed at Severalls Lane, Colchester, as set out in Core Strategy Policy H5 and Site Allocations Policy SA H2.
- 4.17 A Gypsy and Traveller Accommodation Topic Paper has been prepared which provides further detail on the identification and allocation of the sites.

Phasing and Implementation

- 4.18 Providing decent and affordable housing at accessible locations as well as a range of housing options to meet the diverse needs of the whole community are central objectives of the Core Strategy and the Council's Strategic Plan. The Council can play a key role in ensuring that sufficient land is released at appropriate times in order to achieve these objectives. The Housing Trajectory, the Strategic Housing Land Availability Assessment and the Annual Monitoring Report will be key components of the monitoring which will be continually reviewed during the plan period, to ensure sufficient land is available.
- 4.19 The Core Strategy provides detail on targets and phasing for housing delivery and previously developed land further to the Council's objectives of adding to the housing stock, making efficient use of land, and encouraging regeneration of previously developed land. It is accepted that the amount of previously developed land will reduce over the plan period but the target for the final stages of the plan still exceeds those set nationally in Planning Policy Statement Three: Housing.
- 4.20 In the period leading up to the submission of this document there was a downturn in the UK economy reflecting a general global financial problem. Whilst, at the point of adoption of the document, it appears that a recovery is underway, there remains uncertainty, and difficulty for businesses to obtain necessary finance. This uncertainty and difficulty perhaps affects the housing market more than some others. It is therefore essential that the Council can act quickly to ensure the continued delivery of an adequate number of housing units in the Borough, certainly in advance of any necessary general review of the document. In the policies of this document there is generally an expectation that greenfield sites will not come forward until after 2016, which is subject to the caveat that sites will be brought forward if monitoring shows this to be necessary. This monitoring will need to take account of the 'lead' time for development, brought about by the need for surveys, design, etc, and the processes of development management. The Council intends to use all appropriate flexibility, particularly in the years immediately following adoption, to seek to ensure that the 5 year supply of housing, and its delivery, is not interrupted by general adverse economic circumstances.

5. Urban Renaissance

- 5.1 The Core Strategy's Urban Renaissance policies UR1 and UR2 seek to support urban regeneration in Colchester by revitalising key areas, enhancing its historic character and promoting high quality design. Maximising the potential of Regeneration Areas and the Town Centre will help to stimulate the urban renaissance of Colchester by protecting the historic character of the Borough and ensuring high standards of urban design in new developments.
- 5.2 Colchester is the oldest recorded town in England with evidence supporting successive periods of settlement from prehistoric times, through the Bronze and Iron Ages, the Roman period, Saxon, medieval/post medieval to the present day. Consequently the Borough has a wealth of important historic and archaeological features meriting policy protection such as historic buildings, ancient monuments and less visible assets buried underground.
- 5.3 The Core Strategy along with the Development Policies DPD intends to protect the historic assets of the Borough by conservation, enhancement and protection from inappropriate development and change.

Strategic Context

- 5.4 *Core Strategy Urban Renaissance objectives and policies:*

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

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

- 5.5 The following Core Strategy Policies are considered relevant:

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

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

Historic Environment

- 5.7 The Planning (Listed Buildings & Conservation Areas) Act 1990 requires that Local Planning Authorities should designate Conservation Areas, keep designations under review and prepare proposals for preserving and enhancing these areas. Further policy guidance for Conservation Areas is contained in Planning Statement 5: Planning for the Historic Environment.
- 5.8 The boundaries of Colchester's 22 Conservation Areas are shown on the Proposals Map. Conservation Area Appraisals for Wivenhoe and the Town Centre have recently been undertaken and form part of the evidence base to support the Colchester LDF. Further reviews of the designated Conservation Areas may be undertaken as needed to ensure the boundaries are appropriate and where necessary new Conservation Areas will be created. Where detailed work is undertaken specifically with regards to Conservation Area Appraisals these changes will need to be formally adopted by the Council before they can be shown on the Proposals Map and become a material consideration in the planning application process. When a Conservation Area Appraisal is adopted as outlined by the Planning (Listed Buildings and Conservation Areas) Act 1990 the Council will update the Proposals Map at the next examination to reflect the most up to date designations with the background material becoming part of the evidence base which supports the LDF.

- 5.9 There are approximately 1700 Listed Buildings in Colchester protected through the Planning (Listed Building and Conservation Areas) Act 1990. The Borough contains a number of Grade I, Grade II and Grade II* buildings which are an important element of Colchester's unique heritage and contribute towards the historic character. It is impractical to show each Listed Building on the Proposals Map but the Register of Listed Buildings is a key material consideration in the determining of planning applications and any future proposals will have to take account of the building's listing where appropriate. English Heritage must also be consulted during the application process to ensure proposals accord with the Act.
- 5.10 Colchester has a rich and varied history which can be dated back to prehistoric times including the Roman period when Colchester (Camulodunum) was the country's capital. The varied history has left an important legacy of 45 Scheduled Monuments which have been designated across Colchester Borough by English Heritage. Many of these have been designated for a number of years but in recent times new monuments have been found including the Roman Circus near the Garrison which demonstrate that these are important assets that need to be protected and preserved. The key piece of legislation protecting these monuments is the Ancient Monument and Archaeological Areas Act 1979 and English Heritage play a key role in ensuring proposals accord with this Act. The Proposals Map outlines Scheduled Monuments, the boundaries being set by English Heritage.
- 5.11 The Borough also contains four Historic Parks and Gardens which are included on the Register of Parks and Gardens in Colchester. These sites which are shown on the Proposals Map are graded in a similar way to Listed Buildings (Grade I-III) and are recognised for their important historic interest. English Heritage plays a key role in assisting the Council determine any proposals which affect these sites.
- 5.12 In addition to the Proposals Map, further information on historic areas of the Borough can be found in the Historic Environment Characterisation Study which provides a map-based classification system for different historic character areas across the Borough. The Historic Environment Characterisation Study was published 2009 and forms part of the evidence base along with the Townscape Character Study published in 2006 which also considers Urban Renaissance issues.
- 5.13 The Proposals Map also includes boundaries for each of the five Regeneration Areas at East Colchester, St. Botolphs, North Station, the Garrison and North Colchester which are supported by Core Strategy Policy UR1. Further detail on these areas is provided in separate sections later in this document.

Town Centre and North Station

- 5.14 Colchester's historic Town Centre is the economic, social and cultural hub of the Borough. National planning policy supports focussing many types of new commercial development in Town Centres. This approach has been carried forward in the Core Strategy, which puts the Town Centre at the head of the Centres and Employment hierarchy as the favoured location for new retail, office, leisure and entertainment uses. The Core Strategy provides that the Town Centre 'will be enhanced through regeneration, public realm improvements, and a balanced mix of uses that sustain activity throughout the day and evening.'
- 5.15 The North Station area adjacent to the Town Centre serves as a key gateway to the town given that it is the location of Colchester's main train station. The Core Strategy designates it as a Regeneration Area where priorities include improving its connectivity to the Town Centre and identifying and delivering opportunities for redevelopment of key sites for appropriate office, commercial and residential uses.

Town Centre and North Station Regeneration Area

- 5.16 Boundaries for the Town Centre and North Station Regeneration Area are provided on the Proposals Map. The boundaries for the Town Centre were shown in the 2004 adopted Local Plan as including the historic core and its inner and outer shopping areas. The new boundaries also include the full extent of the St Botolphs Regeneration Area and its flagship projects including the Firstsite art gallery, Vineyard Gate shopping centre, the Cultural Quarter, public transport facilities, and new Magistrates Court. The North Station area comprises the station and surrounding area, North Station Road (which links the station to the Town Centre), Turner Rise retail park, and the Cowdray Centre commercial area.
- 5.17 The Core Strategy provides that consideration of proposals for new development will have regard to the Centres Classification and Hierarchy in the Core Strategy (Table CE1a). In accordance with the sequential approach provided in national policy, the Town Centre is at the head of the Centres hierarchy, followed by edge of centre locations at the Urban Gateways (North Station, Colchester Town Station and Hythe Station) and the Town Centre fringe.
- 5.18 Further guidance for the enhancement and development of these key areas will be provided in an Area Action Plan for the Town Centre as well as in a Supplementary Planning Document for the North Station area. Detail on Town Centre uses will be provided in the Development Policies DPD, which contains a policy guiding the appropriate balance of retail and other uses in Inner and Outer Core Areas and the surrounding Town Centre mixed use areas.

Strategic Context

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

National Policy

- 5.20 PPS4, Planning for Sustainable Economic Growth, provides that local planning authorities should 'set out a strategy that positively and proactively encourages economic growth' including identifying centres and defining the extent of the primary shopping area.

Core Strategy

5.21 The most relevant policies are:

- SD1 Sustainable Development Locations
- SD2 Delivering Facilities and Infrastructure
- SD3 Community Facilities
- CE1 Centres and Employment Hierarchy and Classification
- CE2a Town Centre
- UR1 Regeneration Areas
- UR2 Built Design and Character
- PR2 People-Friendly Streets
- TA1 Accessibility and Changing Travel Behaviour
- TA2 Walking and Cycling
- TA3 Public Transport
- TA4 Roads and Traffic
- TA5 Parking

Development Policies

5.22 The most relevant policies are:

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

Sustainability Appraisal

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

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

General Development Principles

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

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

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

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

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

Employment;

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

This development will be accommodated as follows:

1. Mixed Use – The following areas have been specifically designated for mixed use, ie. a mixture of residential and commercial uses. Proposals for single uses will be evaluated for their contribution and effect on the overall mix of uses in the area. Further detail on appropriate uses for specific sites will be provided through Master Plans and/or the Town Centre Area Action Plan:
 - i. Area of the Town Centre specifically designated as 'Town Centre Mixed Use' – Selected streets leading to the heart of the Town Centre and adjacent to the retail core are designated as 'Town Centre Mixed Use' on the Proposals Map where a range of residential, shopping, office and appropriate leisure uses are supported.
 - ii. Cowdray Centre – The Cowdray Centre is designated for 'Mixed Use Redevelopment'. This should provide a range of uses within the categories of retail, residential, leisure, hotel, and employment. The residential element shall comprise no more than 50% of the site area and existing businesses will be encouraged to remain. Development of the site should also deliver improved connectivity to the Town Centre and North Station for vehicles (especially public transport), pedestrians and cyclists; and a green link between Highwoods Country Park and Leisure World/Castle Park. In addition land should be safeguarded for a potential future vehicular link under the railway to Turner Rise.
 - iii. Turner Rise – The retail park at Turner Rise is designated as a Urban District Centre in the Core Strategy. As detailed in Core Strategy Policy CE2b proposals for new development should provide an improved public realm, urban character and a more diverse mix of uses.
2. Residential - Upper floors in appropriate Town Centre Mixed Use developments and infill sites in the Town Centre fringe and North Station Master Plan area will help deliver the Council's housing targets.

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

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

3. Employment-

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

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

- 5.27 Uses within the Town Centre will be further defined by the work detailed below, with the general support for mixed uses tailored to ensure that future development builds on the strengths of existing uses and local character. The Master Plan for the St. Botolphs area, for example, provides for a Cultural Quarter to the east of the Town Centre core underpinned by the new Firstsite art gallery, while retail uses are focused in the core areas of the Town Centre. The Council is giving careful consideration to the balance of uses in the Town Centre to maintain levels of street activity throughout the day and evening as well as preservation of amenity and character. This is to be achieved through traffic management and public realm improvements as well as by directing new development to the most appropriate locations for different uses. Town Centre sites are the most sustainable locations for new hotel capacity, but a Hotel Study commissioned by the Council has also identified potential edge of centre and out-of-centre sites at Sheepen Road/Middleborough and the Cowdray Centre which could provide capacity if a Town Centre site was unavailable. Residential uses will be supported where compatible with surrounding uses, in particular in new mixed use developments and in order to bring upper floors back into use. Upper floors of commercial premises may also be appropriate for office use. The Development Policies DPD provides more detailed guidance on the appropriate percentage of retail uses within primary and secondary shopping areas of the Town Centre as well as criteria for judging appropriate uses in the surrounding mixed use areas. The boundaries for these areas are illustrated on the Proposals Map.

- 5.28 The North Station Master Plan will refine the preferred uses for specific areas within the North Station Regeneration Area. In general, mixed commercial and residential uses are considered appropriate for the area given its good links to rail and bus transport and its proximity to the Town Centre. The Core Strategy identifies it as a preferred location to help deliver 40,000sqm of office space. The Cowdray Centre and Turner Rise are identified as specific sites for mixed use (Core Strategy Tables CE1a and b.) The Council values existing businesses within the Cowdray Centre and will look to retain or relocate them within any redevelopment proposals.
- 5.29 Design for new development within the Town Centre and North Station Regeneration Area should result in sympathetic high quality designs which create active street frontages and contribute to the enhancement of the public realm in line with appropriate Core Strategy Policies and the Development Policies DPD.

Key Areas within the Town Centre and North Station Growth Area

- 5.30 General guidance for key areas will be supplemented by more detailed Master Plans and guidance as follows:
- 5.31 **Town Centre** – An Area Action Plan for the Core Area and St Botolphs quarter of the Town Centre is proposed, providing a comprehensive approach to the phasing and delivery of a number of projects and strategies for the area which include:
- Public Realm Strategy – This will provide a unified approach to streetscape improvements, lighting, landscaping and frontages.
 - Historic Town Centre Improvements – The Council, in partnership with the County Council and transport operators, is developing a co-ordinated plan for traffic management and improvements to public transport, pedestrian and cyclist facilities for the Core Area of the Town Centre. Cycle improvements will be developed in line with the Colchester Cycling Town Strategy. The work will also look at using ‘smarter choices’ travel plan techniques to change travel behaviour assist in management of traffic and make best use of the transport infrastructure.
 - Further detail on the guidance provided in the Development Policies DPD on specific appropriate uses within the Inner and Outer Core Areas of the Town Centre and Town Centre fringe (including St Botolph’s).
- 5.32 **St. Botolph’s** – A Master Plan for the south-east area of the Town Centre was adopted by the Council in 2005 as Supplementary Planning Guidance and has provided the foundation for the phased enhancement and mixed use redevelopment of the area. The Area Action Plan noted above will provide an opportunity to revisit the Master Plan and adjust elements of it to account for changing circumstances and new approaches to the coordinated delivery of public realm and transport infrastructure. Key projects for the area include:
- Firstsite Building – community arts centre
 - Berryfields Park – new open area behind Firstsite and the Town Wall
 - Cultural Quarter – includes creative business hub, hotel, retail, residential and restaurants
 - Public space enhancement at St Botolph’s Priory ruins
 - New Magistrates building
 - Vineyard Gate retail development including provision of a new pedestrian/cycleway bridge across Southway
 - Public transport facilities including improvements to Colchester Town Station and replacement facilities for the bus station
 - Redevelopment of Britannia car park for low carbon housing
 - Magdalen Street Multi Storey Car Park to reinstate parking capacity lost during regeneration.

5.33 **North Station** – A Master Plan is currently under development and scheduled to be adopted as a Supplementary Planning Document in 2010. The vision for the area is to create a welcoming ‘front door’ to the Town, set within a balanced mix of uses focused around four distinct places:

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

Delivery and Implementation

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

1. **Essex County Council** – Measures to reduce Town Centre traffic are under development which provide for comprehensive traffic management, as well as improvements to public transport and cycling/pedestrian improvements to support the Town Centre’s vitality. The work will look at using “smarter choices” travel plan techniques to change travel behaviour, assist in management of traffic and make best use of the transport infrastructure. Consultation will take place with transport providers and Town Centre users, including the Cycling Town Partnership, and businesses.
2. **Developers** – The Council seeks to ensure that a corporate and interdisciplinary approach is applied to working with developers on major schemes. Dedicated project teams are led by the Regeneration Team to coordinate Council action and help implement development. Contributions will be sought from developers to fund infrastructure, public realm and travel plans.
3. **Town Centre businesses** – The Council’s Enterprise and Regeneration Team works closely with both individual businesses and business associations such as the Chamber of Commerce.

4. Statutory and other stakeholders – Colchester’s prominence as an historic town means that the involvement of English Heritage is an essential element of Town Centre development. The Council also seeks guidance from Inspire East, via their Design Review Panel sessions, on proposals from developers or third parties. The Environment Agency is a key consultee for Town Centre fringe developments in areas at risk of flooding.
5. Network Rail and the Train Operating Company – these two bodies have been closely engaged in the development of the North Station Master Plan. They have influenced the plan, and are to make investment in the station to make it more welcoming. Initial investment is to be made through joint National Station Improvement Programme and Cycling Town funding. Further enhancements will need to be funded through private/public sector funding.

East Colchester Growth and Regeneration Areas and the University of Essex

- 5.35 This area of Colchester has experienced considerable change in recent years. Large residential schemes have been built, are under construction or have been granted consent and a number of commercial developments have also been built including B&Q and smaller premises.
- 5.36 Despite all this activity, much remains to be done in the area. Many former industrial sites still lie dormant and there are problems of pollution and environmental decay at the Hythe. Through traffic levels remain high and alternative transport options and traffic management measures need to be introduced, particularly to help with improving public transport. By the end of the plan period it is expected that approximately 2600 new homes will have been built in East Colchester. Plans for the University Knowledge Gateway are also at an advanced stage.

East Colchester Regeneration and Growth Areas

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

Strategic Context

Core Strategy

- 5.38 The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to East Colchester. The most relevant policies are;
- SD1 Sustainable Development Locations
 - SD2 Delivering Facilities and Infrastructure
 - SD3 Community Facilities
 - CE1 Centres and Employment Hierarchy and Classification
 - CE3 Employment Zones
 - H1 Housing Delivery

Sustainability Appraisal

- 5.39 Redevelopment in East Colchester will contribute to the regeneration objectives for this area and the Borough's housing and employment figures. Regeneration of brownfield sites will reduce the need for development on greenfield land, which will help to protect landscape character. The area is currently untidy and underused; redevelopment will improve the character, appearance and attractiveness of the area. There are a number of services and facilities already in the area which can be enhanced through further development and the Town Centre is approximately 1.5 km away. There is good access to employment, education and food retail facilities. Hythe railway station has been upgraded to allow 12 car trains to stop, allowing a more frequent train service to the area, enhancing access for people to and from the area. There are frequent bus links to the Town via a number of routes which go on to serve the University and the major residential area of Greenstead.

- 5.40 A significant part of the area is within Flood Zone 3, where there is a high probability of flooding. The sequential test has been applied within the Regeneration Area and has demonstrated that there are no reasonably available alternative sites in areas of lower flood risk and so development is acceptable in principle. Residential uses should be directed to upper storeys and commercial development should be included on the ground floor. Flood Risk Assessment will be required for all development proposals which will need to demonstrate that development will not increase flood risk and that safe access and egress can be provided.
- 5.41 Land has been allocated for expansion of the University of Essex. Despite being greenfield land, this option makes efficient use of land in that it retains all University buildings together at one location close to the other academic departments, student facilities and services. This can help reduce the need to travel and dependency on the private car as the primary mode of travel. This will prevent the need to allocate other areas of land at alternative locations in the Borough. Allocating the site will help support Core Strategy employment targets and improve educational opportunities by increasing the range of courses available at the University. Landscape and biodiversity enhancements will be important considerations in any future planning application for the site and the proposal must demonstrate how the impact of settlement coalescence has been minimised.

General Development and Design

- 5.42 It is important to note that all policies contained within this chapter must be read alongside the Development Policies DPD which sets out the standard planning criteria applicable to all forms of development. The relevant criteria will be used to assess the suitability of any proposal in addition to the following detailed policy guidance.
- 5.43 The Local Plan sought the creation of a suitable balance and mix of appropriate uses in all developments in the East Colchester Regeneration Area. Although it is still desirable to achieve a mix of uses and a sustainable new community the previous approach was not successful. It applied to all individual sites and did not take account of the high development costs in the area and a lack of market demand for commercial premises.
- 5.44 A more pragmatic approach will be taken in the Site Allocations DPD which recognises the role of Whitehall Industrial Estate and the future University Knowledge Gateway as providing the main centres of employment in the area. There is however a place for uses other than residential and these will be actively encouraged. The flood risk requirements will also ensure that a satisfactory overall balance of uses is achieved by preventing residential uses on ground floors in higher flood zone areas (See 'Making Space for Water', DEFRA). Flexibility in planning for areas of brownfield land prone to flooding will be built in to allow for adaptation over time and to respond to changing conditions - e.g. time-limited permissions, the inclusion of flood resilience measures in building designs and site allocations according to risk. Planning for flood risk (both fluvial and from surface runoff) and climate change management is better provided at a Master Plan stage, where development location, use, layout and design can be organised according to risk and certainly prior to the submission of any planning application. As part of this requirement to promote mixed use schemes, the following types of development will be required or promoted in the area:
- 5.45 **Housing** – In recent years there has been a high proportion of flatted developments in the East Colchester area. In future a more balanced mix of type, size and tenure will be required in accordance with the Strategic Housing Market Assessment.
- 5.46 The Core Strategy identifies that approximately 2600 new dwellings will be built in East Colchester between 2001 and 2021. A number of developments have been completed, such as Albany Gardens and the remaining sites identified below are shown on the Proposals Map as being allocated for predominantly residential or mixed use purposes. There are other smaller areas allocated as predominantly residential on the Proposals Map. They are not specifically listed below but may be acceptable for additional housing.

Policy SA EC1 Residential development in East Colchester

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

The following sites will deliver housing in accordance with the Core Strategy. Sites and figures are indicative and represent estimated capacity or number of units outstanding at 1.4.08 and shown in the housing trajectory and SHLAA;

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

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

- 5.48 **Leisure** – This range of uses could make a major contribution to the regeneration objectives for the area. East Colchester is in need of an urban park/public space as a major community facility and a focus for the area. A multi-functional space incorporating soft and hard landscaping and indoor/outdoor sports and recreation facilities is planned for the area and is expected to be delivered during the lifetime of the plan. Sports-based leisure development – to provide for such facilities as indoor tennis, cricket, and football – requiring large buildings, may be suitable on large sites within substantial areas allocated for mixed use developments, subject to design/townscape requirements.
- 5.49 The river itself will provide a major opportunity for leisure use and associated development, which it is intended to promote as far as practicable and environmentally desirable. The river also provides an opportunity to improve and develop the Borough's Strategic Green Infrastructure network. Developments which abut the river, will be expected to include provision for such development or indicate how they will contribute towards the promotion of river-based recreation.
- 5.50 The existing network of pedestrian/cycle green links will be improved and extended to facilitate and improve accessibility within the East Colchester Growth Area and beyond. Extending these links to the improved King Edward Quay, the regenerated Hythe Station and all the way to the Town Station and Rowhedge will encourage a transportation modal shift, healthy lifestyles and will attract leisure users to the area.
- 5.51 The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as falling into the Wivenhoe/Greenstead and Garrison/Rowhedge sectors. The National Cycle Network uses the Wivenhoe Trail to link together Wivenhoe, the University, the Growth Area and the Town Centre. There is a mix of segregated on and off road routes. Internal cycle linkages rely mainly on unsigned residential roads and improved connections to the National Cycle network are required. The Cycling Town strategy seeks to improve the connectivity and facilities to the Hythe Railway Station.
- 5.52 **Community uses** – These types of uses will be important in enabling community activity to take place especially where that activity meets the needs of the local community, creates community cohesion, and enables volunteering and community led activity to thrive. They will also be important in enabling agencies to deliver their services locally especially where those services meet the needs of the local community. An existing community centre has been built and is well established within the area but during the lifetime of the plan this facility is likely to need extending to meet increased demand. Additional provision can be met in community halls; youth centres; converted houses, flats or shops; scout huts or halls; or rooms attached to faith, school or medical buildings. Development proposals will be expected to show how they will provide or make satisfactory contribution towards them.

Policy SA EC2 Development in East Colchester

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

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

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

Key Areas within the Regeneration and Growth Areas

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

Area 1: Former Timber Dock and adjacent sites

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

Land Uses

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

Enhancement measures

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

Policy SA EC3 Area 1: Former Timber Dock

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

Area 2: King Edward Quay, Coldock and adjacent sites

- 5.57 This area formed the old core of Colchester Port, but commercial use of the quays has now ceased. The surrounding area is a mix of small traditional industrial uses but a number of sites are vacant, derelict, or contain unsightly uses which would need to be redeveloped or relocated to promote the overall regeneration objectives. For any industrial uses which remain, e.g. the electricity transformer site, the relationship with new development will be important, and uses which provide a suitable interface to those should be encouraged.
- 5.58 Most of this area lies within Flood Zone 3 which poses constraints to the use and nature of new developments. To provide for the most effective way of dealing with risk from flooding, developments within this area should accommodate less vulnerable uses, e.g. offices, retail, civic, commercial and industrial. These uses also provide a good means of integrating with residential uses in this area. Buildings within this area should be water resilient, water resistant or elevated, and provide a degree of robust flexibility for adaptation to climate change and flood risk environment over time. Residential development should be restricted to upper levels in Flood Zones 2 and 3a. Parks, recreation areas and public spaces can be situated within the Flood Zone 3 as they are less vulnerable to flood risk, are water compatible, and provide a valuable flood storage function as well as a good means of integrating with other uses in this area.

- 5.59 Of particular importance will be the relationship of development to the river both in visual and use terms. Small-scale leisure, business and community uses will be preferred, although residential and small-scale retail/service uses (to serve the local area only) may also be acceptable. Landmark buildings of more significant height will be appropriate to mark the entrance gateway at Colne Causeway and the termination of the site at Coldock.
- 5.60 The quay surface and part of the river wall have been regenerated, with new block paving, lighting and seating to create quality public open space, and set an exemplar for developments which will front the quay. The quay itself remains public highway with a speed limit of 30mph, and it is likely that this status will need to change to facilitate development along the river frontage, although a public right of way on foot and on bike, at least, would need to be retained.
- 5.61 The existing network of pedestrian/cycle links should be improved and extended to facilitate and improve accessibility across and within the area and to facilitate a modal shift. Green link connections between the various developments fronting the river, the future urban park, Hythe Station, Rowhedge and the University of Essex should be facilitated for the benefit of existing and future residents in East Colchester and adjoining areas. Development adjacent to the river front will be expected to provide a continuous footpath and cycle route linking to Rowhedge and contributions from other developments in the vicinity will help facilitate this. Pedestrian/cycle bridges across the river will be encouraged to facilitate a better integration of the area.
- 5.62 Developments in this area will be expected to contribute proportionately towards infrastructure and environmental enhancements. Flood Zone 3 would be a suitable location for a minimum of 2.5 acres/1 hectare of urban multi-functional space incorporating soft and hard landscaping and indoor/outdoor sports and recreation facilities. This space should be robustly designed to accommodate more frequent and higher volume floods in the future with minimal maintenance. Parking can also be accommodated, but should be incorporated creatively so that it does not dominate the space.

Policy SA EC4 Area 2: King Edward Quay

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

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

Area 3: Magdalen Street

- 5.63 A number of recent developments, such as housing and the Foyer Project, together with the abandonment of the Eastern Approaches road, have begun the process of regeneration. A new food store has been built which partly addresses a need for local shops identified in the Local Plan. Any further retail development proposed shall be of a scale to serve the local area only and shall not prejudice other nearby local shopping centres.
- 5.64 The Site Allocations DPD seeks to continue these initiatives by consolidating and extending the residential area to the north of Magdalen Street and retaining the mix of small-scale commercial and local service uses elsewhere.
- 5.65 One of the main issues in this area is the high volume of through traffic, which is likely to continue to grow in the future. Measures are being investigated, as part of the overall 'East Colchester Rapid Transport Corridor Study', to reduce car traffic and promote public transport to support growth. Walking and cycling routes are being enhanced through the Cycling Town Initiative with improved links to the Hythe Station. This is important in both transport and environmental terms, especially as the amount of housing in the area grows. New developments should therefore produce the minimum amount of car traffic and maximise the potential for public transport use, cycling and walking. Land is safeguarded on the Proposals Map for future transit corridors into the Town Centre serving East Colchester and beyond.
- 5.66 A development brief for Magdalen Street has been adopted as a Supplementary Planning Document, which sets out in more detail the locational, design, townscape and transport criteria, which will be applied to proposals.

Policy SA EC5 Area 3: Magdalen Street

To the north of Magdalen Street, housing areas will be extended and consolidated, but other small-scale uses will be permitted provided they are compatible with the overall housing proposals. Development of sites adjacent to the railway line will be expected to safeguard land for a future transit link. Development will also be expected to safeguard land and secure contributions towards the proposed footpath / cycleway through the development areas on the north side of Magdalen Street, between St. Botolph's Roundabout and Brook Street. New development on the south side of Magdalen Street shall continue the existing mix of commercial, industrial, service and retail uses. Proposals must not adversely affect the amenity of neighbouring housing areas.

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

Area 4: Hawkins Road

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

- 5.68 The Colne Harbour SPD by David Lock Associates Ltd makes the following observation about the Hawkins Road area:
- ‘Reconfiguration of the existing industrial uses to accommodate a greater density of employment activities will be a key development aim, enhancing the employment quarter with improved transport accessibility and a strong relationship with the Hythe Railway Station’ (para. 6.164, p. 85)*
- 5.69 Proposals elsewhere within the SPD imply that the proximity of Hawkins Road to a refurbished Hythe Station and adjacent leisure amenities will create increased upward pressures on land values which will act to drive spatial use in the area towards office-centred and residential growth.
- 5.70 Future plans for the Hawkins Road area must therefore recognise the following:
- The importance of the area as an “island” of economic activity for residents of adjacent wards – especially for residents of St Andrew’s Harbour and New Town;
 - That the current level of employment within the area is maintained, and ideally increased. It is, however, recognised that the nature of the sectors providing that employment will shift towards the service sector and towards commercial accommodation which is office-based rather than industrial; and
 - The potential for the area to accommodate a Business Incubator Unit to support local enterprise development.
- 5.71 This whole area is within Flood Zone 3 which requires less vulnerable uses on the ground floor of new developments and/or the use of flood resistant buildings etc. A vertical mix of uses would be an option in this area, e.g offices, light industrial units and community uses on the ground floor with residential above. Riverside sites on the western side of Hawkins Road are likely to be developed with mixed-use but predominantly residential accommodation. There is an opportunity to plan for a more intensive employment use of the sites on the eastern side of Hawkins Road. This could enhance the range of employment opportunities, attract residents to the Hythe area, and help to create a sustainable community.
- 5.72 An extension of the green links network to connect across the river and to Hythe Station is planned and a cycle route will be provided along an upgraded Hawkins Road during its redevelopment.

Policy SA EC6 Area 4: Hawkins Road

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

University of Essex

- 5.73 The Council recognises the important role of the University and how it can support the future development and economic prosperity of the Borough. The Knowledge Gateway is an integral part of the East Colchester Growth Area and is allocated as a Strategic Employment Zone. Constraints within the existing campus make academic expansion there difficult if not impossible. The need for new buildings to accommodate new academic developments and maintain the University's high reputation is recognised and reflected in the allocation on the Proposals Map. The Council also recognises the importance of retaining settlement separation between Colchester and Wivenhoe, which is supported in the Assessment of Open Countryside & Settlement Report (2009). Built development is therefore restricted to the area closest to existing buildings. No additional land has been allocated for residential development as this location does not accord with the housing strategy in the adopted Core Strategy and there are sufficient sites elsewhere in the Borough. In accordance with PPS7 the facilitation of appropriate sport and recreation uses maybe appropriate in the countryside particularly where they improve public access. It is not therefore considered necessary to allocate additional land for sports use in the vicinity of the University.
- 5.74 Approximately 1.2 hectares of the allocated site falls within Flood Zone 3. Any development proposal will need to be supported by a Flood Risk Assessment and satisfy the Sequential Test and the Exceptions Test as this type of development is 'more vulnerable' in the flood risk vulnerability classification (Table D2) in PPS25. A well designed scheme which restricts development to Flood Zone 1 land within the site curtilage and which provides open space areas towards the river frontage could help reduce the future flood risks both to people and the buildings. Buildings should incorporate flood resilience measures as good practice and the use of SuDS should be explored.
- 5.75 The Open Countryside Assessment Report suggested that development south of the campus could lead to visual coalescence with existing campus buildings but also that this issue could be mitigated through a high quality landscape enhancement scheme and therefore any future development will be expected to incorporate this.
- 5.76 The site is situated immediately beside the Colne Estuary. It falls approximately 3km from the boundary of the Essex Estuaries SAC and is located within 0.4km of the Upper Colne Marshes SSSI. Wivenhoe Park is a designated Local Wildlife Site (Co148) and this covers the north-west part of the allocation. As this is greenfield land inevitably there will be an adverse impact on local biodiversity and any future development of the site will be expected to include biodiversity enhancements that help support habitats and species targets included in the Essex Biodiversity Action Plan.

Policy SA EC7 University of Essex Expansion

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

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

Transport and Access

- 5.77 In addition to complex movement patterns within the area from a wide range of land uses and high-density housing, East Colchester also acts as the main through route from the eastern side of Colchester and the Tendring Peninsula into Whitehall Industrial Estate and the Town Centre.
- 5.78 To try to address these issues the Council is working closely with the County Council on the East Colchester Rapid Transport Corridor Study. The study has identified additional transport improvements that are required in the short, medium and long term.
- 5.79 In the short term these include protecting and enhancing the current major bus corridors in the area:
- Elmstead Road, Greenstead Road, East Street, East Hill, High Street
 - Greenstead Road, Hythe Station Road, Hythe Hill, Barrack Street, Magdalen Street
 - Colne Causeway
- These include bus priority measures, improved bus shelters and real-time bus information, increased off bus ticketing (e.g. vouchers, pre paid tickets), increased service frequencies, extended operation and modern high quality buses.
- 5.80 It is considered necessary to secure land for transit links before further developments in the area take place. The Colne Harbour Masterplan identified the potential for a link via Recreation Road to support growth in the area in the medium term. Land from the junction with Colne Causeway to Recreation Road should be safeguarded from development (alongside the foot/cycle path described in para 5.84). To cater for long term growth upto and beyond 2023 a strip of land to the south of the existing rail line should be safeguarded for a transit link between Hythe Station Road and Colchester Town Station. The safeguarding strip of land required will be at least 12 metres from the existing rail line, albeit the exact requirements for safeguarding shall be agreed on a site by site basis as development comes forward - either within an agreed Development Brief that outlines the principles of redevelopment for sites, or as part of the planning application process.
- 5.81 Colchester Borough Council in conjunction with the County Council continues to develop a Park and Ride Strategy for the town, with the northern site likely to be delivered in the next few years. This strategy may include other possible Park and Ride sites around the town, one of which may serve East Colchester and Tendring.
- 5.82 Due to the proximity of East Colchester to the Town Centre, the University, and the Whitehall Industrial Estate, a significant proportion of local trips are made by walking and cycling and need to be preserved. As part of the development in the area a network of shared use foot/cycle paths will be delivered for both commuting, shopping and leisure trips. Provision will be made within and beyond the Regeneration Area for the proposed Rowhedge Trail to connect into the river front public realm areas, the existing network and the new bridges across the River Colne, connecting the east and west banks of the river and the surrounding area. A cycle/foot path link between Colne Causeway and Recreation Road will also be delivered. The Colne Harbour SPD sets out these links.
- 5.83 Contributions will be sought from private development and other funding sources including Growth Area Funding towards these transport improvements and others that may be identified as part of the East Colchester Rapid Transport Corridor Study. All new developments will be expected to fund improvements to public transport, cycling and walking as well as contribute towards the East Colchester Rapid Transport Corridor Study.

- 5.84 A comprehensive programme of Travel Planning and promotion of “smarter choices” is required. Residential Travel Packs will be required for developments of 10 or more units. For non-residential development, organisations with 50 or more employees will need a Travel Plan.
- 5.85 The Council’s transport strategy for East Colchester is predominantly based on access to sustainable modes of transport. There will however also be a need to provide improvements to the highway network which new development will contribute towards including improvements to Greenstead Roundabout. Some developments such as the University Research Park have already contributed or committed to contribute towards highway network improvements.

Policy SA EC8 Transportation in East Colchester

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

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

Protecting and enhancing the Natural Environment

- 5.86 Although East Colchester is largely urban, there are important green links providing attractive spaces and wildlife corridors along the upper River Colne. Parts of the area are protected by national and local environmental designations.
- 5.87 The level of protection effectively precludes virtually all development on the marshes and would have a significant influence on any proposals that would alter the regime of the river. These areas (especially the SSSI) are particularly valuable for their nationally scarce and otherwise diverse plants. They also support varieties of invertebrates together with breeding and wintering birds.

Delivery and Implementation

- 5.88 The successful implementation of all these initiatives in a comprehensive and integrated manner is likely to depend upon the involvement of a range of external organisations and funding sources, in both the public and private sectors. These could include agencies such as the Homes and Communities Agency, Essex County Council, the East of England Development Agency, English Heritage, Natural England and the Environment Agency, and funding sources such as Growth Area Funding and the Heritage Lottery Fund.
- 5.89 The Council is investigating the potential for, and where appropriate will pursue, initiatives such as joint ventures and development trusts. If necessary, and in the interests of the proper planning of the area, the Council will consider using its compulsory purchase powers to achieve the policy objectives for the area in a comprehensive and integrated manner.
- 5.90 The Council recognises that several schemes for important sites have already been granted planning permission. Where detailed schemes have yet to be granted planning permission, or where revised proposals are put forward, the Council will seek to secure the community benefits specified below and in the Colne Harbour SPD as appropriate for each site development by means of legal agreements before any permissions are granted. Where it is considered that proposals would or could prejudice the overall strategy of the LDF, these will be refused as being prejudicial to the proper planning of the area.

Garrison

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

Garrison Regeneration Area and South Growth Area

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

Strategic Context

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

Core Strategy

- 5.94 The most relevant policies are:
- SD1 Sustainable Development Locations
 - SD2 Delivering Facilities and Infrastructure
 - SD3 Community Facilities
 - CE1 Centres and Employment Classification and Hierarchy
 - H1 Housing Delivery

Development Policies

- 5.95 The most relevant policies are:
- DP1 Design and Amenity
 - DP4 Community Facilities
 - DP12 Dwelling Standards
 - DP16 Private Amenity Space and Open Space provision for new residential development
 - DP17 Accessibility and Access
 - DP19 Parking Standards

Sustainability Appraisal

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

General Development and Design

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

Policy SA GAR1 Development in the Garrison Area

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

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

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

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

Employment -

Business Uses

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

Retail

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

Open Space

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

- 5.98 554 housing units were delivered at the Garrison as of April 2008 in line with the adopted Master Plan for the area. The economic downturn has slowed progress of residential development, but the long term aspirations and designations in the Master Plan are considered to remain appropriate guidelines for future development. Residential development encompasses a range of densities within the housing areas to provide a wide variety and mix of dwelling types and tenures including a target of 25% affordable housing. The Master Plan provides for relatively higher densities at the northern end of the Regeneration and Growth Area, given the site's location near the Town Centre and with access to good public transport connections.
- 5.99 In addition to the employment provided within the part of the Garrison area retained for military use, employment uses are also allocated on the Proposals Map at a site on Berechurch Road and within a mixed commercial/residential development at Flagstaff and Napier Roads (including the Arena Site).

- 5.100 Retail uses to serve local convenience shopping and service needs are provided for at the main Garrison neighbourhood centre off Butt Road as well as at a smaller centre to the south of the Regeneration and Growth Area. The neighbourhood centres also include a nursery at the smaller centre. A number of other community, education, health and leisure uses, not allocated specifically but identified in the Master Plan, are spread throughout the predominantly residential areas of the Garrison to support the objective of creating a sustainable urban village. In particular, several buildings within the old Garrison are to be transferred to the Council for community uses such as sports facilities, theatre, meeting spaces and health. Abbey Fields is to be retained as a key landscaped open area which forms an important element in a north-south green link through the Garrison. The Proposals Map shows a 2.5 hectare extension to the existing cemetery. The need for this was originally identified in the Local Plan and the Master Plan subsequently set a boundary for the extension.
- 5.101 The Garrison area incorporates a number of important historical and archaeological features such as the historic buildings of the Garrison itself as well as underlying remains, including the only Roman circus ever found in Britain. Redevelopment of these sites needs to ensure enhancement and preservation of these features, which in the case of the Roman circus has involved reworking of plans to avoid building over the site.
- 5.102 The planning permission including a Section 299A Agreement (Town and Country Planning Act 1990) for the Garrison Urban Village includes substantial works and financial contributions towards improvements to the highway network as well as public transport in the vicinity of the site and South Colchester. The permission also requires the delivery of a substantial package of improvements to existing and provision of new cycle and pedestrian links, in particular to help overcome the severance of the inner ring road separating the Town Centre from the northern edge of the Garrison area. The permission also includes the need to provide Travel Plans and Travel Packs.

Delivery and Implementation

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

North Growth Area

- 5.104 As set out in the adopted Core Strategy, North Colchester is expected to be the focus of significant new development over the next 15 years. Existing allocations for both employment and residential development have been rolled forward from the Local Plan and additional housing growth is supported in the Core Strategy.
- 5.105 North Colchester is identified as a Strategic Employment Zone in the Core Strategy and the Haven Gateway Framework for Growth. There is approximately 100 hectares of employment land allocated, which provides good access to the strategic road network – the A12 and A120.
- 5.106 Housing allocations are expected to deliver at least 5000 new homes between 2008 and 2023 including provision made in the Core Strategy for an urban extension to deliver a minimum of 2200 homes.

Strategic Context

Core Strategy

- 5.107 The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the North Growth Area. The most relevant policies are;
- SD1 Sustainable Development Locations
 - SD2 Delivering Facilities and Infrastructure
 - SD3 Community Facilities
 - CE1 Centres and Employment Classification and Hierarchy
 - CE3 Employment Zones
 - H1 Housing Delivery
 - TA1 – 5 Transport and Accessibility Policies

Sustainability Appraisal

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

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

- 5.110 All the allocated housing sites within the Growth Area are very close to the established large job generators such as Severalls Business Park, the Hospital, and the Town Centre. Additional land will also be allocated for employment purposes, so future residents will be provided with good access to employment opportunities. The education authority has identified the need for early years and child care facilities and increased primary and secondary school capacity in the area. This is expected to be addressed as part of future development in the North Growth Area. The Open Space, Sport and Recreation Study identifies that North Colchester has a poor provision of allotments, and facilities for children and young people, and therefore the need for these will be considered. Open space will be required and consideration will need to be given to a strategic area of open space. The Haven Gateway Green Infrastructure Study identifies the opportunity to provide a green corridor and this will be explored as part of the Master Plan. Chesterwell Wood will be protected and the Landscape Character Assessment also identifies visually significant trees within the urban extension area. The landscape north of the A12 is important for maintaining separation between Colchester and villages to the north. Accordingly no development (except relocation of a service station, park and ride and appropriate recreational uses) will take place north of the A12.

General Development and Design Principles

Policy SA NGA1 Appropriate Uses within the North Growth Area

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

- Residential (minimum no. of dwellings) – 5000
- Employment – 47,600sqm B1 business uses, 29,900sqm for B2 industrial purposes and 70,500sqm for B8, storage and distribution uses.
- Community and educational facilities – new primary schools, early years and child care facilities, identification of a new secondary school site on a precautionary basis.

This development will be accommodated predominantly within the following areas;

Residential;

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

(* greenfield sites)

Employment (including land outside the Growth Area):

- a. Cuckoo Farm
- b. Severalls Business Park

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

All new development will be expected to provide on site infrastructure as well as provide or contribute towards off site infrastructure improvements to ensure the North Growth Area objectives are achieved.

Housing

- 5.111 Six main areas have been shown on the Proposals Map to accommodate residential development in the North Growth Area. There are other smaller areas allocated as predominantly residential on the Proposals Map but which are not individually listed below. If developed these will also contribute to the housing delivery targets.
- 5.112 The Strategic Housing Land Availability Assessment and the Housing Trajectory, set out the number of units the sites are expected to deliver, taking into account existing planning consents and information from developers/landowners and in Planning Policy Statement 3. Using this as a basis for calculating housing delivery it has been possible to establish that the six main sites (a-f above) within the Growth Area will deliver the required number of new homes, in accordance with the Core Strategy. Different scenarios can be used but an average density ranging between 35 - 40 dwellings per hectare depending on site specifics has been used to establish housing numbers on those sites without planning permission. Taking account of existing permissions, the outstanding number of units at 1.4.08, together with the new allocations, it is anticipated that at least 5000 dwellings will be constructed in the North Growth Area.

Severalls Hospital Redevelopment

- 5.113 Outline permission was granted for the site for 1500 new homes in accordance with an approved Master Plan/Design Brief. The accompanying S106 agreement set out requirements related to on and off site transportation, community and educational infrastructure. In accordance with Policy SA NGA4, the development will be required to contribute towards transport measures in the North Growth Area. Community Infrastructure Funding has already been secured to deliver the new A12 junction in advance of the development. Other sources of funding including The Regional Growth Fund and government incentives for house building will also be pursued.

North Growth Area Urban Extension (NGAUE)

- 5.114 A broad area of land in North Colchester was identified in the Core Strategy to deliver new housing. The actual boundaries to the sites are now defined on the Proposals Map. The area comprises approximately 110 hectares and will deliver a minimum of 2200 new dwellings. In addition to housing the new development will provide enhanced open space, including the retention of Chesterwell woods, and new education and community facilities which integrate with the existing community. The development is intended to commence later in the plan period when the new A12 junction and Northern Approaches Road are in place. A Supplementary Planning Document is being prepared which will guide the future development of this site.

Land at Axial Way

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

Land at Turner Rise

- 5.116 This allocation comprises a number of parcels of land with extant planning permissions. Approximately 200 units had been built by 1.4.08 and a further 467 units remain outstanding. The development has also delivered the Queen Boudicca Primary School which opened in September 2009.

Land at Severalls Lane (Cuckoo Point)

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

Land at The Myle (Former Royal London facility)

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

Housing Strategy

- 5.119 There is sufficient immediately developable land to exceed the dwelling targets set out in the Core Strategy. The Core Strategy includes some indicative phasing for the residential elements of the North Growth Area. The new greenfield sites in North Colchester are not expected to come forward until 2016 to ensure the Council's regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands, and to ensure delivery in accordance with the core strategy targets.
- 5.120 In particular a Supplementary Planning Document is being prepared for the North Growth Area Urban Extension to inform the layout of development, general planning requirements and transportation improvements. Work has commenced on this and the Supplementary Planning Document is expected to be adopted in 2010. The future development will incorporate a Neighbourhood Centre to the north which will include a range of facilities and will provide a focus for the new and existing community. Every effort has been made to 'future proof' the new A12 junction design to take account of growth planned for in the Core Strategy. However, the Highways Agency will expect Transport Assessments for the North Growth Area to identify impact and where necessary will seek contributions for improvements.

Policy SA NGA 2 Greenfield Sites in the North Growth Area

Residential development of the greenfield sites identified in Policy SA NGA1 is not expected to commence delivery until 2016. However, some flexibility will be allowed in phasing to allow development to be brought forward where monitoring proves it necessary to ensure housing delivery in accordance with agreed targets.

NGAUE Development will incorporate a minimum of 2200 new dwellings and make provision for the following;

- The creation of a neighbourhood centre
- The retention of Chesterwell Woods and other visually significant trees and hedgerows
- The provision of additional sports pitches and open space including allotments, green links and a landscaped buffer to the A12
- Education facilities (including secondary, primary, early years and child care)
- New community facilities
- On and off site sustainable transport and highway improvements including continuous links through the site for public transport, cycling and pedestrians
- Comprehensive travel planning to reduce the need to travel by private motor car
- Provision of a convenient, cohesive, safe and attractive walking and cycling network to ensure local facilities are accessible
- Provision of public transport infrastructure and services to meet local needs and link into the wider network

Employment

- 5.121 North Colchester is identified as a Strategic Employment Zone in the Core Strategy. The Colchester Employment Study 2007 indicates a need for approximately 106,000sqm of office floor space (use class B1a & B1b) in Colchester between 2004 and 2021. Approved developments already provide adequate capacity for projected office (B1) development during the plan period, including schemes in North Colchester. Although these approvals have not yet all been constructed no further additional office space will be permitted during the plan period in Employment Zones at the urban fringe. The strategy will seek to facilitate the delivery of new office development in and around the Town Centre in accordance with PPS4 (Planning for Sustainable Economic Growth).
- 5.122 The Colchester Employment Land Study indicates a need to accommodate 45,100sqm of gross new floor space of manufacturing (B2) and warehouse (B8) developments between 2004 and 2021. Assuming a floor space to land ratio of 0.4:1 is achieved in these developments, then a maximum of 11.3ha of land will be required.
- 5.123 Manufacturing and warehousing developments need good access to transport infrastructure, as well as being accessible to the workforce catchment. These developments also involve impacts that are not consistent with residential or mixed use environments (e.g. noise and heavy vehicles). In broad terms, the Employment Zone in the North Growth Area offers good access to the strategic road network and North Station, and is also reasonably well connected to the Town Centre and workforce catchments. The Colchester Employment Land Study considered that sites in this area offered good opportunities for business development. Furthermore, infrastructure improvements such as the new A12 junction will significantly improve access to the trunk road network.
- 5.124 At present, there is an ample supply of undeveloped employment land in North Colchester, predominantly at Cuckoo Farm but including smaller land parcels within Severalls Business Park and at Crown Interchange. Policy SA NGA3 sets out the type of uses that will be appropriate within the North Colchester Strategic Employment Zone including the indicative uses that have planning permission.

Policy SA NGA3 Employment Uses in the North Growth Area

Within the Strategic Employment Zone allocated on the Proposals Map and falling partly outside the Growth Area boundary, the following uses will be considered appropriate;

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

Transport Infrastructure

- 5.125 North Colchester is well located in relation to the Town Centre, the strategic road network and rail station. However, to accommodate the growth proposed successfully, it is important that an effective and integrated transport network is incorporated into development proposals. Table 6d in the adopted Core Strategy provides further details of the infrastructure to be provided in the North Growth Area. The Council will work in partnership with Essex County Council, the Highways Agency and developers to ensure the efficient circulation of traffic within the Growth Area and to improve connectivity with the surrounding area. The new A12 junction, the Northern Approaches Road, and the North Transit Corridor are subject of an approved planning application and will be jointly funded by the public and private sector.
- 5.126 As part of the Severalls development a package of transport measures has been agreed to provide road and public transport infrastructure. The North Transit Corridor will provide buses with a dedicated corridor to the station from the Community Stadium and Cuckoo Farm employment area.
- 5.127 Working with the County Council park and ride will be delivered to the north of the A12 accessed from the strategic road network via the new junction 28. This will be the Borough's first park and ride site and will help to reduce traffic flows on radial routes into Colchester and will also support regeneration of the Town Centre, reducing the need for Town Centre car parking. It is envisaged that the frequent park and ride bus service will use the new transit corridor, and the North Station Master Plan SPD will promote measures to improve the operation of buses in that area, and through to the Town Centre. Adjacent to the park and ride site provision will be made for the relocation of the North Colchester service station to allow the junction to be constructed.
- 5.128 The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as part of the Highwoods sector. Development in the area will be expected to provide and promote cycling in line with this strategy. The current cycle network relies mainly on unsigned routes on residential roads. Around the station area there are a number of signed and segregated facilities, however, the road network in the station area is complex, heavily congested and unattractive for pedestrians and cyclists. Except near the railway at the south end of the area, there are no dedicated east west routes which could provide access to the major employment areas, the hospital, schools and leisure opportunities. The main Colchester rail station is well located to serve the North Growth Area and journeys to work by train from the areas north of the station is high. The Council in partnership with the County Council and the Train Operating Company has developed a Station Travel Plan to encourage greater use of rail and travel to the station by more sustainable modes.
- 5.129 There are frequent radial public transport services from the station northwards along Mile End Road and Turner Rise to the hospital and onto Highwoods and Severalls/North Colchester Business Park. There is a lower frequency of service along Bergholt Road heading west. West to east movement from the major development areas will be difficult if the existing services are to be relied upon; new west to east services should be provided. Service patterns will need to be increased and greater penetration will be required into the greenfield development areas.
- 5.130 A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised Travel Planning. For the scale of development envisaged, area wide Travel Planning will be required. Residential Travel Packs will be required for developments of 10 or more units and measures delivered. Contributions to the Colchester Station Travel Plan will be sought where appropriate. For non-residential development, organisations with 50 or more employees will need Travel Plans and to join an area wide Travel Plan. Work has already started on developing an area wide Travel Plan for the existing Severalls Business Park.

- 5.131 The transport infrastructure that will be related to the North Growth Area Urban Extension (NGAUE) is identified in a statement of common ground between the North Growth Area developers, the planning and transport authorities. This statement was agreed during the production of the Core Strategy and now forms the basis for Policy SA NGA5.

Policy SA NGA4 Transport measures in North Growth Area

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

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

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

- a) New A12 junction 28
- b) Northern Approaches Road (Phase 3)
- c) North Transit Corridor
- d) North/South Capacity improvements (A133/A134) - the provision of additional off-site highway works at but not limited to the Colne Bank, Albert and Essex Hall Roundabouts are likely to be required
- e) Park and Ride and service station
- f) Improvements to the A133 Central corridor

Policy SA NGA5 Transport Infrastructure related to the NGAUE

The following infrastructure will be linked to the release of greenfield land in the NGAUE:

- Enhancements to the new A12 Junction 28
- A12 demand management and access control measures
- A comprehensive package of Travel Planning measures
- The North Transit Corridor
- Completion of the Northern Approaches Road
- Improvements to the A133 Central Corridor
- North/South Capacity improvement (A133/A134) - the provision of additional off-site highway works at but not limited to the Colne Bank, Albert and Essex Hall Roundabouts are likely to be required.
- A bespoke package of public transport, cycling and walking measures

The exact scale, timing and nature of this infrastructure will be determined through more detailed assessment as the planning process develops. The development of the NGAUE will be phased with the delivery of the infrastructure in accordance with the North Colchester Master Plan SPD.

Other Infrastructure

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

Phasing

- 5.133 The Core Strategy includes some indicative phasing for the residential elements of the North Growth Area. The additional units on greenfield sites are not expected to be delivered until 2016 to ensure the Council's regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands; and to ensure delivery in accordance with the Core Strategy targets. There is no phasing planned for the employment elements of the growth area.

Stanway Growth Area

- 5.134 As set out in the adopted Core Strategy, the western and south western fringes of Stanway are expected to be the focus of significant new development over the next 15 years. Existing allocations for both employment and residential development have been rolled forward from the Local Plan and additional growth is supported in the Core Strategy. Stanway is identified as a Strategic Employment Zone in the Haven Gateway Framework for Growth. There is approximately 16 hectares of employment land which provides good access to the strategic road network – the A12 and A120.
- 5.135 Existing housing allocations are expected to deliver approximately 1000 new homes by 2021 and provision is made in the Core Strategy for urban extensions to deliver a further 800 homes as a minimum by 2023.

Strategic Context

Core Strategy

- 5.136 The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to the Stanway Growth Area. The most relevant policies are;
- SD1 Sustainable Development Locations
 - SD2 Delivering Facilities and Infrastructure
 - SD3 Community Facilities
 - CE1 Centres and Employment Classification and Hierarchy
 - CE3 Employment Zones
 - H1 Housing Delivery

Sustainability Appraisal

- 5.137 Stanway was identified as a Growth Area in the Core Strategy. The preferred policy option sought to direct development towards accessible and previously developed locations, and encourage regeneration. The Sustainability Appraisal accompanying the Site Allocations DPD has looked in more detail at the actual sites being proposed for development.
- 5.138 In the Stanway Growth Area several sites have been identified which will contribute to the delivery of housing and new jobs in the Stanway Growth Area. As part of the Growth Area the need to travel will be reduced by encouraging compact and mixed use development at accessible locations. The sites will also support sustainable travel behaviour, investment in sustainable transport infrastructure and reduce car dependence. Owing to the size of the residential sites new community facilities will be required to support new residents. A Master Plan should be prepared for the sites to ensure that development in Stanway is comprehensively planned and that all necessary infrastructure is in place.
- 5.139 Greenfield sites should be more viable than brownfield sites which will ensure the provision of new facilities. Although the sites are greenfield they are located adjacent to existing development and the existing community will benefit from new facilities. As major housing developments, 10% of the site area will be provided as open space which will increase the amount of open space in the Borough, support healthy lifestyles and reduce the fear of crime.
- 5.140 Landscaping will help to soften the approach into Stanway and existing hedgerows should be retained where possible in addition to visually significant areas of trees and woodland (as identified in the Landscape Character Assessment).

- 5.141 Major improvements will be needed to the existing sewer system to provide capacity; without major improvements the sewer system is likely to flood either internally or externally. This issue will need to be resolved before development commences on any of the new housing sites. Land between the A12 and B1408 London Road is served by Copford sewage treatment works (STW), which is already operating at capacity, development should not commence until there is an increase to the discharge consent at this STW. Alternative means of sewage disposal to serve the allocated site would need to be agreed by both Anglian Water and the Environment Agency. Sustainable drainage systems (SuDS) should be provided to protect groundwater quality and levels, and reduce the risk of flooding.
- 5.142 Buffer zones should be created along the southern boundary of the sites in Warren Lane to protect Warren Lane Pit Local Wildlife Site and a buffer zone should be created between the A12/B1408 London Road to avoid settlement coalescence between Colchester and Copford.

General Development and Design Principles

Policy SA STA1 Appropriate Uses within the Stanway Growth Area

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

1. Residential (minimum no. of dwellings) – 1800
2. Employment – 36,500sqm (gross) B1 Business uses and up to 45,100sqm Industry and Warehousing.

This new development will be accommodated within the following areas:

Residential:

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

Employment:

- a. Tollgate
- b. Stane Park
- c. Westside Centre
- d. Land off London Road

A Master Plan will be prepared to ensure that the development is planned comprehensively and delivered in a co-ordinated manner. All planning applications will be expected to comply with the Master Plan and have regard to the following:

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

Housing

- 5.143 Four main areas have been shown on the Proposals Map to accommodate residential development in the Stanway area. There are other smaller areas allocated which appear in the Housing Trajectory and Strategic Housing Land Availability Assessment but are not individually listed below.
- 5.144 The Strategic Housing Land Availability Assessment and the Housing Trajectory, set out the number of units the sites are expected to deliver, taking into account existing planning permissions, information from developers/landowners and advice contained in Planning Policy Statement 3. This sets out how net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided. It therefore excludes normal requirements for public open space (10%), schools, community uses etc. A minimum of 15% of gross site area should therefore be discounted. Using this as a basis for calculating housing delivery it has been possible to establish that the four main sites within the Growth Area will deliver the required number of new homes, in accordance with the Core Strategy. Various scenarios can be used but an average density of between 35 - 40 dwellings per hectare depending on site specifics has been used to establish housing numbers on those sites without planning permission.

Lakelands

- 5.145 Outline permission has been granted for the site and 200 units have already been completed on this site as phase 1. Phase 2 has not commenced and will be the subject of a reserved matters application for approximately 600 dwellings.
- 5.146 A S106 agreement that is already in place includes a requirement for the construction of a by-pass, provision of a primary school site and community centre site/building, sports building contribution and open space. The land earmarked for the second phase of development at Lakelands is a Local Wildlife Site and environmental enhancements should be provided as part of the next phase of development of the site to mitigate for the impact on Local Wildlife Site Co62.

Site between the A12 and B1408 London Road

- 5.147 A boundary has been drawn following existing development of substantial depth in London Road. Part of the site is currently used for employment purposes and there is an extant permission for B1 use and open space on approximately 3 hectares of the land. It is proposed that an equivalent area within the overall site will be retained for employment purposes and open space with the location being determined through the Stanway master plan SPD. There will remain a site of approximately 10.5 hectares for residential purposes.
- 5.148 On a precautionary basis Policy SA STA1 makes it clear that development of this site cannot come forward until there is wastewater treatment and sewage infrastructure capacity to cope with the development.

Site between Dyers Road and Warren Lane

- 5.149 This site in its entirety covers approximately 8.5 hectares. However, it is understood that the site is currently in several ownerships and is affected by plans to extend the quarry. To be realistic about delivery it may therefore be necessary to phase the development as it is not certain that the full site area will be both deliverable and developable within the plan period. Any phasing requirements will be established through preparation of the Master Plan for the Growth Area.

- 5.150 The first phase of development is likely to comprise 3.3 hectares of land at the northern end of the site based on current information regarding the standoff distance for a proposed extension to the boundary of Colchester Quarry (Essex County Council Minerals DPD Issues and Options Site A13 Fiveways Fruit Farm).
- 5.151 In addition various smaller parcels of land totalling about 5.2 hectares are allocated for residential development in the future. They do however contain numerous trees which are subject to Tree Preservation Orders and any detailed proposals will need to have regard to this constraint.

Fiveways Fruit Farm

- 5.152 This site measures approximately 17.5 hectares but 6.3 hectares is constrained due to standoff requirements until further quarry work has taken place. A further 14 hectares of land is planned to be available for strategic public open space in future years.
- 5.153 The site is affected by plans to extend the quarry and accordingly it is proposed to phase development to reflect the need for a standoff distance. Post restoration of the quarry land as strategic area of public open space is planned to be provided and integrated with other restoration proposals.
- 5.154 The site lies in an area of some archaeological sensitivity being close to Gryme's Dyke (a Scheduled Monument), Gosbecks and only 600 metres north of the important Stanway Burial site. There would be a requirement for archaeological field evaluation prior to any development. If nationally important archaeological remains are discovered the development would need to be designed to ensure that these were preserved in situ. If archaeological remains of lesser importance are discovered, these would require excavation (preservation by record) prior to development.
- 5.155 Natural England is aware of a population of Jersey Cudweed *Gnaphalium luteoalbum* present on land comprising orchards and arable grassland within the quarry site. Jersey Cudweed is protected under Schedule 8 of the Wildlife & Countryside Act 1981 (as amended). Accordingly the following information should be provided in the form of an ecological survey by an appropriately qualified consultant, prior to any planning application being determined;
- What is the species concerned?
 - What is the population level at the site, or affected by the proposal?
 - What impact is the proposal likely to have upon the species present?
 - What can be done to mitigate against this impact?
 - Is the impact necessary or acceptable?
 - Is a licence required from Natural England/Defra?

Housing Strategy

- 5.156 There is sufficient immediately developable land to exceed the greenfield target of 800 dwellings. Additional land (phase 2) could come forward once the quarry extension has been dealt with. An area of strategic open space that would come forward post the quarry extension is also shown on the Proposals Map.
- 5.157 The Core Strategy includes some indicative phasing for the residential elements of the Stanway Growth Area. The 800 additional units on greenfield sites in Stanway are not expected to come forward until 2016 to ensure the Councils regeneration proposals on brownfield sites are not prejudiced. However housing delivery will be monitored and if necessary the sites will be brought forward earlier in response to changing market demands; and to ensure delivery in accordance with the Core Strategy targets.

- 5.158 A Master Plan will be prepared for the Stanway Growth Area to govern layout of development, detailed design considerations and general planning requirements. It is anticipated that work will commence in 2009 and the Master Plan will be adopted as a Supplementary Planning Document in April 2011.

Policy SA STA2 Phasing of Greenfield sites in Stanway Growth Area

Residential development of the greenfield sites identified in Policy SA STA1 is not expected to commence until 2016. However, some flexibility will be allowed in phasing to allow development to be brought forward where monitoring proves it necessary to ensure housing delivery in accordance with agreed targets.

Employment

- 5.159 Stanway is identified as a Strategic Employment Zone in the Core Strategy.
- 5.160 The Colchester Employment Study 2007 indicates a need for approximately 106,000sqm of office floor space (use class B1a & B1b) in Colchester between 2004 and 2021. The Core Strategy indicates that 36,500sqm of this office floor space should be provided in Stanway. Development at Stane Park (approved subject to S106 being completed) contains approximately 36,560sqm of floorspace. There are also a number of other uncompleted approvals for office development, including land at Tollgate.
- 5.161 Therefore, approved developments in the Stanway Growth Area already provide adequate capacity for projected office (B1a) development during the plan period, although these approvals have not yet been constructed. No additional office space will be permitted in Stanway during the plan period. It is important, for both sustainability and Town Centre vitality reasons, to ensure that new offices and business are delivered in the Town Centre and not only at the urban fringe. Therefore the Site Allocations DPD does not support further office development in employment zones at the urban fringe. The Strategy will seek to facilitate the delivery of new office development in and around the Town Centre in accordance with PPS4. The Stanway Growth Area already contains a number of services and facilities to meet the needs of businesses and employees within the Employment Zone. The current service provision is therefore considered to be sufficient and no additional services and facilities will be required.
- 5.162 The Colchester Employment Land Study indicates a need to accommodate 45,100sqm of gross new floor space of manufacturing (B2) and warehouse (B8) developments between 2004 and 2021. Assuming a floor space to land ratio of 0.4:1 is achieved in these developments, then a maximum of 11.3ha of land will be required. Future development at Stane Park is well related to the strategic highway network, highly accessible and expected to meet the identified need for additional good quality incubator premises across the Borough to accommodate and promote new and start up businesses. The Colchester Employment Land Study states that it is critical to make provision for small businesses, including proactive initiatives to link property provision with business support. The consultants who undertook the Colchester Employment Land Study carried out further more detailed work focusing on Stane Park in response to a planning application. It identified inclusion of incubator space in that area as a key recommendation and noted that the proposal would include grow on space which will allow companies to graduate from the Incubator Centre into new office space without leaving Stane Park or Colchester.

- 5.163 Manufacturing and warehousing developments need good access to transport infrastructure, as well as being accessible to the workforce catchment. These developments also involve impacts that are not consistent with residential or mixed use environments (e.g. noise and heavy vehicles). In broad terms, the Employment Zone at Stanway offers good access to the strategic road network and is also reasonably well connected to the Town Centre and workforce catchments. The Colchester Employment Land Study considered that sites in this area offered good opportunities for business development. Furthermore, infrastructure improvements, such as the Western Bypass at Stanway, will significantly improve access to the A12.
- 5.164 At present, there is an ample supply of undeveloped employment land in Stanway, including:
- Tollgate, Stanway – 11.37ha
 - London Road, Stanway – 4.75ha
 - Stane Park – 6.84ha.

Policy SA STA3 Employment and Retail Uses in Stanway Growth Area

No further office development will be permitted within the Stanway Growth Area beyond the 36,500sqm identified in the Core Strategy. Within the Strategic Employment Zone allocated on the Proposals Map, the following uses will be considered appropriate;

- a) Research and Development, Studio's, Laboratories, Hi-tech (B1b), Light industrial (B1c), General industrial (B2), Storage and Warehousing (B8). Any such development will be restricted by way of condition to prevent change of use to B1a.
- b) Display, repair and sale of vehicles and vehicle parts, including cars, boats and caravans
- c) Indoor sport, exhibition and conferencing centres.
- d) Business Incubation space (including land within Stane Park).

New town centre uses will not be permitted within the Stanway Growth Area. A limited amount of retailing will be permitted only where this is ancillary to another main employment use in Class B1b, B1c, B2 or B8. Small scale retail uses may also be permitted if they can be demonstrated to meet identified local needs and not compete with the town centre.

Once trading, the new Sainsbury's store on the north side of London Road will form part of the Urban District Centre. Once relocated, the former Sainsbury's site, to the south of London Road, will be allocated as employment land. The Proposals Map will then be updated to show the new Sainsbury's site allocated as part of the Urban District Centre and the former Sainsbury's site will be designated as employment land within the Strategic Employment Zone.

Transport Infrastructure

- 5.165 Stanway is well located in relation to the strategic trunk road network. However improvements to the A12/A1124 Eight Ash Green Junction 26 as well as the surrounding highway network are required to accommodate the forecast growth in the area. Stanway Road Improvements seeks to upgrade roads to the west and south of the area. A S106 Agreement has already secured funding as well as land to enable improvements at the B1022/Warren Lane junction if needed at some stage in the future. Further on-line improvements may also be required along Warren Lane between the Stanway Western Bypass and the B1022, particularly at and in the vicinity of the Warren Lane/Dyers Road junction. Funding from the Garrison Development will be used for capacity and safety improvements along Gosbecks Road and Berechurch Hall Road. Possible other road improvements as a result of future development in the area may also be needed, these being identified by Transport Assessments for major developments.

The Stanway/Shrub End area is served by regular bus services feeding into the Town Centre but local bus services connecting to the major retail and employment area at Tollgate are poor. Future development must make provision to link residential developments to these key areas not just by public transport but cycling and walking too.

- 5.166 The Colchester Cycling Town Delivery Strategy (October 2008) identifies this area as part of the Lexden/Shrub end sector. The National Cycle Network passes through the existing community using a mix of on and off road routes. Development in the area will be expected to provide and promote cycling in line with this strategy. Internal cycle linkages rely mainly on unsigned residential roads. The design of the road network and high traffic volumes in parts of Stanway restrict cycle and pedestrian access. Access to the major retail and leisure opportunities in the area i.e. Tollgate, Colchester Zoo and the Gosbecks Archaeological Park by foot and cycle are limited and need improvement.
- 5.167 To accommodate the growth proposed, it is important that an effective and integrated transport network is incorporated into development proposals to create better linkages to employment, educational, health, retail, and leisure opportunities both locally and in the Town Centre. The Council will work in partnership with Essex County Council, the Highways Agency and developers to ensure development makes provision for alternative modes of transport to the car to manage traffic within the Stanway Growth Area and to improve connectivity with the surrounding area. Developments will require Travel Plans to deliver a programme of 'Smarter Choices' initiatives.
- 5.168 A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised Travel Planning. For the scale of development envisaged here area wide Travel Planning will be required. Residential Travel Packs will be required and measures delivered. For non-residential development organisations will need to adopt Travel Plans and become part of an area wide Travel Plan, especially those in the Tollgate employment and retail park. Working with Essex County Council, the Highways Agency and existing businesses experience has been gained on developing an area wide Travel Plan for Severalls Business Park in north Colchester. A similar approach will be used in Stanway.

Policy SA STA4 Transportation in Stanway Growth Area

All developments in the Stanway Growth Area will be expected to contribute to a package of sustainable transport measures including walking, cycling and public transport. A comprehensive programme of Travel Planning and promotion of "smarter choices" is required including individualised Travel Planning. For the scale of development envisaged area wide Travel Planning will be required. Residential Travel Packs will be required and measures delivered. For non-residential developments, where there is not an area wide Travel Plan, organisations will need to provide Travel Plans.

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

- a) Completion of the Stanway Western Bypass
- b) Improvements to the A12/A1124 Junction 26 as well as the surrounding highway network
- c) Stanway road improvements
- d) Possible widening of the Stanway Western Bypass

Open Space

- 5.169 There are four separate areas of land between Church Lane and Maldon Road (B1022) that are considered to have substantial potential for recreational uses in the short to longer-term. These are as follows:
1. The O & H Holdings Ltd site. This area of 19.83 hectares, formerly worked for sand and gravel, has been split by legal agreement between a sub-area for private sector leisure development (7.69 hectares) and a zone for public recreational use (12.14 hectares). By legal agreement the housing developer at Church Lane should provide a financial contribution of £325,000 (index-linked) towards the building of a sports hall, community centre or similar facility with associated car parking facilities on 0.8 hectares of land for the benefit of residents in Stanway and Colchester.
 2. Tarmac site west of Warren Lane (Bellhouse Pit). This site is in active use, partly as the location for Tarmac's area office, in part for the processing of sand and gravel, but predominantly as a privately operated County Council waste landfill site. It is likely that these uses will remain over most of this zone.
 3. Tarmac site east of Warren Lane (Stanway Hall). This site is being progressively exploited for its sand and gravel reserves, and once the extraction process is complete 49 hectares of land will become public open space.
 4. Land at Fiveways Fruit Farm. This site of approximately 14 hectares is intended to be used to extend the Tarmac quarry in the short term. The allocation of this land will be confirmed through Essex County Council's Minerals Development Document (MDD). The Borough Council have allocated the land as open space which is expected to be delivered towards the later stages of the plan period.
- 5.170 The recreational potential of these four sites is recognised by the Council as having an important role in meeting the leisure needs of local residents in Stanway and Colchester.
- 5.171 In particular, it would more than fulfil the individual quantity standards recommended in the PPG17 study for the various open space typologies and sports facilities required in the Borough including Stanway to meet existing and future population needs up to 2021. It would also serve to keep pressures off more sensitive areas of countryside surrounding Stanway and Colchester such as the nearby Roman River Valley.
- 5.172 There are several important considerations in realising this potential:
- While the site at Church Lane is likely to be available in the short term, the three Tarmac sites will in general not be released from their present uses until towards the end of the plan period;
 - There are other existing or potential attractions which are in close proximity to these four sites, including Colchester Zoo, Gosbecks Archaeological Park and the Roman River Valley itself. Any detailed proposals for the four-site recreational zone will need to recognise and be in harmony with the presence of the Zoo and the Park as an important commercial visitor attraction; the Park as a significant archaeological and informal recreational resource; and the Roman River Valley as an area vulnerable to further visitor pressures;
 - Ecological assessments will be required as part of the formulation of proposals to ensure that any nature conservation interests are accounted for.

- 5.173 The Council's general view is that there is scope within the Church Lane/Maldon Road leisure area for a balanced mix of informal and more formal outdoor leisure activities. It is proposed that the informal component should predominate, and should include water-based activities and a nature conservation element. Any formal indoor and outdoor leisure element will be limited in extent and be closely related to the housing and employment land allocations north and south of Church Lane, so as to keep built recreational development out of the more open countryside. However, more detailed proposals will be developed in the Stanway Master Plan SPD following consultation with relevant interests, including landowners, the County Council and Stanway Parish Council.

Policy SA STA5 Open Space in Stanway Growth Area

Land between Church Lane and Maldon Road, including Stanway Hall Farm and Bellhouse Pit, is allocated as Open Space for informal and formal outdoor leisure uses, as shown on the Proposals Map. Any formal indoor and outdoor leisure provision will be limited in extent, and closely related to allocated employment and housing areas at Church Lane.

Other Infrastructure

- 5.174 A range of infrastructure is expected to be provided in the Stanway Growth Area as detailed in the Core Strategy, Table 6d. This includes additional education and child care facilities, allotments, strategic open space, village hall improvements and youth recreation facilities. The Stanway Master Plan SPD will set out details for the delivery of these facilities and standard charges and/or the Community Infrastructure Levy will be applied to ensure delivery.

Tiptree

- 5.175 As set out in the adopted Core Strategy, Tiptree is expected to be the focus of limited new development over the next 15 years. Existing housing allocations have already delivered just under 500 new dwellings (as at 01.04.08) at which point in time planning permission existed for a number of sites and a further 118 units remained outstanding. Since that time some planning applications have lapsed and others built out. Provision is made in the Core Strategy for a minimum of 680 units to be built in Tiptree over the plan period so accordingly a new residential allocation is shown on the Proposals Map. Additional open space will also be allocated as part of the housing development.
- 5.176 Some of the employment land allocated in the Local Plan but not yet developed will be rolled forward and additional land is allocated for employment purposes adjacent to Wilkin & Sons factory. The District Centre is expected to be enhanced through an additional 245sqm of net retail floorspace.

Strategic Context

Core Strategy

- 5.177 The policies in this chapter detail how the vision, objectives and policies contained in the Core Strategy will be applied to Tiptree. The most relevant policies are;
- SD1 Sustainable Development Locations
 - SD2 Delivering Facilities and Infrastructure
 - SD3 Community Facilities
 - CE2b District Centres
 - H1 Housing Delivery

Sustainability Appraisal

- 5.178 Tiptree was identified to take some limited growth in the Core Strategy. Several sites have been put forward to accommodate residential development and all sites adjacent to the existing settlement boundary have been assessed in the Sustainability Appraisal (SA). Land is needed to deliver a small number of dwellings in Tiptree and the SA concluded that the allocation of one large greenfield site is more likely to deliver a range of housing types, including affordable housing, and other planning gain benefits than the allocation of several smaller sites. The site in Grange Road will also result in benefits to the community through the improved provision of recreational facilities and open space. There is a business park to the north of this site and further uses along Kelvedon Road becoming more sporadic towards Feering. The development of this site will help tie the business park into the settlement pattern of Tiptree. Part of this site is allocated in the Local Plan for employment development and this potential for employment development would be lost by the development of this site. However, the Employment Land Study concluded that this site is unlikely to come forward in the plan period. Sustainable drainage systems (SuDS) will be essential to reduce flood risk, replenish groundwater levels and reduce the likelihood and amount of pollutants entering the groundwater system. The wildlife area, landscaping scheme, allotments and open space are an important part of the scheme and development should avoid the area designated by Essex Wildlife Trust as a 'living landscape'.
- 5.179 New land has been allocated for employment purposes adjacent to Wilkin & Sons factory. Wilkin & Sons is an important part of Tiptree's culture and heritage and the loss of the factory and associated uses would bring many adverse affects to Tiptree and the Borough as a whole if Wilkin's moved outside of Colchester. It is therefore considered that to maintain Tiptree's local distinctiveness and economy the proposal should be supported in principle.

Housing

Previous Development

- 5.180 Between 2001 and 1st April 2008 almost 500 new dwellings were built in Tiptree, predominantly on two sites at Grove Road and the former Tiptree Book Service site off Church Road.

Existing commitments

- 5.181 In April 2008 there were a number of sites with planning permission for residential development on which 118 units remained to be built. Since then some of these units will have been built, some will no longer have planning permission and new permissions will have been granted. April 2008 is taken as the base year for the Core Strategy and for consistency is used in this document.

Proposed Allocations

- 5.182 To achieve the Core Strategy target of 680 new dwellings, which is a minimum figure, additional land will need to be allocated. The preferred location for this development is at Grange Road, tied in to community benefits in the form of public open space and allotments. The site is likely to be developed, at a fairly low density in keeping with the edge of village location. The expected number of dwellings on the site is 140. All sites expected to be delivered in the plan period are shown on the Proposals Map as predominantly residential. All sites are shown within the Housing Trajectory and SHLAA. There are other areas in Tiptree allocated as predominately residential that are not specifically listed in the policy but where further residential development may be appropriate.

Policy SA TIP1 Residential sites in Tiptree

Within Tiptree a number of small sites have been identified within areas allocated predominately residential on the Proposals Map which will contribute to the delivery of the housing targets identified in the Adopted Colchester Borough Core Strategy.

In addition to this a site at Grange Road is allocated to deliver approximately 140 homes. Development of this site is not expected to commence until 2016. Development cannot take place until there is capacity at the Tiptree Sewage Treatment Works. Development of the site will also be expected to deliver the following infrastructure;

- Transport improvements (see policy SA TIP2)
- Open space, allotments, sport and recreational facilities in Grange Road.

- 5.183 The Haven Gateway Water Cycle Study concludes that based on likely development in Tiptree within the plan period it is likely that there will be a lack of headroom in 2016/17 at the Tiptree Sewage Treatment Works (STW). The Council is confident that Anglian Water Services will apply for increased consent to accommodate additional discharges but on a precautionary basis no additional development will be permitted within the catchment area of the Tiptree STW until such time as the STW has capacity to cope with the development.
- 5.184 There are a number of existing Gypsy and Traveller sites in Tiptree which have been allocated on the Proposals Map. Further detail on this is provided in the housing section of this document which sets out how Gypsy and Traveller accommodation will be provided across the Borough.

Employment

- 5.185 Additional employment land (1.04 hectares) was allocated in the Local Plan to compensate for the loss of the TBS site and to meet future population growth in Tiptree. A further 5.15 hectares at the corner of Kelvedon Road and Grange Road was rolled forward from the previously adopted Local Plan. Despite this land being allocated since at least 1995 to date none has been developed for employment purposes. The Employment Land Review undertaken in 2007 concluded that the site in Kelvedon Road/Grange Road was unlikely to be taken up for employment use within the plan period. Therefore, in accordance with Planning Policy Statement 3 (para. 44) consideration was given to reallocating the site for residential purposes.
- 5.186 There remains 4.13 hectares of land at Tower Business Park off Kelvedon Road, including 1.04 hectares of undeveloped land. In addition it is proposed to allocate a further 5.55 hectares of land for employment purposes on Factory Hill which is only justified by the need for Wilkin and Sons Ltd to expand and bring up to date its business premises. The allocation is not to enable employment development which is unrelated to that company.

Transport Infrastructure

- 5.187 From the 2001 Census there are 3700 work trips from Tiptree ward. 23% of travel to work trips remain in the ward. The adjoining districts of Braintree and Maldon attract 12% and 11% respectively and 68% of people travel to work by car.
- 5.188 Tiptree sits on the crossroads of two B roads giving access to Colchester, Maldon and Kelvedon/Feering. Access to the A12 strategic trunk road is via the latter villages. The nearest mainline railway station is in Kelvedon giving access to trains to Colchester and London. There is a regular day time bus service to Colchester and 5 services to Kelvedon. Tiptree is also on the National Cycle Network Route 1 linking Colchester to Chelmsford.
- 5.189 To accommodate the additional housing growth successfully, it is important that an effective and integrated transport network is incorporated into development proposals. The Council will work in partnership with Essex County Council and developers to ensure the efficient circulation of traffic within the area and to improve connectivity with the surrounding area. All new developments shall include sustainable transport measures. Travel Plans and Residential Travel Packs will be required.

Policy SA TIP2 Transport in Tiptree

Development of the allocated housing sites in Tiptree will be required to provide highway capacity and safety improvements within the vicinity of the site (likely to include but not be limited to the Grange Road/Vine Road and Kelvedon Road junctions) as well as the routes between Tiptree and the A12 in particular via Feering/Kelvedon. Development will also be expected to contribute to a package of sustainable transport measures including public transport. Travel Plans and Residential Travel Packs will be required. The design of any development will incorporate measures to encourage walking and cycling within the site and to the village centre, other local facilities, and linkages to the National Cycle Network.

Other Infrastructure

- 5.190 A range of infrastructure is expected to be provided within Tiptree during the lifetime of the plan including a new health centre, primary school expansion, new sports pitches and allotments. Where sites for these facilities are known they have been allocated on the Proposals Map. A new open space allocation is shown on the Proposals Map in Grange Road. This is also shown within the Settlement Boundary reflecting its importance within the village and the need to integrate the new and existing development.

6. Public Realm Policies

- 6.1 Core Strategy policies PR1 and PR2 outlines the Council's strategic position on the provision of open space across the Borough up to 2021. The Core Strategy highlights the important functions that existing open space, sports facilities and green link networks provide to the people of Colchester by creating opportunities for passive and active recreation, and encouraging participation in health active lifestyles.
- 6.2 The green infrastructure network includes open space, green links, and sports facilities, and is multi-functional in terms of the benefits that it can deliver. In addition to the recreational value of the network, such assets also provide valuable corridors for the movement of people and animals. Green infrastructure networks will become increasingly important for their ability to enable species to adapt to changing climatic conditions. Developing a network of green links increases the opportunities for people to move between areas on foot or by bike. This contributes to Core Strategy objectives for reducing the need to travel and dependency on the car as the primary mode of transport; promoting healthy lifestyles; and can help contribute to a reduction in green house gases.
- 6.3 With a growing population comes increasing demand for access to coastal areas for recreation and tourism. Much of the Borough's coastline is protected under International and European Designations for its important nature conservation interest, as a Ramsar Site, a Special Area of Conservation or a Special Protection Area. In addition the Core Strategy includes a policy aimed at protecting the Coastal Belt. Creating alternative new areas of green infrastructure will be important for relieving pressure on these sensitive sites.

Strategic Context

Core Strategy Public Realm Objective and Policies

- 6.4 The Core Strategy recognises the importance of the Public Realm and contains the following relevant objective;
- Improve streetscapes, open spaces and green links to provide attractive and accessible spaces for residents to live work and play.
- 6.5 The following Core Strategy Policies are applicable;
- PR1 – Open Space
 - PR2 – People-friendly streets
 - ENV1 – Environment

Public Realm Site Allocations

- 6.6 The Local Plan allocated a wide range of public and private open spaces which were considered to meet the needs of the Borough. The allocations had regard to the National Playing Fields Association standard of 6 acres per 1000 population along with a further 1 acre per 1000 population for informal recreation which equates to 2.83hectares/1000 of the population. A number of sites were identified in the Local Plan as open space or potential areas of open space and these were to be retained in accordance with policies.
- 6.7 The Site Allocations document proposes carrying forward the majority of these sites to ensure that existing communities still have access to open space and sports facilities in their local areas. New developments will be expected to provide open space which at least meets or exceeds the minimum standards set out in the Development Policies DPD. Supplementary Planning Documents which are being prepared for the North Growth Area Urban Extension and Stanway Growth Area will detail how additional open space will be delivered. This approach ensures that new development provides for the recreational needs of new communities and mitigates impacts on existing communities.

6.8 The Council has undertaken an Open Space, Sport and Recreation study, in accordance with Planning Policy Guidance Note 17, to assess current provision levels of open space and sports/recreation facilities, and identify areas of deficiencies with respect to these assets. The study is part of the evidence base which supports Colchester's Local Development Framework. As a result of the study the existing open space standard of 2.83hectares/1000 population has been revised. A range of new accessibility, quality and quantity standards have been set for the different types of open space and sports facilities needed across the Borough to ensure that the requirements of existing and new communities are met in relation to open space, recreation, and sports provision. The revised accessibility, quantity and quality standards are set out in Appendices N, P and Q in the Borough Council's PPG17 Open Space, Sport and Recreation Study.

6.9 The revised quantity standards are set out in the table below.

Recommended quantity standards/typology/1000population (PPG17 Study 2008)

Parks & Gardens (ha)	Nat & Semi Nat (ha)	Amenity Green Space (ha)	Provision for Children (ha)	Provision for Teenagers (ha)	Allotments (ha)	Outdoor Sports Facilities (ha)	
1.76	5.0 (urban only) 9.83 (urban & rural)	1.10	0.05	0.05	0.2	2.1 (include golf)	1.5 (exclude golf)

6.10 The Council has adopted a Supplementary Planning Document for Open Space, Sport and Recreational Facilities. This document sets out the level of financial contributions or commuted sums needed to ensure that the new standards for the different types open space and sports facilities are met through new development proposals. Decisions about which type of open space is to be provided as part of individual planning applications will be informed by the PPG17 study and determined by the Council's Development Team

6.11 Provision levels will be monitored and reviewed periodically to ensure that the needs of the population are being met. New developments will be expected to take account of the evidence base to ensure that any potential future deficits are addressed.

6.12 Policy PR1 in the Core Strategy and Policy DP16 in the Development Policies DPD set out the Council's expectations for the provision of open space, (public and private), sports and recreation facilities, and green links as part of future development proposals.

6.13 Core Strategy Table PR1 outlines a wide range of new facilities which are to be delivered over the plan period. Many of these will be delivered alongside future development in the identified Growth Areas and when established will be allocated as public or private open space on the Proposals Map. The Growth Areas in North Colchester and at Stanway are expected to deliver new areas of strategic open space to meet the growing population needs in these areas. This supports recommendations in the Haven Gateway Green Infrastructure Strategy which identified the desirability to provide new or enhance existing open space and green link networks in the north of Colchester and at Stanway as part of future growth in these areas. Details will be set out in area based Supplementary Planning Documents.

- 6.14 Strategic Areas of Open Space in the context of Colchester's LDF refer to areas of open space that are 2 hectares or more, located within 300m of new development which have the capacity to deliver a range of functions. Greenfield development in the Growth Areas is expected to come forward for development post 2016 and the delivery of open space will coincide with the development timetable for these areas. There will be a presumption against future development on existing and new open space sites and sports facilities as detailed in policies DP15 and DP16 of the Development Policies DPD.
- 6.15 The Site Allocations document proposes to retain the distinction between public and private open space. During the Regulation 25 Site Allocations consultation, a proposal was put forward to combine public and private open space into one allocation. A number of objections were raised about adopting this approach. The main objection centred on the risk that a generic allocation would potentially lower the perceived value attached to public open space. Access rights to private and public open space are quite different. Using one allocation could increase the risk of misinterpretation that all open space sites shown on the Proposals Map are equally accessible when this is clearly not the case. Following further consideration it was therefore deemed necessary to retain the separate allocations. The Proposals Map will show all areas of public and private open space whether they are existing or proposed – there will be no distinction, to ensure that the future needs of communities are met through new development. Public and private open space, sport and recreation facilities will also all be protected by one policy, DP15 in the Development Policies DPD.
- 6.16 New allocations on the Proposals Map consist mainly of minor alterations; the identification of open spaces within residential areas, including new open spaces recently adopted by the Council; and a more consistent approach to the allocation of school playing fields. A new area of private open space is shown west of Irvine Road in Colchester.
- 6.17 The areas of proposed open space shown in the Local Plan for north Colchester have not been shown on the new Proposals Map. This land falls within the North Growth Area and the allocation of open space, sports and recreation facilities in this area will be set out in a Master Plan currently being prepared for this area. The Proposals Map clarifies the provision of open space in Tiptree and in the Stanway Growth Area, including the allocation of additional strategic open space in Stanway.
- 6.18 Land at Bellhouse Pit and Abbotstone Landfill Sites to the west of Warren Lane, Stanway will be restored for use as public open space on completion of landfill operations. Land to the west and east of Warren Lane has been safeguarded for quarry uses and this too will be restored to public open space post quarrying operations.
- 6.19 Land currently used for quarrying on the Inworth Road part of Tiptree Quarry will also be safeguarded for quarry uses and this land will be restored for nature conservation and amenity uses. This site is not publicly accessible therefore it has been allocated as private open space.
- 6.20 The Proposals Map identifies the areas that have been safeguarded and their future uses.

7. Transport and Accessibility

- 7.1 Core Strategy policies TA1, TA2, TA3, TA4 and TA5 outline the Council's strategic position with regards to providing and improving transport and accessibility across the Borough up to 2021. The Core Strategy policies are a balance between improving accessibility through land use planning, managing traffic flow and growth, infrastructure provision, promotion and education programmes.
- 7.2 Policies seek to encourage a change in travel behaviour, and in appropriate locations give priority to walking, cycling and public transport. Policies are closely linked to Core Strategy Policy PR2 People Friendly Streets and UR1 Urban Regeneration. Additional and improved infrastructure is required for all modes. Best use of the existing assets will be made by using land within control of the transportation authorities, however in certain instances land will need to be safeguarded for transportation improvements to be delivered by the public or private sector. Table 6d of the Core Strategy list the key facilities and infrastructure including transport infrastructure. Many of these are related to the Growth Areas and are covered in the specific site allocation sections.
- 7.3 It is recognised that transport infrastructure will be of benefit to those outside of the identified area and in certain cases e.g. park and ride in North Colchester will benefit the Town Centre Growth Area. Where it can be evidenced through a Transport Assessment that the impact of development will impinge on the operation of the transport network outside of the identified Growth Area a contribution will be sought through Core Strategy Policy SD2 Delivering Facilities and Infrastructure.
- 7.4 Schemes will be subject to further consultation either as part of the planning process or on a scheme by scheme basis as part of the Local Transport Plan or National/Regional programmes.

The Trunk Road Network and A133 Central Corridor

- 7.5 The A12 and A120 trunk road network runs east west across the Borough. These routes are the responsibility of the Highways Agency. There are currently four main junctions with the A12 from the County Council's Local Highway network (two of these junctions also give access to the A120). A fifth junction has planning permission, funding and is subject to detail design for delivery.
- 7.6 Through the development of the Core Strategy it was recognised that growth across the whole of Colchester will impact on the operation of the trunk road and mitigation measures will be needed. The Highways Agency will expect Transport Assessments for the Growth Areas to identify impact and where necessary will seek contributions for improvements.
- 7.7 The A133 running east west across the Town is a key corridor for movement around the Town. Development in the Town Centre and North Growth Areas will have the greatest impact on the operation of this route. Contributions will be sought to improve this corridor.

8. Environment and Rural Communities

- 8.1 The Core Strategy outlines the Council's overall strategic position regarding the protection of the Borough's natural and historic assets and landscape character. It also sets the policy context for delivering sustainable development in the rural hinterland of the Borough.
- 8.2 Planning Policy Statement 7: Sustainable Development in Rural Areas and Planning Policy Statement 9: Biodiversity and Geological Conservation set out the approach taken at national level with regards to promoting sustainable development, and protecting the natural and historic environment and landscape character. The Core Strategy translates these national policies into locally distinctive policies which guide the future growth of the Borough.

Strategic Context

Core Strategy Environment and Rural Communities Objectives and Policies

- 8.3 The Core Strategy identifies the following objectives;
- Conserve and enhance Colchester's natural and historic environment, countryside and coastline.
 - Support appropriate local employment and housing development in villages and rural communities.
- 8.4 The following Core Strategy policies are considered relevant;
- SD1 – Sustainable Development Locations
 - PR1 – Open Space
 - ENV1 – Environment
 - ENV2 – Rural Communities

Development Policies

- 8.5 Policies DP21 Nature Conservation and Protected Lanes, DP22 Dedham Vale Area of Outstanding Natural Beauty, and DP23 Coastal Areas are also relevant when considering the environment and rural communities.

Environment and Rural Communities Site Allocations

- 8.6 The Local Plan identified a wide range of sites which had a variety of international, national and local designations associated with them to protect their nature conservation and landscape interest. Policies within the Local Plan sought to protect these sites from inappropriate development in line with the relevant legislation for each site. Since the Local Plan was adopted in 2004 the sites formerly known as 'Sites of Importance for Nature Conservation' or SINC's have been reviewed and those sites worthy of protection are now shown on the Proposals Map as Local Wildlife Sites. The Site Allocations and the accompanying Proposals Map will identify the hierarchy of international, national and local sites and the level of protection associated with each one.
- 8.7 The Council has a statutory duty to protect European Sites to comply with the Habitats and Birds Directives and responsibilities for Protected Landscapes such as Dedham Vale AONB through the National Parks & Access to Countryside Act 1949 and the Countryside & Rights of Way Act 2000. Public bodies also have a general duty to promote and protect biodiversity in general through the Natural Environment and Rural Communities Act 2006. PPS9 states that local authorities should identify important nature conservation, historic and landscape sites on their Proposals Maps making a clear distinction between the hierarchy of international, national, regional and locally designated sites.

Internationally Designated Sites

Ramsar

8.8 Three sites have been designated in the Borough as Ramsar sites under the International Convention on Wetlands of International Importance, especially as Waterfowl Habitat (the Ramsar Convention, Iran 1971). These sites were given added protection under the Paris Protocol 1992 which strengthened the original legislation.

1. Abberton Reservoir
2. Blackwater Estuary
3. Colne Estuary

Special Protection Areas

8.9 Three sites have been designated in Colchester Borough as Special Protection Areas. These were designated in accordance with Article 4 of the EC Directive on the Conservation of Wild Birds (79/409/EEC), more commonly known as the Birds Directive.

1. Abberton Reservoir
2. Blackwater Estuary
3. Colne Estuary

Special Area of Conservation (SAC)

8.10 Only one SAC has been designated in the Borough – The Essex Estuaries Special Area of Conservation. These are designated under the EC Directive 92/43/EEC on the Conservation of Natural Habitats, and of Wild Fauna and Flora, more commonly known as the Habitats Directive.

Nationally Designated Sites

Sites of Special Scientific Interest (SSSI)

8.11 Across the Borough a total of ten Sites of Special Scientific Interest (SSSIs) have been designated under the Wildlife and Countryside Act 1981 with additional protection provided under Countryside and Rights of Way Act 2000.

1. Abberton Reservoir
2. Blackwater Estuary
3. Bullock Wood
4. Cattawade Marshes
5. Colne Estuary
6. Marks Tey Brick Pit (geological SSSI)
7. Roman River
8. Tiptree Heath
9. Upper Colne Marshes
10. Wivenhoe Gravel Pit (geological SSSI)

Protected Landscapes

8.12 The Dedham Vale Area of Outstanding Natural Beauty is the only nationally protected landscape in Colchester.

- 8.13 The site boundaries for the International and National designations shown on the Proposals Map are shown for information and assistance in the decision making process. These are set by higher tiers of government and statutory organisations such as Natural England and during the plan period these boundaries may change outside of the Council's control. Should any changes result the Council will ensure that the most relevant and up to date boundary is shown on the Proposals Map when this is updated.

Locally Designated Sites

Local Wildlife Sites

- 8.14 Following a resurvey in 2008 of the original Sites of Importance for Nature Conservation (SINCs), now referred to as Local Wildlife Sites (LoWS), a total of 168 sites covering 1957 hectares of land have been identified as LoWS across the Borough. These are non statutory nature conservation sites designated for their wildlife interest within the wider ecological network at the Borough level. LoWS are a material consideration in the planning process and can provide useful guidance when considering landscape or biodiversity enhancement schemes as part of planning applications.
- 8.15 A full list of Colchester's 168 LoWS can be viewed in the Local Wildlife Sites Review completed in 2008. The report contains a map for each LoWS along with a brief description of each sites ecological interest and this study forms part of the LDF evidence base. The sites are shown on the Proposals Map.

Local Nature Reserves

- 8.16 Local Nature Reserves (LNRs) are places with wildlife or geological features which are of special interest at the local level. They are important for both people and wildlife in that they can have high nature conservation value locally and can also have the potential to offer opportunities for research, education and informal enjoyment of nature by the public. Local Nature Reserve is a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949. LNRs are generally declared by a Local Authority however Parish and Town Councils can also declare LNRs provided the powers to do so have been delegated to them by the principal local authority. In Colchester 8 LNR's have been designated and these have been shown on the Proposals Map.

1. Bull Meadows
2. Colne
3. Hilly Fields
4. Lexden Park
5. Salary Brook
6. Spring Lane Meadows
7. Tiptree Parish Field
8. Welsh Wood

Holiday Parks

- 8.17 There are a number of static and touring caravan parks in the Borough which make a valuable contribution to the supply of holiday accommodation used by visitors. The Council recognises these sites are an important element of the local tourism industry and their retention and improvement are generally supported in line with Development Policy DP10. However, caravan parks can be located in environmentally important areas of countryside and coast and because of their location can be vulnerable to flooding.

- 8.18 Extensions to two existing caravan sites have come forward as a result of public consultation which are considered to accord specifically with the Environment and Rural Communities policies within the Core Strategy and Development Policies DP21 (Nature Conservation) and DP23 (Coastal Areas). Existing and extended sites are shown on the Proposals Map and further details to guide the allocation and future development of each site are shown below.

Site	Area in Ha	Comments
Land adjacent to Coopers Beach Holiday Resort, East Mersea, Pyefleet	7.8	<ul style="list-style-type: none"> • Delivery of or contribution towards highway and access improvements required as well as for public transport, cycling and walking. • Allocation and any future re-development should not have a detrimental impact on St Edmunds Church adjacent to the site. • A landscaping scheme designed to minimise the impact of the extended site on the surrounding landscape, particularly to the western boundary of the site shall be provided. • No caravans shall be located in Flood Zone 3a. • A Code of Conduct to be agreed between land owners, Natural England and Colchester Borough Council. • Occupancy restrictions to be placed on the site to restrict occupancy during the sensitive winter months.
Land adjacent to Waldegraves Holiday Park, West Mersea	6.86	<ul style="list-style-type: none"> • Delivery of or contribution towards highway and access improvements required as well as for public transport, cycling and walking. • No caravans shall be located in Flood Zone 3a. • Code of Conduct to be agreed between land owners, Natural England and Colchester Borough Council to minimise disturbance and adverse impacts on Blackwater Estuary SPA, Ramsar Site and Essex Estuaries SAC. • Occupancy restrictions to be placed on the site to restrict occupancy during the sensitive winter months.

9. Monitoring and Implementation

- 9.1 The Core Strategy outlined the Spatial Strategy and the Spatial Policies which will guide the future growth and development of Colchester until 2021 and beyond. Subsequent LDF documents, which will be in general conformity with the Core Strategy, will further assist with the monitoring and implementation aspects of the LDF and take the strategy forward.
- 9.2 The Borough Council needs the help of public and private partners to deliver all the site allocations identified within this document alongside all the necessary infrastructure and facilities to ensure sustainable communities are developed. The Core Strategy outlines a wide number of partners which the Council will work with in order to implement the LDF.
- 9.3 Continual review is a fundamental element of the LDF system. It is necessary for the Council to develop targets and indicators to ensure that plans are delivering the objectives outlined within the Core Strategy and other policy documents such as the Council's Strategic Plan and the Sustainable Community Strategy.
- 9.4 The Council has separated out specific elements of the LDF into individual documents such as this Site Allocations document in order to ensure that parts can be reviewed and amended individually to deliver a more rapid and responsive system of forward planning.
- 9.5 The Site Allocations document is primarily focused on ensuring the land is available and in the right location to deliver the Core Strategy objectives and policies. As a result the impact of the Site Allocations document will be monitored to ensure there is sufficient land available and developable to enable delivery of local targets and objectives. The monitoring of Site Allocation policies will be achieved by the use of existing Core Strategy targets. The Core Strategy target for homes is to deliver at least 17,100 houses to 2021 and is associated with an indicator of housing completions per annum (net), which is tracked in the Housing Trajectory included in the Annual Monitoring Report. For jobs, the Core Strategy target is to deliver at least 14,200 new jobs which is associated with the targets of amount of floorspace development for employment and leisure by type; the amount of employment development delivered in Growth Areas or Regeneration Areas; and the number of new businesses setting up in the Borough.
- 9.6 The Annual Monitoring Report (AMR) is the principal document in the monitoring framework that the Council has introduced to accompany the Colchester LDF. The AMR was first published in 2005 and has been continually published each December in line with regulations. Each AMR looks back over the previous year and assesses how the adopted documents have performed in relation to the aims and objectives set out. Typically the monitoring assessment includes:
- How the policies, targets or milestones are being met through the implementation of the plan, or where they are not being met the reasons as to why.
 - The impact the policies are having with regards to national and local policy targets and other elements of the LDF.
 - Whether any of the policies within the LDF need adjusting because they are not performing as envisaged.
 - Whether policies need to be changed to accurately reflect the latest national or regional policy guidance.
 - Whether elements of the LDF need to be reviewed and changed and how this can be done.
- 9.7 The Proposals Map which accompanies the Site Allocations document will be updated as necessary when a new DPD is adopted.

Appendix 1 – Glossary

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

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

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

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

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

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

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

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

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

Development Policies – A document that the council have produced alongside the Site Allocations document to guide future development of the Borough. The Policies contained within this Development Plan Document, along with other relevant national and Core Strategy Policies, will replace the Local Plan Policies and be used to determine planning applications.

East of England Plan (also known as Regional Spatial Strategy/RSS) – A strategy formerly known as Regional Planning Guidance (RPG), for how a region should look in 15-20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. The East of England Plan was revoked by the Secretary of State for Communities and Local Government on 6 July 2010.

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

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

Flood resistance categories

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

Flood repairable – constructing a building in such a way that, although floodwater enters, elements that are damaged by flood water can be easily repaired or replaced. This is also a form of flood resilience e.g. frame construction with modular panels to allow replacement if required. Ground floor can be an active flood storage area

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

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

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

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

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

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

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

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

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

Neighbourhood Centre – A Neighbourhood Centre is a collection of local shops, services and community facilities at the centre of both villages and urban neighbourhoods. Neighbourhood Centres could range from a small parade of shops through to larger commercial areas providing a variety of services and facilities.

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

Planning Policy Guidance Notes (PPG) – Guidance notes issued by Government setting out planning policy and main land uses. They provide guidance and advice on the application of national policy.

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

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

Primary Schools – Facilities for pupils up to the age of 11 including provision for pre-school age children.

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

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

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

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

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

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

Regional Spatial Strategy (RSS) (also known as East of England Plan) – A strategy formerly known as Regional Planning Guidance (RPG), for how a region should look in 15-20 years time and possibly longer. It identifies the scale and distribution of new housing in the region, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal. The RSS was revoked by the Secretary of State for Communities and Local Government on 6 July 2010.

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

Residential Travel Pack – Provide information regarding travel and transport between the site and key attractors. The Packs may also include vouchers for 12 months free travel on public transport.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sustainable Communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

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

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

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

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

Appendix 2 – References

National Planning Guidance

Planning Policy Guidance and Statements:

- 1 – *Sustainable Development* (February 2005)
- 3 – *Housing* (June 2010)
- 4 – *Planning for Sustainable Economic Growth* (December 2009)
- 5 – *Planning for the Historic Environment* (March 2010)
- 7 – *Sustainable development in rural areas* (August 2004)
- 9 – *Biodiversity* (August 2005)
- 12 – *Local Spatial Planning* (June 2008)
- 13 – *Transport* (March 2001)
- 17 – *Planning for open space, sport and recreation* (July 2002)
- 20 – *Coastal planning* (September 1992)
- 23 – *Planning and pollution control* (November 2004)
- 24 – *Planning and noise* (September 1994)
- 25 – *Development and flood risk* (March 2010)
- 25 Supplement – *Development and Coastal Change* (March 2010)

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Colchester Policy Documents

Colchester 2020, *Community Strategy*, December 2003

Economic Prosperity Strategy 2007-2010

Adopted Local Plan, March 2004

Statement of Community Involvement (adopted 2006, amended in October 2008)

Annual Monitoring Report (December 2005 and annually thereafter)

Supplementary Planning Documents –

- Provision of Open Space, Sport and Recreation Facilities* (July 2006)
- Sustainable Construction* (October 2007)
- Extending Your House* (2005)

Supplementary Planning Guidance

- Affordable Housing* – March 2004 (consultation on revision May 2009)
- Community Facilities* – March 2004 (consultation on revision May 2009)
- Vehicle Parking Standards* – 2001

Core Strategy Issues and Options, March 2006

Core Strategy Preferred Options, November 2006

Strategic Environmental Assessment and Sustainability Appraisal of the Preferred Options, November 2006

Development Policies Issues and Options, November 2008

Development Policies Regulation 25 Consultation, January 2009

Site Allocations Issues and Options, November 2008

Site Allocations Regulation 25 Consultation, January 2009

Draft Parks and Green Spaces Strategy, 2007

Colchester Studies

Chris Blandford Associates, *Landscape Character Assessment*, November 2005

Chris Blandford Associates, *Townscape Character Assessment*, June 2006

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Royal Haskoning, *Colchester Appropriate Assessment*, November 2007

Scott Wilson, *Strategic Flood Risk Assessment*, November 2007

Appendix 3 – Saved Local Plan policies superseded by the Site Allocations DPD

Local Plan Policy		Site Allocation Policies
UC1	The University of Essex	Superseded by Policy SA EC7 (University of Essex Expansion)
L9	Colne Riverside Way	Superseded by Policy SA EC2 (Development in East Colchester) and SA EC8 (Transportation in East Colchester)
TCS24	Regeneration Areas	Superseded by Regeneration Area policies within the Site Allocations document. SA TC1 (Appropriate Uses within the Town Centre and North Station Regeneration Area)
ECH1	Development in the Regeneration Area – General	Superseded by Policies SA EC2 (Development in East Colchester) and SA EC1 (Residential development in East Colchester)
ECH2	Area 1 – The Former Moler Works Site	Superseded by Policy SA EC2 (Development in East Colchester). The Site Allocations document also defines new areas to which Policies SA EC3 – 6 will apply
ECH3	Area 2 – Former Gasworks Site, Hythe Quay	Superseded by Policy SA EC2 (Development in East Colchester). The Site Allocations document also defines new areas to which Policies SA EC3 – 6 will apply
ECH5	Area 4 – The Hythe Conservation Area	Superseded by Policy SA EC2 (Development in East Colchester). The Site Allocations document also defines new areas to which Policies SA EC3 – 6 will apply
ECH6	Area 5 – King Edward Quay and Adjacent Sites	Superseded by Policy SA EC2 (Development in East Colchester). The Site Allocations document also defines new areas to which Policies SA EC3 – 6 will apply

Local Plan Policy		Site Allocation Policies
ECH7	Transport and Access	Superseded by Policy SA EC8 (Transportation in East Colchester)
ECH8	Magdalen Street Special Policy Area	Superseded by Policy SA EC5 (Area 3: Magdalen Street)
ECH9	Magdalen Street Special Policy Area	Superseded by Policy SA EC5 (Area 3: Magdalen Street)
ECH10	Magdalen Street Special Policy Area	Superseded by Policy SA EC5 (Area 3: Magdalen Street)
ME1	Mile End General	Superseded by Policy SA NGA1 (Appropriate Uses within the North Growth Area)
STA2	Land between Essex Yeomanry Way and South of Church Lane	Superseded by Policies SA STA1 (Appropriate Uses within the Stanway Growth Area) and SA STA3 (Employment Uses in the North Growth Area)
STA3	Recreational Zone South of Church Lane	Superseded by Policy SA STA5 (Open Space in Stanway Growth Area)
TIP1	Tiptree Central Area Enhancement	Superseded by SA TIP1 (Residential sites in Tiptree) and SA TIP2 (Transport in Tiptree) which include requirements relating to the role of Tiptree as a Rural District Centre. Core Strategy Policies CE1 (Centres and Employment Classification and Hierarchy) and CE2b (District Centres) also provide further detail on this issue.
TIP2	Tiptree Book Services Site	Residential Development in Tiptree is now covered by Policy SA TIP1 (Residential sites in Tiptree). This site is now developed

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