



North Colchester SPD

Local Development Framework

North Colchester Growth Area Supplementary Planning Document

June 2012



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1. INTRODUCTION

BACKGROUND

As part of the Haven Gateway, Colchester has planned positively to meet its share of housing need in the East of England. The adopted Core Strategy – part of the Local Development Framework (LDF) – sets out the Borough's overall planning policy for accommodating that need.

The Core Strategy sets the strategic context for all other development plan documents and represents an overarching policy statement. In support of the Core Strategy, further documents, including a Site Allocations Development Plan Document (DPD) and Development Policies DPD have been adopted which set out additional policies and provide additional information.

The Council's adopted planning policies identify land to the west of Mile End and south of the A12 as the location for new strategic development required to meet housing growth targets. This area, known as the North Growth Area Urban Extension (NGAUE) forms part of the larger North Growth Area (NGA), and is identified in Figure 1, which reproduces Core Strategy Key Diagram KD2. A strategic allocation for 2,200 homes is included in the Core Strategy and Site Allocations DPD, and is shown in Figure 2. It is to the NGAUE Supplementary Planning Document (SPD) that this relates.

This SPD is an opportunity for the Council to set out more detailed guidance for the strategic allocation. The Core Strategy – because it is a strategic document relating to the whole Borough – can only set out an overall policy framework and key policy to inform subsequent planning decisions. There is a need to set out in other documents more of the detail needed to inform proposals for development and the way in which they are to be brought forward and delivered. This document provides that additional detail and helps inform the local community.

This SPD therefore bridges the gap between the strategic policy and the bringing forward of planning applications for development. The role of the guidance is to provide more information about the site and its context, to set out the Council's aspirations, and to make it clear what the Council's expectations are for any future development proposals.

The Government have recently published a the National Planning Policy Framework. Supplementary Planning Documents should be used where they can help applicants make successful planning applications or aid infrastructure delivery. The Council is satisfied that this type of SPD meets the requirements of the national policy.

SCOPE

The intention is that the SPD will be adopted as being supplementary to the Core Strategy and the Site Allocations DPD and should be read alongside those documents. This guidance acts to emphasise and elaborate policy already set out in the adopted documents. Consultation on the draft document, took place with the public and stakeholders on two occasions and comments received have helped shaped the final SPD. Since the final document approved by the Council will have been subject to public consultation and will be informed by a process of Sustainability Appraisal, it will hold considerable weight as a material consideration in the determination of relevant planning applications.

The guidance in this document relates primarily to the North Growth Area Urban Extension (NGAUE). It is recognised, however, that there are important influences on new development which are beyond the area – the communities of Mile End and Braiswick are particularly important influences, as are links to the station, the town centre and the strategic road network. Whilst the guidance therefore applies to proposals being brought forward for the NGAUE, the guidance is informed by circumstances beyond that area.

Policies are set out in the Site Allocations DPD and Development Policies DPD which relate to the form and delivery of new development. This document does not reiterate that policy, and whilst proposals for development for new development will be guided by this SPD, they must also be in accordance with adopted policy set out in all the relevant DPDs.

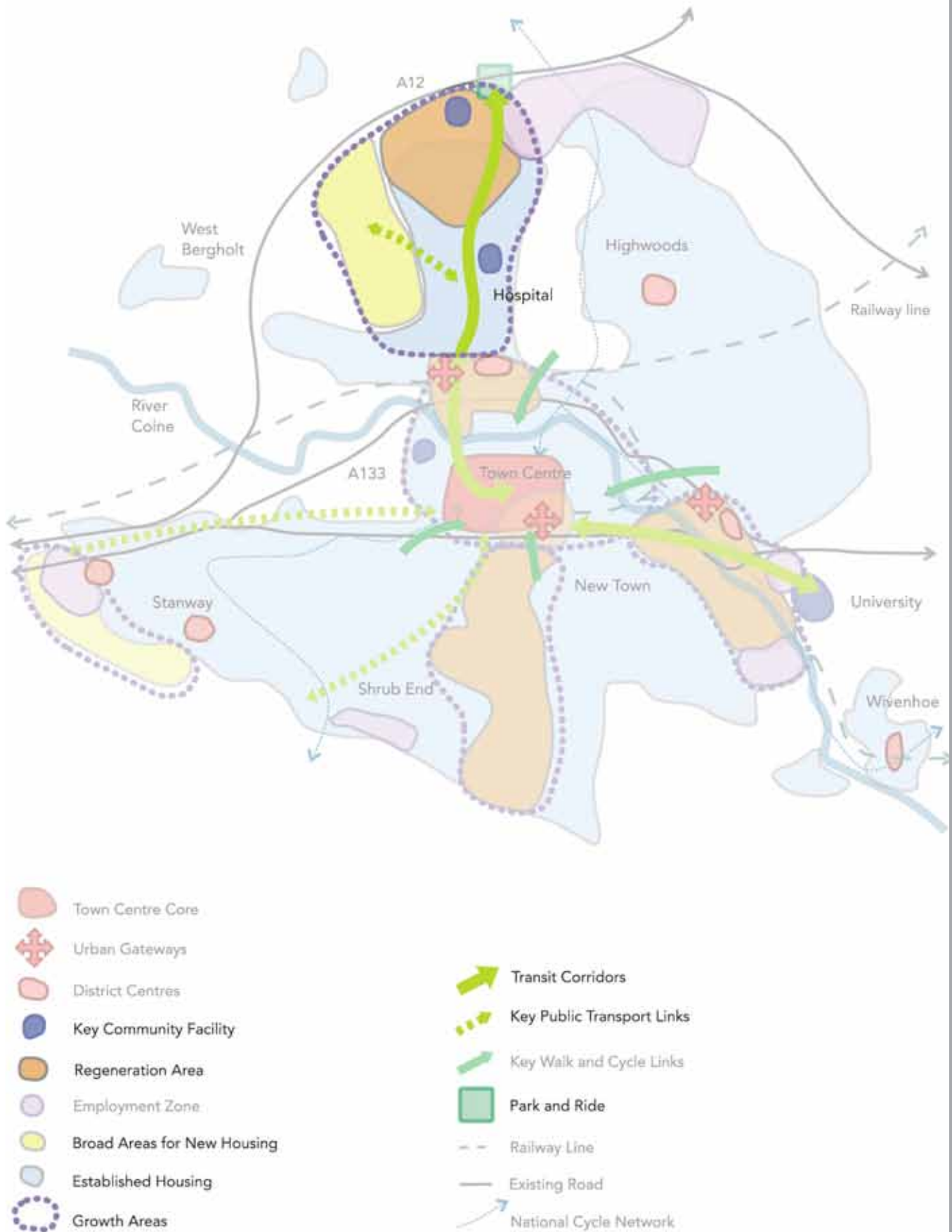


Figure 1: The Northern Growth Area

1. INTRODUCTION

CONSULTATION

Formal public consultation first took place in February and March 2010. Stakeholders involved in the early stages of the project were notified of the consultation. Letters were sent to every household bordering the site (326). Email and letter notifications were also sent to 364 residents, organisations and businesses on the Council's LDF database. A statutory advert was placed in the newspaper and a number of articles published in the paper. Myland Community Council (MCC) (known as Myland Parish Council at the time) and local Councillors publicised the consultation in local documents. Hard copies of the consultation materials were made available to view in the Customer Service Centre, in Colchester Central Library and at Myland PC offices. The material was also made available on the Council's website.

Two public consultation events were held in 2010 as agreed with the Parish Council and ward Councillor. These took place on Thursday 11 February at Colchester Golf Club in the afternoon and evening and on Saturday 13 February at Myland Parish Hall between 10am and 3pm. Staff from Colchester Borough Council and Essex County Council along with developers and consultant's were available to answer any questions. The events were extremely well attended. A total of 372 responses were received during what was known as the Regulation 17 consultation. A full summary of the consultation was prepared and is available on the Councils website.

Several key messages emerged and as a result several pieces of work were identified as being required to enable the SPD to proceed. These included;

- An independent facilitated workshop with developers, consultants, Myland Parish Council and welovemyland group reps.
- Preparation of a masterplan providing more certainty for local community
- Undertaking additional technical work including transport assessment.

The workshop evolved into a community engagement project which was facilitated by the University of Essex Interdisciplinary Centre for Environment and Society. This community engagement took place between

the 11th and 18th of July 2011 and the University of Essex designed a fully inclusive participatory process to enable representative community participation. A team composed of a cross-section of i) local residents, ii) professionals who work in the area (local business people, grassroots workers, ward councillors) and iii) University of Essex facilitators, took this process out to the wider Mile End community. The community engagement process reached 435 local people.

Participants provided 437 comments describing a huge variety of aspects that they feel are special about living or working in Mile End, ranging from comments about the amount and quality of greenspaces in the area, how tranquil many places feel, the good facilities etc. through to the sense of community spirit. The responses clearly indicate however that residents value local green and open spaces (especially High Woods Country Park and Chesterwell.)

A total of 674 different issues and 383 different opportunities for change were identified on the map model of Mile End. These problems and the opportunities for improvement as identified by local residents, were grouped into key nine key areas: i) Transport and Roads; ii) Housing; iii) Education and Training; iv) Leisure and Recreation; v) Employment and Local Economy; vi) Crime and Security; vii) Environment and Conservation; viii) Community; and ix) Facilities and Services.

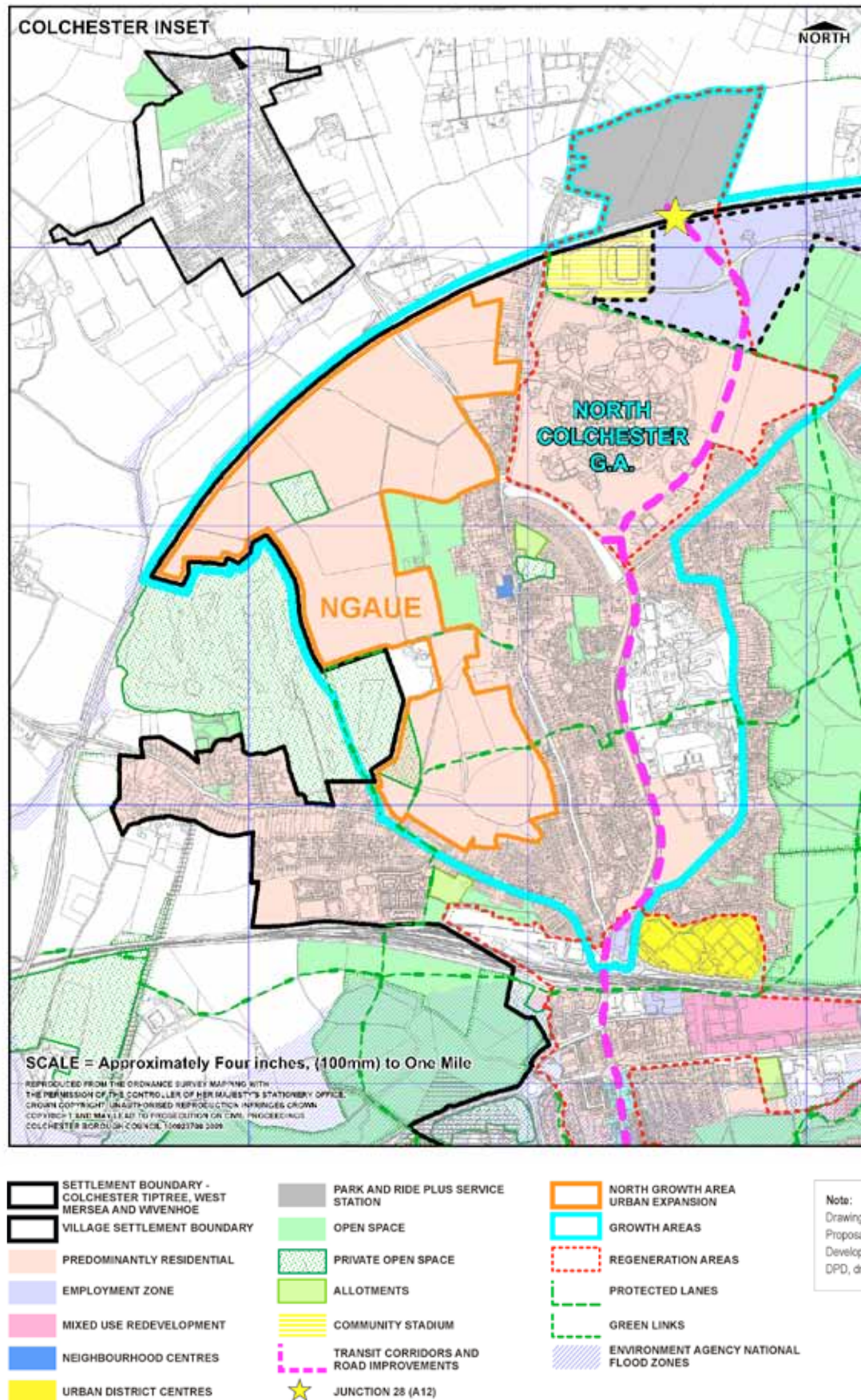


Figure 2: Northern Growth Area Urban Extension

1. INTRODUCTION

Regarding the transport and roads of the area, the main concern was about traffic – both generally in the area and particularly at North Station roundabout (188 comments), with concerns about parking (73) and bus services (36) also being raised. Respondents cited 124 issues about housing within Mile End with the majority of these to do with a general concern related to the building of more housing within the area or indeed pleas for no more new housing (77). The next most frequently mentioned concern was that of how the new houses would impact on local services and there were calls for more local infrastructure before house building commences (23). Respondents also listed 66 problems related to environment and conservation of the area including worries over the development impact on greenspaces (23), concern over dogs fouling pavements (23) and concerns about litter (11).

Mirroring respondents' concerns, suggestions for improvements to the local area focused primarily on improvements to transport (139); the provision of more facilities and services (93) and community related ideas (38); although ideas for community and housing also feature.

The engagement process has provided a valuable opportunity to obtain the views of a wide section of the population of Mile End and Braiswick. The findings from this process were taken into account in the preparation of the final draft of the Supplementary Planning Document alongside other material considerations.

This was published for formal consultation in January 2012 and similar methods of engagement and publicity were used as in 2010. Two drop in sessions were held which were well attended and people and organisations submitted comments. The main concerns remained about traffic congestion and the principle of development on the site. There was, however, support for the provision of new schools, extending the playing fields, retaining footpaths and creating cycleways. A statement of consultation will be published along with this SPD.

SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT

Sustainability Appraisal (SA) is about asking at various intervals during plan preparation: "how sustainable is my plan?" A range of objectives are established and all options are assessed against these objectives to com-

pare their environmental, economic and social effects and ultimately to assess how sustainable an option is.

A Strategic Environmental Assessment (SEA) is required under Directive 2001/42/EC on the assessment of the effects of certain plans and programmes. The objective of SEA, as defined in the government's guidance on strategic environmental assessment, is

"... to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans ... with a view to promoting sustainable development" (Article 1).

On 6 April 2009 the Town and Country Planning (Local Development) (England) Regulations 2004 were amended in accordance with Section 180 of the Planning Act 2008. The 2009 Regulations remove the duty to provide a Sustainability Appraisal report for Supplementary Planning Documents (SPDs). However, the Council is still required to carry out an environmental assessment in accordance with the Strategic Environmental Assessment Directive.

In order to achieve a balanced appraisal a SA is being carried out for the North Colchester SPD. This fulfils the requirements of the SEA Directive, but will also ensure that the social and economic impacts of the SPD are fully understood. The SA being prepared will fit within the framework established by the SA undertaken to inform preparation of the LDF, including the Core Strategy and Site Allocations DPDs.

The SA Scoping Report was published for consultation with statutory agencies in March 2009. This process sought to confirm with relevant agencies that the scope of the assessment being undertaken was appropriate and adequate to assess and inform preparation of the SPD.

Following confirmation that the scope of the SA was appropriate for the SPD, the Council proceeded to develop and refine options relevant to the issues being discussed in the SPD helping to inform the preferred approach being taken forward in the guidance. This work is described in the SA Report which was published for consultation alongside the draft SPD in 2009. The SA Report was reviewed following the initial consultation and the more recent engagement process. The final SA will be published alongside the Revised Draft SPD. Following confirmation that the scope of the SA was appropriate for the SPD, the Council has pro-

ceeded to develop and refine options relevant to the issues being discussed in the SPD helping to inform the preferred approach being taken forward in the guidance. This work is described in the SA Report which is published alongside the SPD

HABITATS REGULATIONS ASSESSMENT SCREENING

As part of the SA being used to inform the SPD, a screening has been undertaken in response to the Habitat Regulations. The screening concludes that there are unlikely to be any effects on international sites as a result of this SPD. The SPD is some distance from the international sites, the closest site, the Colne Estuary SPA, is approximately 5 miles away as the crow flies and so no direct effects are likely. In terms of indirect effects, the population increase as a result of the SPD is included in the Core Strategy figures and so the indirect effects of this allocation have already been considered. No further assessment was therefore considered necessary.

STRUCTURE

The Introduction to this report – this section – has set out briefly the background, purpose and scope of the document. Section 2 sets out the context for the SPD, including an explanation of the context for growth and the need for new homes; the context for new development, including other recent and emerging changes in Myland. Section 2 also includes a description of the site and its important features.

Section 3 of the SPD sets out the approach to development, and sets out the guidance which applicants and developers of proposals within the SPD area will need to take full account of in preparing their planning applications. This section includes guidance on land use, structure and supporting facilities, and is an expression of the Council's aspirations for future development of

the site. An overall framework for the future development is set out.

Section 4 of the SPD sets out guidance and expectations in respect of the delivery of proposals. It sets out requirements in terms of the information to be submitted as part of proposals for development, and highlights particular issues which the proposal(s) must address.

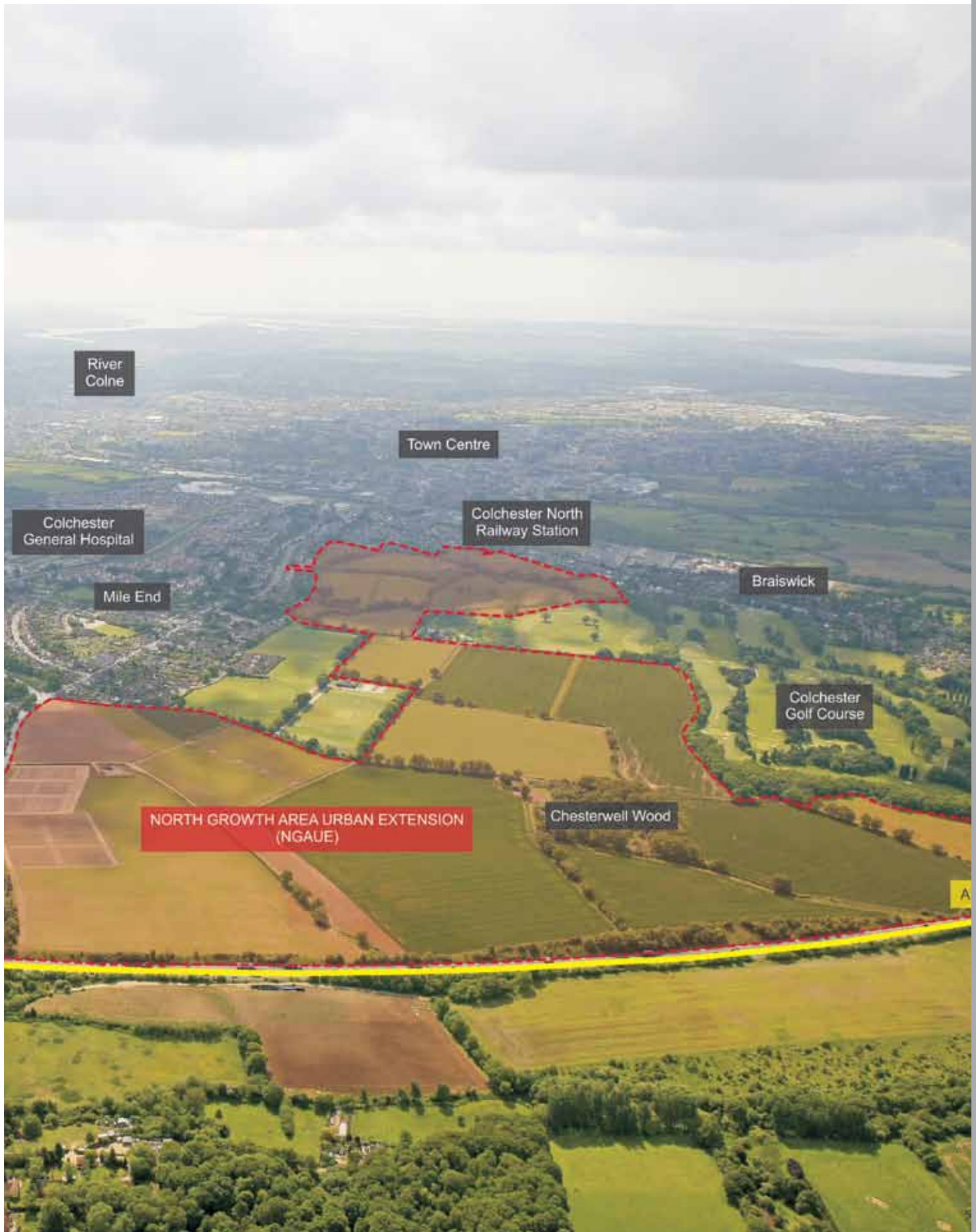


Photograph 1: The North Growth Area - View facing North





Photograph 2: The North Growth Area - View facing South East



2. CONTEXT

THE CONTEXT FOR GROWTH

Colchester sits within the Haven Gateway which is one of the Growth Points identified by national planning policy. Growth Points are a means of providing support to local communities to deliver sustainable growth in partnership with Government.

The Regional Spatial Strategy (RSS) – the East of England Plan – published in May 2008 takes forward the role of the Haven Gateway and sets out specific policy relating to that area. Colchester is recognised as a key centre for change and development and is identified as a location for major growth. As an authority, Colchester has taken the opportunity to plan positively to ensure that additional new growth is accommodated

in a managed way and that investment in infrastructure supports that growth. The Core Strategy therefore recognises Colchester's role as a regional centre serving not only the Borough but also a much wider area of north east Essex. This means investing in business development and training, as well as helping to deliver new homes and infrastructure to serve them.

The RSS identifies the scale of development to be accommodated within the region over the next decade and beyond – setting out housing provision figures for local planning authorities for the period 2001 to 2021. For Colchester Borough, the minimum dwelling provision for the period 2001 to 2021 is 17,100 dwellings.



Although the Coalition Government has indicated that they intend to abolish Regional Spatial Strategies they remain a part of the development plan until the abolition takes place. Therefore the preparation of this SPD must have regard to the RSS.

Other national policy has also been subject to change since the Core Strategy and Site Allocations DPD have been adopted. There is no longer a requirement to build to a minimum density for example and therefore the number of dwellings to be built on individual sites has been reassessed. The emerging National Planning Policy Framework has also been taken into account.

The Councils adopted Core Strategy makes provision for the delivery of at least 17,100 homes between 2001 and 2021 as required by the RSS. To meet the requirement to provide a 15 year housing supply, the Core Strategy makes provision for 19,000 homes, of which 6,200 are identified as being delivered within the North Growth Area. Within the North Growth Area, 2,200 homes are identified to be brought forward in the broad area of new housing identified in the Key Diagram (as shown in Figure 1). It is this site to which this SPD relates. A planning application for the site is expected in 2012 and this guidance is a means of providing a framework against which any planning application will be considered.

The Core Strategy and Site Allocations DPD have identified within the wider North Growth Area the main land uses necessary to collectively deliver a sustainable, accessible structure for growth. The strategy recognises the need for a broad grain approach to land use and has emphasised the need to broadly co-locate employment, residential, community and transport facilities within an overall structure for growth.

The Council adopted its Core Strategy in December 2008, and in October 2010 the Council adopted the Site Allocations Development Plan Document (DPD) and the Development Policies DPD. It is strongly recommended that this SPD is read alongside these DPDs.

The Site Allocations DPD relates policies to specific areas, providing a more geographically focussed basis for the 23 strategic policies set out in the Core Strategy. A Proposals Map accompanies the Document and identifies specific site boundaries for the allocations made.

The policy approach to the North Growth Area, which includes the NGAUE (for which a specific boundary is identified) as well as other important sites, is subject to five specific policies in the Site Allocations DPD – Policies SA NGA1 to SA NGA5.

Policy SA NGA1 establishes the overall scale and type of uses which would be appropriate within the North Growth Area – including an overall minimum total of 4,500 homes to be accommodated on a number of sites, including the North Growth Area Urban Extension (which is identified as land off Nayland Road and Mile End Road). The policy establishes the expectation that all new development within the North Growth Area should directly or financially contribute towards delivering infrastructure required to serve the area.

Policy SA NGA2 sets out the allocation for greenfield development in the North Growth Area, reiterating Core Strategy policy which sets out an expectation that development will commence after 2016 unless monitoring demonstrates a need to commence development in advance of that date. The policy sets out specific elements which should be incorporated within any future development of the site;

POLICY CONTEXT

- A minimum of 2200 new dwellings

2. CONTEXT

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

Policy SA NGA3 relates to employment uses within the Strategic Employment Zone which lies within the North Growth Area but beyond the NGAUE. Although the policy does not relate specifically to the NGAUE, it does provide important policy context for employment opportunities which will support new homes.

Policy SA NGA4 sets out a policy basis for the delivery of strategic transport infrastructure, including Phase 3 of the Northern Approaches Road and the North Transit Corridor. Policy SA NGA5 identifies those infrastructure elements relevant to the NGAUE, and are summarised below;

The Development Policies DPD has been prepared to provide further detail for specific issues and area dealt with at an overall scale by the Core Strategy. A total of 25 policies are set out, addressing policy areas including sustainable development, public realm, transport and accessibility, environment, and energy and resources. These policies apply across the borough.

THE CONTEXT FOR DEVELOPMENT

Mile End and Braiswick are characterised by ribbon development along a Mile End Road and Bergholt Road



dating from the Victorian and Edwardian periods, extended and in-filled by later development during the inter-war and post-war periods. This development extended further along Bergholt Road and Nayland Road in the post-war period, culminating in a focus in Mile End of shops, local services and community facilities. The following paragraphs describe the key contextual elements which influence the site. The site itself is described in greater detail in subsequent paragraphs.

Access

The North Growth Area is defined on its northern edge

by the A12, with a new junction recently provided adjacent to the Community Stadium.

The North Growth Area is defined on its southern edge by the London to Norwich mainline railway and by Colchester's main railway station. A branch of the railway serves Colchester Town station, located on the southern edge of the town centre. The North Station also acts as a focus for public transport services serving the north of the town and connecting to the town centre. Bus services run northwards along Mile End Road to serve Mile End, Great Horksley and beyond, along Turner Road to serve the hospital and Highwoods area, and along Bergholt Road to serve Sudbury and Lavenham.

The Northern Approaches Road (known as the NAR) provides a strategic alternative to Mile End Road and the southern part of Nayland Road. The NAR currently connects the North Station area to Mill Road, and will be extended to the new A12 junction in 2012. This has allowed Nayland Road to be closed to through traffic south of its junction with Boxted Road, providing a bus-only connection. Although the Northern Approaches Road provides an effective corridor for vehicle movements, the pedestrian environment is unwelcoming, and the road acts as a barrier between the existing

community to the west and the community, open space and facilities to the east.

The railway acts to restrict the physical space available to accommodate north-south movement corridors, and acts to channel pedestrian, cycle and vehicle movements between the Turner Rise area north of the station and the Essex Hall junction to the south. Although the North Growth Area is relatively close to the town centre, the existing pedestrian and cycle environment in the vicinity of the station reduces the attractiveness of making journeys on foot or by bicycle. This area was highlighted as a major concern by people who took part in the SPD consultations and the university engagement project.

Growth Area Funding from the Haven Gateway partnership has been used to produce a Travel Strategy for

North Colchester. The findings of this strategy have informed the production of this document.

Land Use

As long established urban areas, Mile End and Braiswick are served by a range of facilities and services although in recent years a number of these have either closed such as the shop on Bergholt Road or been redeveloped ie the Woods and Royal London Sports Grounds.

Community Action in Mile End – a community group led by a Community Development Officer and funded by a range of local organisations, including the Borough Council – undertook to audit local facilities available in Mile End. Their report – their Community Facilities Assessment – was published in December 2008.

The report found the main focus for services is the Mile End local centre, focussed at the junction of Nayland Road and Mill Road. A pocket of small businesses also exists at the southern end of Mile End Road. To the east of this, the Turner Rise retail park includes a large supermarket and a number of large out-of-town retail units, a gym and restaurant.

The Mile End local centre comprises a limited number of shops including a Co-Op store, pharmacy, pub and take-away food outlets.

Community facilities are more widely dispersed, and include meeting spaces such as those at St Michael's Hall at the northern end of Mile End Road and the Methodist Hall on Nayland Road, both of which can accommodate a range of community activities and meetings. A dance club is also located on Mile End Road, providing accommodation for specialist activities.

A range of sports activities are accommodated across Mile End at a number of dispersed locations. To the west of Nayland Road the Fords Lane sports and recreation facility accommodates football and cricket pitches focussed around a sports pavilion. Other facilities, such as Colchester Golf Club (north of Bergholt Road), Severalls Bowls Club and the Brinkley Road Gymnastics Club provide important facilities. To the north east,

the Colchester Rugby Football Club accommodates cricket and archery as well as rugby pitches.

Colchester General Hospital, immediately east of the NAR provides high level healthcare facilities and a drop-in facility. The Mill Road GP surgery and a number of dental practices provide day-to-day healthcare services. There are a number of specialist healthcare facilities in the locality, including care, teaching and accommodation for vulnerable individuals or those with learning difficulties.

Braistwick has a far more limited provision of local facilities, with only a dentist's surgery and a beauty salon, but no convenience shops or community meeting spaces.

The only other service provision is a petrol filling station which includes a shop. As part of the redevelopment of Flakt Woods shop(s) are expected to be provided.

Primary schools are located at The Myland Community Primary School, on Mill Road, and the Queen Boudica Primary School off Turner Road. A new primary school will be delivered as part of the Severalls development and a site has recently been acquired by Essex County Council in Braistwick which may deliver an additional primary school.

The nearest secondary provision is the Gilbert School in Highwoods (some 1.5 miles from the existing Mile End local centre), and St Helena, south of the railway



Colchester North Railway Station



Walking routes in High Woods Country Park



Northern Approaches Road



North Station Junction

2. CONTEXT

(also some 1.5 miles from the existing Mile End local centre).

The CAM report identifies a number of facilities which have been lost to the community in recent years. These include a range of local shops, two post offices and a number of social and sports clubs. There is a strong sense amongst the local community that the facilities serving Mile End are inadequate to serve existing needs, and that further demand will require a greater provision of services to serve both the existing and extended community.

A number of factors may have contributed to the decline in local facilities – the NAR has reduced the potential for passing trade along Mile End Road, and the Turner Rise Retail Park offers a competing retail offer, including a large supermarket. It is also likely that changing shopping patterns, focussing on fewer larger shopping trips by car and the role of internet shopping may have reduced demand for local day-to-day shopping facilities.

Landscape and Open Space

A strong landscape and open space structure provides a setting for Mile End and Braiswick, although in some areas, the lack of green space is a particular issue. Figure 5 provides an overview of the main landscape structuring elements.

Within the Mile End urban area there are pockets of mature trees within back gardens and clustered in the

village church yard. There is little street planting along the main or secondary streets, although in a number of places mature landscaping along boundaries between plots extends to the street edge. A number of foot-paths cross the area including ones in the vicinity of Chesterwell Wood, which is currently in private ownership. Although Mile End appears green when viewed from an aerial photograph, little of this landscape is within public areas.

To the east of Mile End, the High Woods Country Park acts as an important recreational space providing both formal and informal recreation space. Extending to more than 300 acres, the park includes a visitor centre and includes woodland, parkland and grassland areas. The park can accommodate a wide range of activities, including walking, cycling and fishing, as well as informal games. Although the park is an important focus for activity, access to the park from the west is poor, hampered in part by the NAR, the hospital site and by tortuous pedestrian routes through parts of Mile End.

The Nature Reserve at Cymbeline Meadows provides another important informal recreational space as part of an area of protected wildlife habitat.

South of Mill Road, between Mile End Road and the NAR, the Mill Road recreation area includes green space which connects to mature trees retained as part of development to the south.

A further area of open space south of Bergholt Road



Nayland Road



The A12 Strategic Road Network

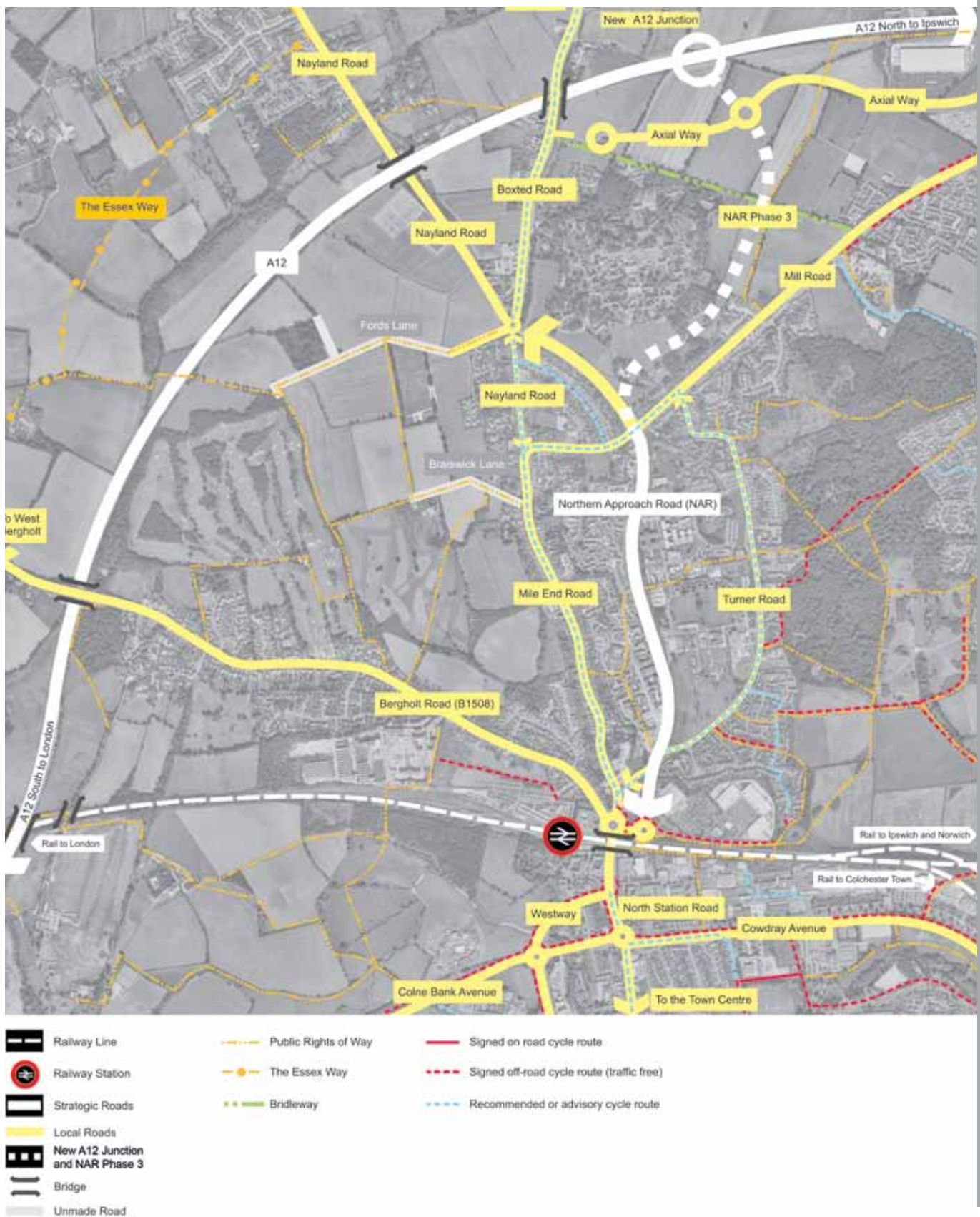


Figure 3: Access Context

2. CONTEXT

also includes playing fields as well as play space.

Colchester Golf Club, located north of Bergholt Road, provides an important green edge inside the A12. The mature course is heavily treed with pockets of woodland, and has, for the most part, strong landscaped edges comprising hedgerows and mature trees. To the east of the main course, a grassland driving range and practice area is enclosed by mesh fence but has little mature landscape.

The pitches at Colchester RFC provides green space which acts as a buffer between the Cuckoo Farm employment area and recent residential development south of Mill Road. Although the playing fields are kept as managed grass pitches, the pitches act to maintain openness between developed areas.

Two allotments sites in the area are largely hidden by urban development but provide an important community resource.

Growth in the North Growth Area

Significant development proposals have been approved as part of the strategy for Colchester's growth, but in some cases are yet to be delivered. In parallel with this development there have been a number of large scale infrastructure investments undertaken, with further works planned.

Further transport capacity will be delivered by the new A12 junction and the planned Park and Ride, both of which will connect into an extended Northern Approaches Road. These infrastructure projects will deliver a new strategic access into Colchester from the north. Developments in the area will be served by frequent and reliable public transport services and at certain points priority access will be given to buses. Public transport in the NAR will use a bus only carriageway and will provide a reliable and rapid connection to the railway station and town centre.



Agricultural land trees and hedgerows in the NGAUE

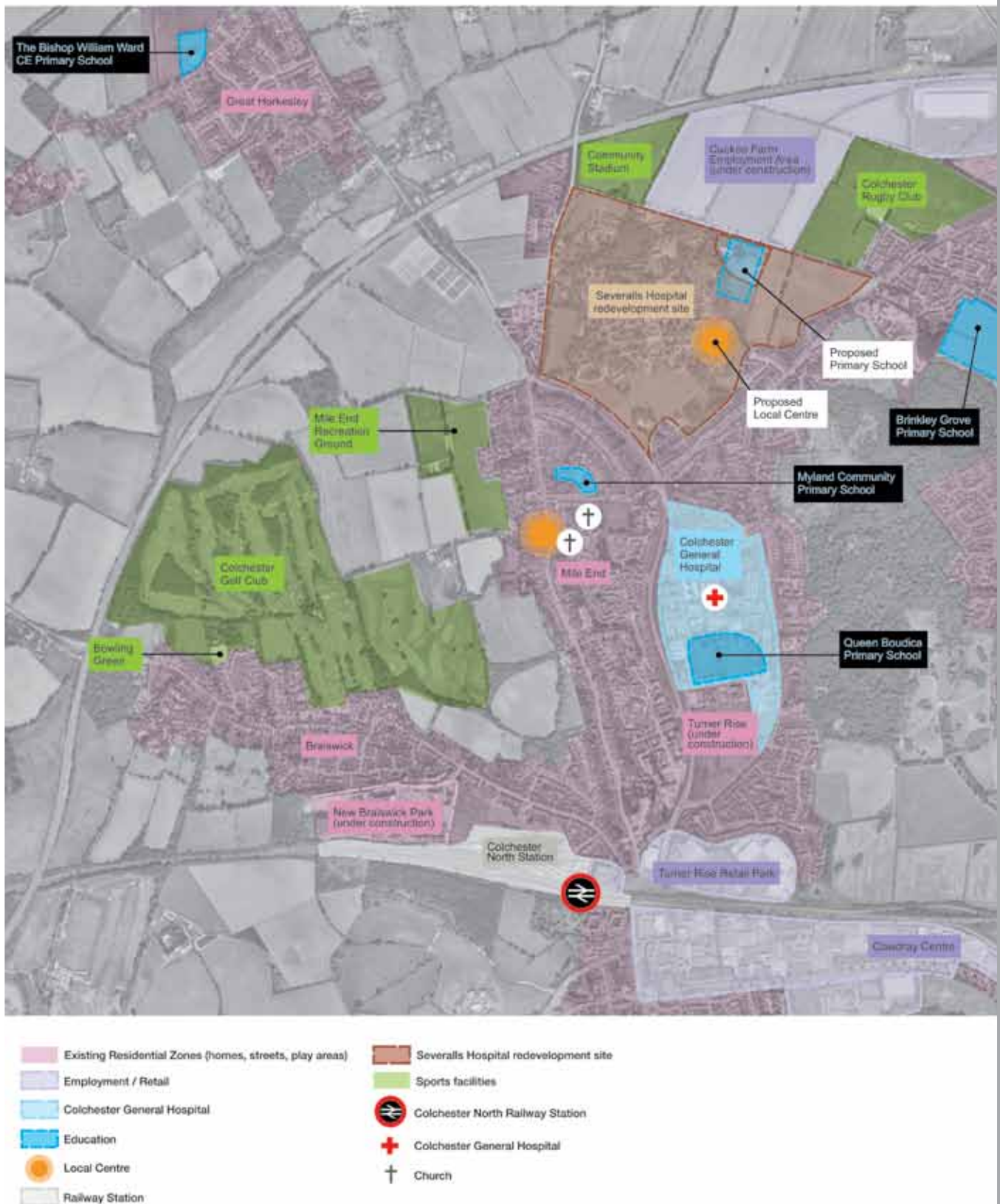


Figure 4: Urban Context

2. CONTEXT

Recent growth in Mile End has served to give rise to community concern about the adequacy of facilities and the impact that growth is having on community integration. In some cases, growth has been seen to be both a positive and a disruptive influence – the NAR, for example, has served to reduce the volume of traffic using Mile End Road, and has resulted in an improved environment for residents. However, the reduction in the volume of through traffic may have served to divert trade away from local shops, possibly contributing to their closure.

The North Colchester Travel Strategy has been developed to serve the travel needs of both incoming and existing residents and employment premises. Prioritising movement by public transport, for cyclists and for pedestrians will help to create sense of place and to provide better connections to the town centre.

THE NGAUE

The North Growth Area Urban Extension, identified in the Site Allocations DPD (see Figure 2) extends to around 110 hectares and broadly lies to the west of existing development along Mile End Road. For the pur-

pose of the SPD, the boundary of the NGAUE forms the focus of the guidance although there are important connections beyond this allocation.

Not all land within this area is expected to be developed or redeveloped, rather, this is the area of land within which new homes and the associated supporting facilities – including green space, facilities and infrastructure – will be accommodated.

The site broadly extends from the A12 in the north, to the rear of properties along Bergholt Road. To the east, the rear of existing properties along Mile End/Nayland Road and Boxted Road defines the boundary, with Colchester Golf Club and the A12 forming the western boundary. Land north of the A12 is in the same ownership as the NGAUE but is not proposed to accommodate housing (it offers the opportunity, instead, to be a reserve to be used for appropriate supporting uses only, such as green space or other community use, if appropriate). The Site Allocations DPD makes it clear that the principle of residential or commercial development in this location would be unacceptable.

To the south and east, the boundaries of the area of new housing are defined by existing properties. In some cases, such as along Bergholt Road and Braiswick, the dwellings themselves are located towards the rear of plots and have little landscape buffer to the fields behind them. In other cases, such as along parts of Mile End Road, plots are deeper, with properties lo-



Residential Streets in Braiswick



Residential area in Mile End



North Station Junction



Mile End local facilities



Community Stadium



Housing Adjacent to Mile End Recreation Ground



Housing in Mile End



Agricultural Land in the North Growth Area

2. CONTEXT

cated away from the rear boundaries which are heavily landscaped.

The boundary to the golf course is, in parts, relatively shallow. In general, it provides a robust edge to the course and acts both as a landscape and visual barrier, separating the golf course from the footpath to the east (which lies within the NGAUE). A ditch on the eastern side of the landscape buffer acts to reinforce the containment of the golf course.

The boundary to the A12 is of mixed character, in part a consequence of the rolling topography of this part of the site. Immediately north of the golf course, the A12 is on embankment as it crosses the Black Brook. This results in visual and aural intrusion to the site. As the A12 curves north eastwards, the site rises causing the A12 to pass into a cutting – reducing its impacts on the

site. The A12 largely remains in cutting as it continues eastwards.

The predominant land use within the site is arable agricultural land. The size of the fields within the site varies, and although there is a dominance of rectangular field patterns, there are a number of smaller irregular shaped fields. In most cases, the field boundaries are characterised by visually dominant hedgerows and mature trees which create a strong sense of enclosure, and act to reduce the inter-visibility of the site. Many of these hedges incorporate ditches which are either predominantly or occasionally dry.

Although the central part of the site is relatively flat, to the south and north, the topography falls away. Be-



Open space in Mile End



Rights of way through fields

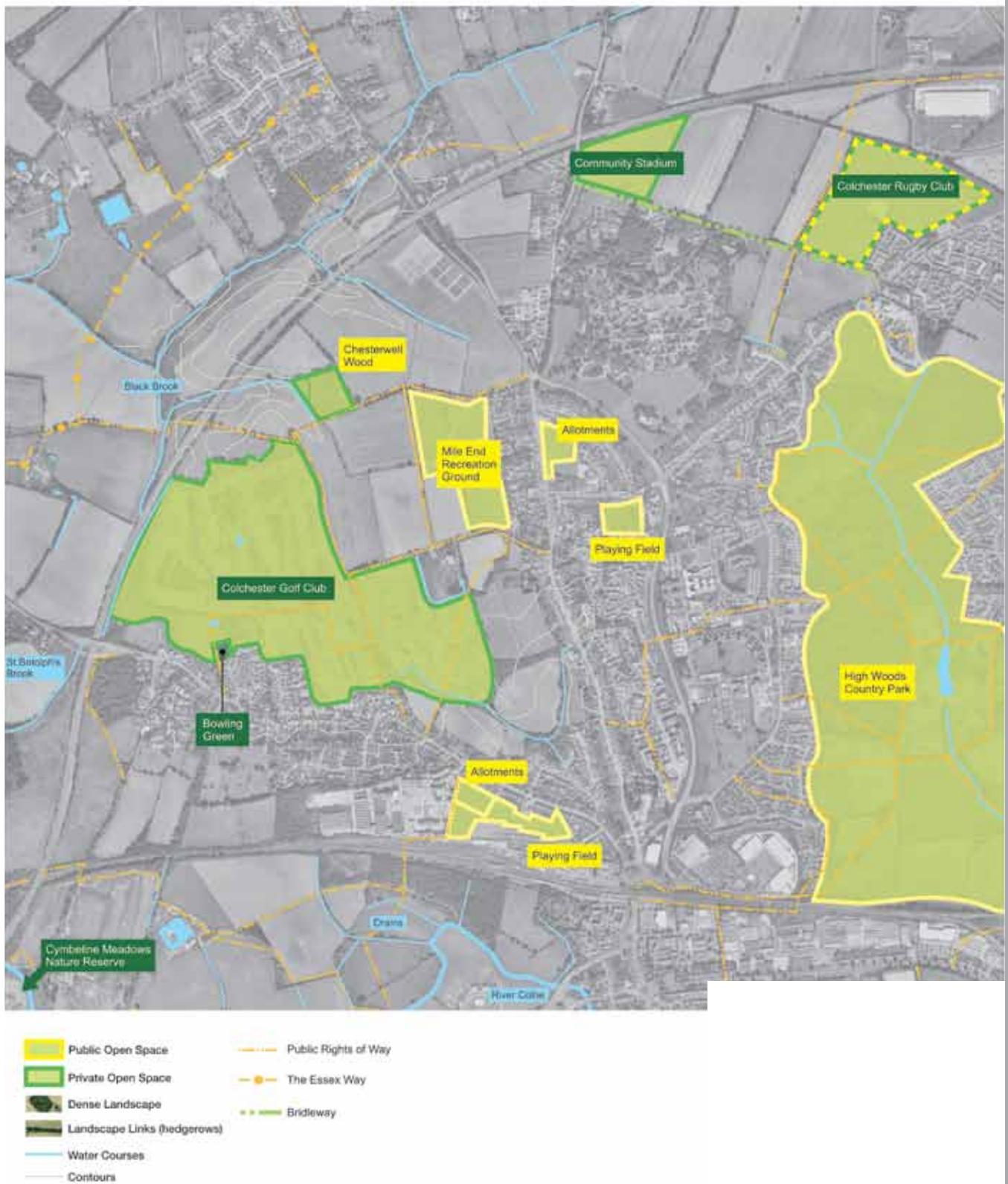


Figure 5: Landscape Context

2. CONTEXT

cause of the strong landscape elements within the site, it is only where the site topography falls away to the south that the urban context beyond the site is readily visible. To the north, the valley formed by the St Botolph's Brook provides a rural outlook to the site.

Although there are no scheduled monuments within the site, there have been a number of archaeological finds as well as evidence of crop marks within the site. Against the backdrop of Colchester's settlement history, there is a need to accommodate potential archaeological interests within emerging proposals.

There are landscape blocks within the site which further act to structure the site. Towards the north of the site, Chesterwell Woods is both an important landscape

component and a valuable ecological habitat and covers an area of some 2.5 hectares. In the southern part of the site, some of the field boundaries have been strengthened by additional planting which has tended to create linear blocks of landscape.

The arable use of much of the site has reduced the potential for important ecological value, and with the exception of Chesterwell Woods, which is recognised to be of ecological value, there are no statutory designations or locally designated wildlife sites within the site. Assessments undertaken to inform the preparation of the Core Strategy indicate that although there is the potential for protected species to be present on site, these do not represent a particular constraint to development.



Colchester Golf Club course



Allotments south of Bergholt Road



Mile End Recreation Ground Pavilion



Agricultural fields, trees and hedgerows



Play area at Mile End Recreation Ground



High Woods Country Park

2. CONTEXT

The site is crossed by a number of footpaths which predominantly run along field boundaries. In many cases, these paths follow agricultural tracks used for access to the site. These paths provide access to the south (connecting to Bergholt Road), and east (connecting to Mile End and Nayland Road). Although a footpath runs to the north west, it crosses the A12 at grade, making this a dangerous crossing. This footpath does however connect into the Essex Way to the northeast, providing an important connection to the strategic footpath network.

The only current vehicular access to the site is by means of Braiswick Lane and Fords Lane. Both points of access are narrow in width and provide no real capacity to serve further development.

The undeveloped nature of much of the site means that there is little existing infrastructure within the site, although a recently laid high pressure water main crosses through the north eastern part of the site. There are no overhead power lines crossing the site, and no other strategic utilities infrastructure.

The site is therefore characterised as one which, whilst proximate to Mile End and Braiswick, and well related to the town centre, is subject to strong landscape



Recent housing development in Mile End



Community Stadium

edges, and which, at its northern end, is influenced by proximity to the A12.

The boundary of the NGAUE as illustrated in Figure 2, excludes two areas which are occupied by existing uses.

Braiswick Farm comprises a number of buildings including dwellings and an agricultural shed, together with an area of emerging woodland. This is the site of Braiswick Farm, dating from the 15th Century and Little Braiswick. Elements of the farm buildings survive and are Grade 2 listed.

The Mile End recreation ground comprises playing pitches and a pavilion, and is bounded on its western side by field boundaries. There are six football pitches which accommodate two cricket pitches, as well as an equipped play area and car park. The facility serves not only the local communities but acts as a borough-wide facility.

Mile End itself, whilst served by a range of facilities, has a limited community focus, in part a consequence of a lack of green space at its core. Many of the facilities are at the periphery of the area – to the south or north east, although there are a range of important community-focussed activity spaces at its heart. There are important infrastructure links serving the area, including the railway and the NAR, but these can form barriers to movement across them. Recent growth has tended to



New Braiswick Park under construction



New NHS Facility at Colchester General Hospital



New homes at Turners Rise



3. APPROACH TO DEVELOPMENT

In producing this Masterplan the Council has ensured that regard to good urban design principles is what shapes structure and layout and not the traditional highway first approach. Whilst it is acknowledged that the provision of infrastructure, accessibility and movement are important the design process employed here has not been dominated by the early fixing of road patterns around which built form, spaces and activity are then applied.

Rather the design process has been informed by the need to create interesting new urban environments

where people, spaces and buildings interact to produce stimulating possibilities for activity, experiences and opportunities. Where valuable landscape features are retained, pedestrian and cycle friendly movement corridors created, enabling easy access to integrated facilities both within and beyond the site. Individual character areas will be created to avoid aesthetic sterility and a strong sense of place established. High levels of amenity are provided both within plots and within easy walking distance of every dwelling. The development will work with the terrain, respect key views/create new ones, boost biodiversity, provide sensitive buffering of the A12 and make the use of public transport and non-car modes of transport attractive and realistic alternatives to the motor car.

The arrangement of spaces and built environments creates small neighbourhoods that have direct access to open space at the very local level whilst providing the wider connectivity of a green network that links through the whole of the growth area.

The geography of this wedge shaped site and the fact that it bridges the developed communities of Mile End and Braiswick inside a ring of rural settlements and countryside brings with it the potential for a spectrum of characters from urban in the south through to sub-urban the further north you travel to rural fringes on the northern and western edges.



Landscape setting for Community Hub



Primary School in Community Hub

3. APPROACH TO DEVELOPMENT



Potential to include Health Centre in Community Hub



Mix of uses at Community Hub



Community Hub



Play Areas to be provided as at Mile End Recreation Ground



High Woods Visitor Centre



Access to High Woods

Enhancing its potential to create sustainable new communities is the fact that the site enjoys the significant locational benefits of being in close proximity to:-

- Colchester's main railway station (large parts of the Masterplan area are within easy walking distance),
- The planned new segregated bus corridor into the town centre from North Colchester
- The planned North Colchester park and ride facility
- The new Junction 28 on the A12
- Jobs on Severalls Industrial Estate, Cuckoo Farm Employment Zone, Colchester Business Park and at the general hospital.

TRANSPORT AND ACCESSIBILITY

The growth area will develop a layout and spatial arrangement that maximises the potential for modal shift. This is a highly sustainable attribute of the masterplan and will rely on other factors of layout and uses to facilitate local movements and non vehicular advantages. The draft Northern Colchester Travel Strategy is being developed to inform this SPD.

This strategy will promote a strong and accessible network of cycle/footpaths that connect to the wider network. Local centres will provide a range of facilities for day to day needs within walking distance of all neighbourhoods. The public transport route will provide bus stops within easy reach of all homes and local facilities plus an advantageous connection to the wider network. This provides the most direct and sustainable access to North Station and the town centre beyond.

Bus services will pass through the site on a regular basis. These services will have an exclusive access to Mile End Road via a bus only route that will connect to the existing network whilst connecting the new communities that will emerge across the north of Colchester.

The public transport network is an important structuring element to proposals, and should integrate with the wider Growth Area and beyond. The spatial strategy set out in the Core Strategy provides for a broad grain approach to land use, with areas of employment, residential and community facilities co-located within an

overall growth area. Public transport provides a critical link between these land uses, delivering and supporting sustainable patterns of development at a settlement scale. Opportunities for integrating existing services with new services should be considered, particularly where benefits would arise for the existing community; where new services are being developed as part of other new development proposals, opportunities for integration should be considered and promoted.

Applicants will be expected to engage with relevant authorities and operators in identifying the potential for delivering integrated transport solutions for the North Growth Area.

The Masterplan deliberately shows a new junction onto the A134 at the northern end of the site providing a sole general vehicular access to the site. This is intended to further assist in discouraging private vehicle trips and encourage the use of more sustainable modes of travel such as public transport, cycling and walking. A bus gate is shown at the southern end of the site as well as cycle and pedestrian links.

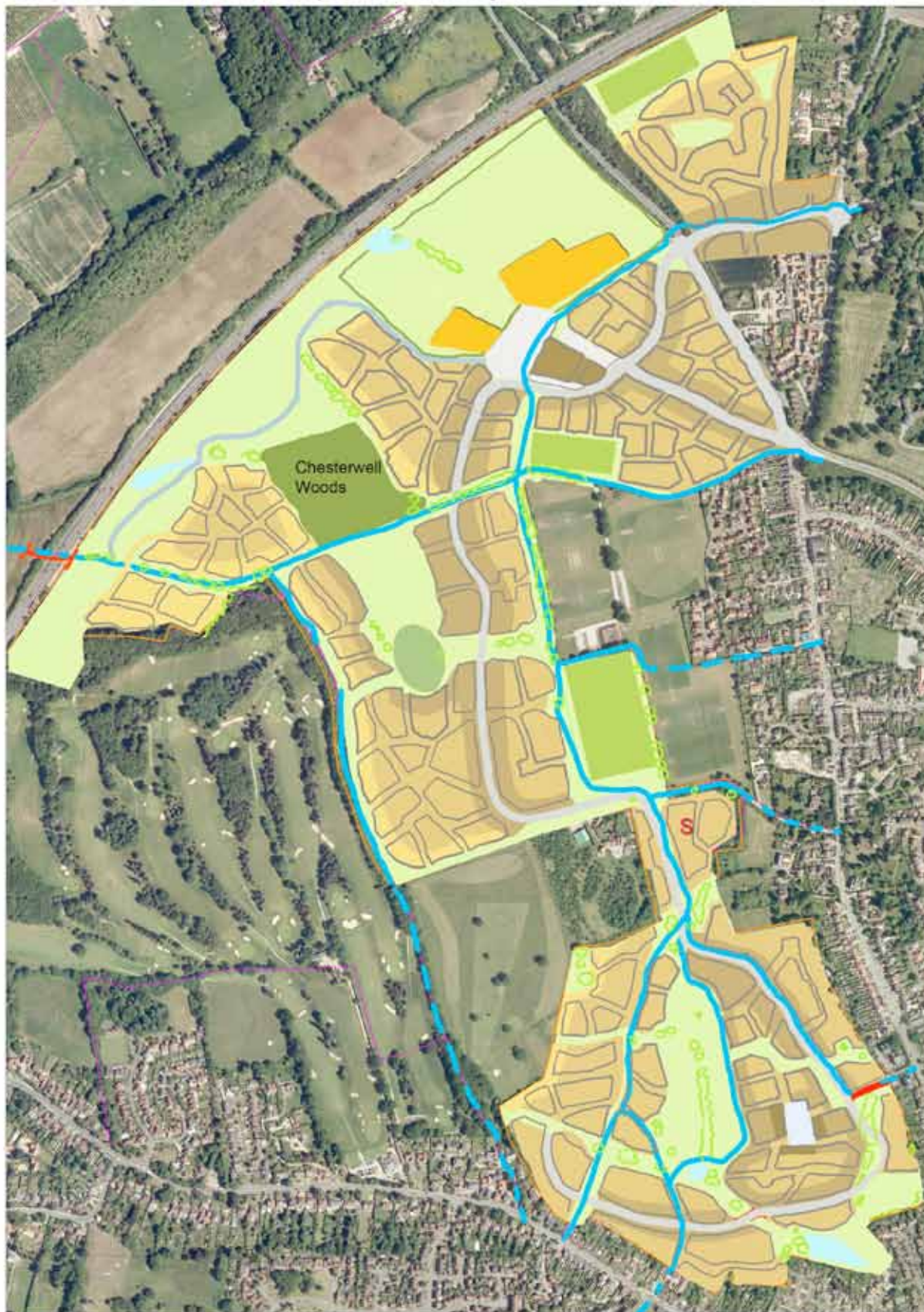
There are various options available for the sole general vehicular access referred to above. The existing Fords Lane Roundabout is unlikely to have sufficient capacity and therefore is likely to need removing and the A134 continued straight into the site. The existing A134 Nayland Road (north of the Fords Lane Roundabout) as well as Boxted Road and Fords Lane itself could then either be realigned to meet the newly aligned A134 or become cul de sacs, serving existing properties and in the case of Nayland Road and Fords Lane an element of the new development

The spine road will be designed to carry all traffic to the only access point at the northern part of the site, connecting to the NAR and the strategic corridors for vehicles. Public transport will also use this route into the growth area but will have a dedicated southern access that connects with the existing routes used by buses.

The spine road will be designed to operate at 20mph. This will be achieved by design elements such as a meandering alignment with many curves that naturally keep speeds to a minimum and single points of access for dwellings which enable cars to reverse onto the spine road. This, together with the omission of designated crossing points and integrated on street parking can provide an element of speed control. Further masterplanning with the Highway Authority will ensure the

3. APPROACH TO DEVELOPMENT

NGAUE Draft Masterplan January 2012



- | | | |
|--------------------------------|--------------------------------|---------------------------|
| New Schools | Retained trees, informal space | Bus only access |
| Neighbourhood Centre | SUDS wetland retention ponds | Potential self build site |
| Civic spaces | Formal park and garden | New sports pitches |
| Cycle routes | Cycle bridge over A12 | Potential bus access |
| Lowest density, edge character | Central areas character | Spine road and park |

appropriate design, layout and operation of the transport route network.

The spine road will be an avenue, designed to have a unique character and legibility that is consistent over its whole length. It will provide a cycle/pedestrian route of 3 metres in width to substitute the main cycle route where it cannot be provided through open space.

Further design codes will detail a hierarchy of streets from the spine road, characterised by the avenue planting down to mews streets and small, peripheral private drives. These codes will detail surface treatments applicable for each type of street within the hierarchy.

The use of rear parking courts must be restricted to places where no other solution can be provided, such as flats above other uses where the frontage space would form shoppers parking. Occasionally small rear parking courts offer a viable parking solution but in these cases a court is unlikely exceed 12 spaces and will have suitable visual mitigation and lighting. Appropriate management and maintenance arrangements will be secured through condition or legal agreement.

Residential parking should be provided as front courts, parking squares or on plot. Visual mitigation of parking courts will be required as predominantly trees. This will be substituted with other layers of soft landscaping that does not prevent surveillance of parked cars from adjoining homes. Visitor parking must be well distributed through areas that provide only 200% parking per dwelling. Measures will be implemented to ensure the streets are not used for commuter parking.

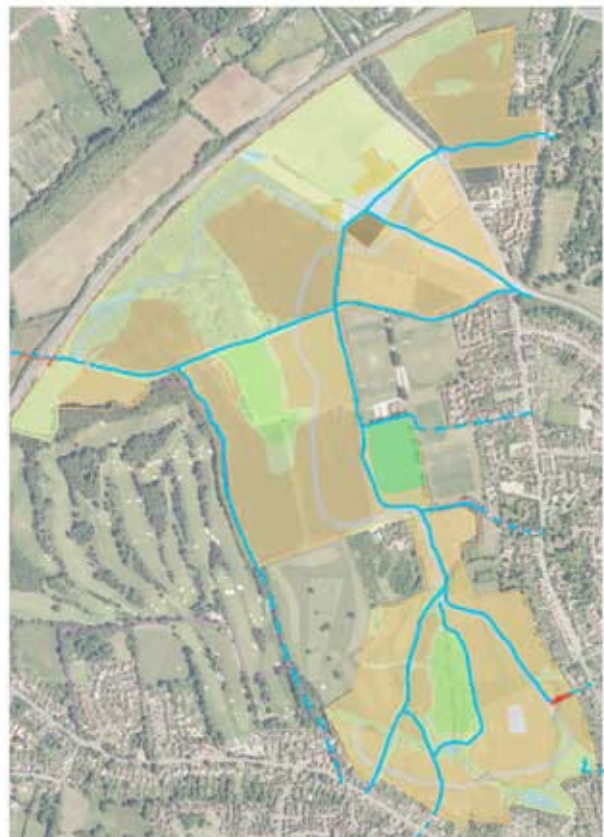
Key to delivering sustainable movement through the growth area is a comprehensive cycle network and pedestrian routes linking to the existing southern access points. Delivery of these connections should be agreed with the Council as part of the phasing strategy.

This cycle route will work in reverse to the traffic which will leave the growth area at the northern end. Its viability as a route depends on establishing high quality and functional connections at the southern boundaries to facilitate the sustainable modal pattern that mitigates the lengthy journey for cars which can only access to the north. There will need to be a strong cycle route throughout the whole area that provides the neighbourhoods with a direct link to the wider cycle network, with

the southern focus at the connection to Tufnell Way and the existing cycle route to North Station

It is considered appropriate that the smaller roads within the hierarchy can support cycle movement as well as car movements. The main cycle network will be provided off-road within the open spaces and green linkages throughout the site where possible or provided as a 3 metre combined cycleway and pavement where off street routes are not possible.

Opportunities for access across the A12 should also be considered as part of the green space and recreational network within the site and strategically. The existing at grade A12 crossing between the site and the Essex Way to the north acts to constrain access for what are very clear safety issues. Opportunities for improving this access should be considered by applicants and necessary safeguards designed in to development to ensure the future implementation of any such proposal. All sources of funding and support will be pursued to deliver a footbridge and cycleway across the A12 in this



The comprehensive cycle network

3. APPROACH TO DEVELOPMENT

location.

It is also expected that improved linkages with the countryside to the north via a possible new A12 foot/cycle bridge or simply by improving footway and cycle way connections under the A12 alongside the A134 will actually facilitate increased accessibility, mobility and connectivity for the villages north of Mile End and better access to the countryside for Mile End residents .

The development should be served by new bus services, giving access to the town centre, Severalls Hospital development, the Hospital and through the north Colchester Employment land and onto the North Colchester Business Parks.

The NGAUE will require investment in off site highway infrastructure which will be identified as part of the planning application process and secured through legal agreement. The following is a brief summary of proposed changes to existing services and infrastructure which are deemed necessary to enable new development to be integrated into the existing highway network:

North South Capacity Improvements (A133/A134) -

- A bus lanes in both directions along North Station Road (section past the Norfolk) and through Essex Hall roundabout.
- New signalised North Station gyratory to replace existing North Station/Northern Approach Road junction;

- New bus interchange within North Station Gyratory;
- Widening of carriageway to allow two northbound lanes between Colne Bank and Essex Hall roundabouts

A133 Central Corridor Improvements -

- New left slip lanes at Colne Bank roundabout for Westway to Cymbeline Way and Cymbeline Way to Station Way movements
- Widening of carriageway to allow two westbound lanes between Albert and Colne Bank roundabouts;

NGAUE Connections -

- Main vehicle access to the NGAUE in the Nayland Road/Boxted Road area
- Bus, cycle and pedestrian only accesses to serve new and expanding residential developments at New Braiswick Park, Northern Growth Area Urban Extension, Severalls Hospital site, plus employment in the North Colchester Business Parks area;
- Potential new bus route network for North Colchester area;
- New cycle and pedestrian network across North Colchester, links to the Hospital, the station and the town centre and links to the rural area across the A12.



Bus routes given priority



Attractive tree lined streets



Walking and cycling routes



Parking on street



Primary streets - formal landscape design



Landscaped squares and streets

T

3. APPROACH TO DEVELOPMENT

LANDSCAPE AND OPEN SPACE FRAMEWORK

Whilst the ecological and historic value of the existing landscape may vary, the important ecological and aesthetic role of the hedgerows and maturing trees has been acknowledged by the significant retention and enhancement built into the Masterplan. Relatively recent planting may contribute to the structure of the site and may help to provide a role in breaking the larger open fields into smaller pockets. For this reason, as part of an assessment of the value of those landscape areas the principle of landscape buffers being retained on their existing alignments has been given a high priority. A Green Infrastructure Plan will need to be prepared and submitted as part of the development process.

Where permeability dictates some thinning out then

extensive replanting and reinforcement should follow. Proposals will also need to consider the retention of hedgerows. Where existing landscape edges are thin or non-existent, these should be assessed and where necessary strengthened to protect the amenity of existing residents. This is particularly true where existing properties are located to the rear of plots and where there is little or no existing buffer such as in Braiswick.

Where possible new development should follow secure by design principles and build dwellings that back onto existing houses to not leave vulnerable back gardens exposed to new public spaces. In some instances however, such as at the south of the site there is a desire to utilise the natural open space that exists.

The protected trees should be integrated into the public realm rather than be included in private space wherever possible. Given that the extensive footpath network follows the field edges, it will be important to safeguard these routes and to set them into corridors which pro-



Landscaped car parks



High quality public open space

mote access, amenity, recreation and wildlife. Existing green space in Mile End is largely constrained to mature landscape areas within private plots, rather than within the public realm. Avoiding this approach, by incorporating green space, including street planting and landscape corridors will avoid the creation of exclusively hard public realm areas, as is evident in relatively recent developments in Mile End.

Providing a variety of open spaces in both form and function will utilise both the contoured areas that are not suitable for development and create new and extended parks that augment the more natural places which will not be suitable for all forms of recreational use. It will also be important to deliver space within the community which acts as a focus for activity and which offers a space to which the community can relate. Although the Mile End recreation ground is perceived by the local community to perform this role, the reality is that it is only its location close to the middle of Mile End which supports this view – there is nothing locally distinctive about the space or its function which makes it specifically ‘of’ Mile End.

An opportunity exists to use the growth of Mile End as



Formal landscaping in Community Hub



Attractive Landscape Setting for Housing



Public open space



Public Open Space

3. APPROACH TO DEVELOPMENT

a way of delivering an improved and more community-focussed green space at the recreation ground as well as providing the new development with its own sports and recreation facilities, in addition to the structural landscape corridors. The exact amount of public open space to be delivered will be, in part, determined by the exact scale and density of the development being proposed. The Council's masterplan and indeed the draft masterplan promoted by the developers show well in excess of the minimum 10% of the overall site area required by policy. The Council's masterplan illustrates open space provision across the whole area that creates accessibility at highly localised levels and a strategic green corridor throughout the site.

The Council's PPG17 study states that 19.56ha of open space in total is needed in the NGUAE if 1800 new properties are built. This is broken down into a range

of typologies including formal parks and gardens, children's play areas, allotments and semi natural green space. Some flexibility in typologies may be appropriate but there should be no relaxation in the amount of space provided within the site. The open space will be dispersed reasonably throughout the site and not concentrated in any one area.

Open space should be located so as to meet accessibility standards and to ensure that all homes are close to play spaces and open areas. No dwelling should be more than 300 metres from an area of open space. Accommodating the open space requirement presents an opportunity to respond to specific circumstances in the north of the site. The A12, although in cutting along much of its length, does give rise to localised noise and visual impacts. This is particularly acute as the A12 crosses the Black Brook. This land is not suitable for new homes but can serve the area as informal open space.

Although there is a need to ensure that there is no imme-



Trees retained for landscape setting for new community



Green space next to homes

diate risk to road safety, locating open space adjacent to the A12 would act as a buffer to residential development within the site. It would also allow a continuous green edge to be established alongside the A12, providing a continuous wildlife corridor and allowing the opportunity for radial green corridors emerging from the development to be linked as part of a green network to the wider area. There is a strong local desire to use this to link existing rights of way from Tower Lane to the east with existing footpaths to the west of the site. This space will provide a strong feature of the northern area and link through Chesterwell Wood to further, more formal space in the centre of the development area.

A formal park will be designed to provide the opportunity for formal planting beds and act as an attraction for the many varied user groups of the local communities. These may include water features, play equipment and infrastructure for formal events.

A series of smaller amenity areas will be created within each of the designated development areas. Each will be a minimum of 10% of these areas and will ensure the retention of existing individual specimen trees

Further open spaces will need to be located to serve southern parts of the site, providing a variety of spaces to cater for different needs and user groups.

The Council encourages natural play areas as well as recognising the need for flat open areas that act as kick

about space. The topographic features of the southern area can provide excellent natural play environments and walking spaces but other types of space will also be provided. All areas of open space will be made suitable for recreational use or protected and enhanced for biodiversity in accordance with a design code for open space and a management plan that will be agreed with the Council prior to development.

The PPG17 study requires the provision of additional sports pitches for the new community. These requirements are shown as an extension to the existing playing fields off Fords Lane and to the north of the triangle site between Nayland and Boxted Roads. Fords Lane will be the focus for a new community centre well connected to all parts of the new development as well as the existing Myland community.

The northern perimeter of the site, against the A12 corridor will provide a large informal open space together with dedicated space for allotment gardens. This site and others used for the provision of allotment gardens can be provided on suitable land adjacent to water retention features that form part of the SUD system.

The varied topology of the site will be used positively for both visual amenity and to provide a system of swales that are both functional and attractive aspects of the landscape. An existing series of open drainage ditches will be assessed for their compatibility with a Sustainable Drainage System (SUDS). It will be highly



Lower density residential



Medium density residential

3. APPROACH TO DEVELOPMENT

desirable to utilise many of the existing features of the site to regulate and retain surface water.

The detailing of any SUD system must provide for attenuation and infiltration taking into account opportunities for:

- Biodiversity enhancements – such as the wetland areas in the southern area
- Environmental protection from contaminants
- Rainwater harvesting
- Green or brown roofs
- The safeguarding of protected trees.

LAND USE

The Core Strategy expresses in Policy H1 clear requirements for the scale of development to be accommodated within the broad area of new housing. The Site Allocations DPD identifies specific land uses which should be accommodated. These include the creation of a neighbourhood centre, new primary school a site for a secondary school in case it is required and community facilities (together with additional sports pitches and open space), and recognises the need to retain Chesterwell Woods. Although the Core Strategy identifies a need for at least 2200 homes on the site, na-

tional and local policy changes and local opinion have resulted in the Council agreeing with the developers that approximately 1800 units would be more appropriate. The key principles for the disposition of these uses is described in the following text, and illustrated in the masterplan.

There are three focus points for the physical and social hubs of the new development. These areas provide an appropriate environment for shops, work space and community uses. The northern hub will also create space around the entrances to schools thus enhancing the activity and vitality that defines a hub. The southern hub provides a smaller scale of activity but remains an import focus for the local community and at the heart sits a new community centre focused on the existing pavilion site.

The northern neighbourhood centre should be located to respond to the opportunity to focus services and facilities in an accessible and commercially realistic way. The greatest likelihood of delivering a self-sustaining and commercially viable centre would be to combine both commercial and community facilities, including new educational facilities in a single coherent core; where this can be associated with a public transport hub and with passing trade. The highest degree of accessibility and footfall can also be delivered. The delivery of new schools within this suggested hub should also be tied into careful planning of new pedestrian and



Higher density residential



Shops in Community Hub

cycle facilities in order that contact with roads is minimised and thereby the delivery of safer routes to school encouraged. A car free core to the community hub also then creates a local place to rendezvous and enjoy outdoor contact in a safe environment.

The location of the centre should consider the opportunity for maximising the number of homes which are well related to the centre – creating a stronger relationship between land uses and maximising the opportunity for cycling and walking. To that end, proposals should recognise that a new northern neighbourhood centre should form the focus for new development. The centre should be mixed use in both horizontal and vertical forms, and should accommodate residential uses on upper floors. The scale of commercial facilities should be commensurate with the new population being accommodated within the area, but should accord with the hierarchy of centres set out in the Core Strategy and Site Allocations DPD.

It is important that the centre acts as a focus for the development, and that it is of a scale and quality which ensures its long term viability and vitality. The centre should, at minimum, be capable of meeting day to day shopping needs, as well as offering supporting services normally associated with a neighbourhood centre. Consideration should be given to the opportunity of a suitably sized anchor store which will help to establish

the centre and support the viability of smaller supporting units, such as a hairdresser, pharmacy, and other similar functions. These will allow residents to benefit from convenient and accessible services. It is expected that proposals will set out justification for the volume of retail floorspace proposed as part of the neighbourhood centre. Small scale employment opportunities should be promoted where they are compatible with the mixed use nature of the centre.

The centre should also accommodate community, social and healthcare facilities as may be required to serve the new population and be of a scale commensurate with guidance set out in the Borough's adopted SPD entitled "Provision of Community Facilities", coupled with a well-designed public realm providing opportunities to relax and spend time, the neighbourhood centre should be a focus for activity throughout the day. At least one large community building should be delivered and should either form part of the community hub in the northern part of the site or be focused on the existing pavilion at Fords Lane Playing Fields. The centre should act as a focus for activity, where social interaction supports a sense of community and gives a focus for the development. The building should be capable of hosting a range of activities, and should incorporate a sports hall capable of accommodating badminton and other court games. Ensuring that the building provides flexible space will be important, allowing room for meeting, socialising and the performing arts, as well being capable of accommodating administrative functions if required. Consideration should be given to incorporating a green roof on the neighbourhood centre.

3. APPROACH TO DEVELOPMENT



Housing mix



Housing mix



Small scale employment uses



Small scale employment uses

Subject to feasibility assessment further community facilities could be provided to serve the southern part of the site and may include meeting space, open space or other community functions. The long term management and funding of these facilities must be considered at the outset. The use of flexible space, capable of reverting to residential use, may be appropriate if the case for additional commercial/community space is not clear-cut. Applicants will be expected to work with Myland Community Council to ensure that the long-term sustainability of community facilities can be demonstrated.

Given the need to accommodate public transport and non-car movement, it is considered a structural imperative to manage the main vehicle movement route into the site as well as accommodate a range of services and facilities. To this end a strong urban structure should be developed to ensure that the neighbourhood centre acts as a single place, not as a disparate set of functions associated in one location. Innovative solutions will be expected in terms of traffic management

for both through movement and movement associated with the development, ensuring that this movement complements and supports rather than detracts and undermines the need for effective place making.

Where possible, new schools should be well located with respect to the centre, offering the opportunity for parents and pupils to make use of facilities and space in the centre. One primary school is expected to be built within the site to meet the demand arising from the new development. In addition land has been shown on the masterplan for a secondary school if it is needed at a future date. Essex County Council as Education Authority has already undertaken a Land Compliance Study which identifies those parts of the site considered suitable for school development and full regard should be taken of the findings. Developers will also need to work with Essex County Council to inform a Site Feasibility Study for new educational facilities.

The primary, early years and childcare facilities and secondary school should share a single plot to provide flexibility. The land required for shared education facilities



Housing in terraced form



Contemporary terraced housing

3. APPROACH TO DEVELOPMENT

Criteria associated with different densities	Low Density	Medium Density	High Density
Typical illustration of character – precedent photos			
Character	Dispersed arrangement of larger homes, on larger plots, with larger areas for private gardens and on – plot car parking.	Mixture of housing types with medium sized plots and garden sizes.	Concentrated arrangement of taller buildings. Smaller plot sizes with greater emphasis on high quality public open space for taller buildings to face onto.
Typical Density Measurement (dwellings per hectare : dph)	15 – 25dph	25-35dph	35-50dph
House plot size	Larger individual plot sizes	Mixture of plot sizes	Smaller plot sizes
House Type Mix	Detached houses and Semi-detached houses.	Wide range possible, including detached house, Semi-detached houses, townhouses and terraced housing.	Mostly Townhouses, apartments, terraced housing.
Building Heights	Mostly 2 storeys as appropriate for detached and semi-detached homes.	2-3 storeys.	2-3 storeys. Taller buildings for townhouses, apartments and mixed use blocks (as found on High Street in Community Hub).
Building Lines & Frontage Set Backs	Informal arrangement, with no set building lines. Housing set back at variable depths on deeper, larger plots. Larger front gardens and parking in front of houses.	More formal arrangement, with buildings set back at consistent distances from streets and public realm.	Formal building alignment, building frontages aligned to streets, close to street edge, short set backs from building to street.
Private Open Space	Largest private gardens, providing private open space at the front and back of houses, on larger plots.	Well proportioned back gardens, but variable approach to front gardens. Front gardens may be smaller but minimum of a small set back required to provide some private threshold between the home and the street.	Private open space provided on balconies and roof gardens for apartments. Apartments to also have shared communal open space. Townhouses to have back gardens and potentially front gardens too.
Public Open Space	Public open space dominated by soft landscaping, retaining existing landscape features in landscape corridors.	Mixture of soft and hard landscaping – landscape corridors, children's play areas and public squares.	More formal landscape design with public squares and wider streets providing attractive durable public open space.
Private Car Parking	On-plot, with garages and driveways.	Provided on-plot where possible. Some garages, drives and parking in front of homes.	Mixture of on-plot, shared parking courts and parking on street. Fewer garages.
Location for density to occur within North Growth Area	Lowest density to be found on the outer edges of the site, for instance in far west past Chesterwell Wood.	On primary street network and overlooking larger areas of public open space.	Community Hub in north, and near Community Facilities in the south.

Table 1: Residential Density

ties is provisionally estimated by Essex County Council as 9.7 hectares including primary, secondary and early-years facilities. This would depend on the total number of places being provided and in the case of the secondary school would serve a wider catchment beyond the site. Encouragement will be given to shared use of both the educational buildings and the playing fields to ensure the local community has access to the facilities.

Residential areas should be designed to deliver mixed and sustainable communities capable of instilling a sense of place and community. They should comprise homes, open spaces, landscape areas and play areas, and should not be considered as areas which should contain only homes, with supporting facilities pushed between residential areas. Whilst the master plan will identify a strategic landscape structure to frame residential zones, a finer grain landscape and open space network, including street planting, should exist within the individual residential zones recognising the need for both public and private green space within residential neighbourhoods. Whilst the neighbourhood centre provides a focus for development, residential areas should equally be capable of demonstrating different intensities of activity, reflecting accessibility thresholds and the local and strategic landscape context.

A mix of housing types and tenures should be delivered, reflecting policy set out in the Development Policies DPD. Within the site, development densities should reflect the accessibility within and beyond the site, and the intensity of activity arising from the pattern of land use. Residential zones nearest the neighbourhood centre will be closest to public transport and local services, and will be capable of sustaining rela-

tively higher densities than other areas. It is not envisaged that higher densities will predominate, rather that a range of densities will be delivered, with an average density of about 32 – 35 dwellings per hectare being acceptable across the development.

Building heights should similarly reflect the context for those buildings – where development addresses public or open spaces, taller buildings may be acceptable. In the case of the neighbourhood centre, buildings up to three storeys in height may be acceptable when addressing public spaces. Where new development is proximate to existing development, residential amenity should be protected through careful consideration of building height, density, access and landscape, recognising that two storey development is most likely to be appropriate. Mixed development forms should be delivered, reflecting variations in development density and building height and allowing a mixed community to be established.

Whilst modern communities tend to be more mobile and less tied to one particular location than in previous generations, the opportunity for residents to grow and move within their community according to their housing needs should be maximised. An appropriate range of specialist housing should be delivered to support the widest range of community needs, in accordance with policy set out in the Development Policies DPD. Other land uses which should be accommodated within the NGAUE include specific types of green space or leisure uses, such as allotments, which help to underpin community relations and can provide important wildlife areas.



Contemporary semi detached housing



New homes in landscape setting

3. APPROACH TO DEVELOPMENT



Scale of Community Facilities	Types of Facilities Provided at Different Scales / Locations
<u>Local facilities</u> Immediately accessible to all homes in the North Colchester Growth Area	<ul style="list-style-type: none"> • Accessible public open space – e.g. landscape corridors • Footpath and cyclepath networks • Smaller Children's play areas (LEAPS)
<u>Neighbourhood facilities</u> Facilities provided for the North Colchester Growth Area that are within walking / cycling distance of all homes in the growth area.	<ul style="list-style-type: none"> • Community Hub including; • Primary School; • Shops (Convenience retail); • Community Space / Hall; • Public Transport stops; • Larger Children's play areas (NEAPS)
<u>District facilities</u> Facilities in existing districts / parts of town that neighbour the North Colchester Growth Area. For instance facilities in Mile End, Braiswick and Highwoods.	<ul style="list-style-type: none"> • Secondary Schools • Colchester North Railway Station; • High Woods Country Park; • Colchester Community Stadium; • Colchester Golf Club; • Colchester Rugby Club; • Hospital; • Proposed Park and Ride; • Allotments in Mile End and Braiswick; • Urban District Centres
<u>Town / Borough facilities</u> Central town facilities provide to serve whole town	<ul style="list-style-type: none"> • Town centre shops and services; • Castle, Museums and other civic facilities; • University of Essex; • Cymbeline Meadows Nature Reserve

Diagram 1: Community Facilities

Public realm should form a backbone to the development, with focal areas capable of acting as informal community spaces. Positive consideration should be given to the need to accommodate the needs of all members of society, recognising that these needs vary and may conflict with one another in terms of the sort of public space and public realm which meets their needs.

SUSTAINABILITY

The National Planning Policy Framework and other relevant national standards will be the main determinant of many of the sustainability measures to be incorporated within emerging development proposals. Core Strategy Policy ER1 and supporting DPDs set out local

policy in respect of specific sustainability measures to which proposal must accord.

Opportunities for ensuring the long-term sustainability of new development should be accommodated within the design process. This will mean encouraging developers to achieve the requirements of the Code for Sustainable Homes including Lifetime Homes and making sure that the overall development structure is capable of effectively delivering appropriate site-wide sustainability measures such as sustainable drainage systems (SUDS) meeting specific policies on these as set out in DPDs and in adopted SPD and national policy on sustainable development.



Community Allotments



Potential for green and brown roofs



SUDS in streets



Integration of SUDS

3. APPROACH TO DEVELOPMENT

The built form of development should also reflect the need for longevity in the face of climate change. Whilst drainage and utilities supplies will need to be designed to accommodate climate change predictions, the environment around and within the built form should similarly be capable of accommodating changes in climate, including more intense weather patterns, and be capable of ensuring that micro-climatic conditions within the development are sustainable in the longer term. This might mean more street trees capable of offering shade, or street forms capable of accommodating



Opportunity for solar panels



SUDS integrated in landscape framework



Community demonstration projects of renewable energies



Wind power generation opportunities

greater volumes of surface water. In essence, the need for sustainable development forms should be an integral part of proposals at all levels from master planning to dwelling design.

GROWTH AREA FRAMEWORK

The master plan provides an illustration of the key principles described in this SPD and sets out an illustrative structure for the site. The accompanying illustrations provide a further guide to the Borough's expectations. Policies set out in the Site Allocation DPD and Development Policies DPD should guide the detail of proposals. The master plan illustrates how the broad disposition of land uses discussed in this SPD could be brought forward in a way which meets the Council's aspirations for the site. Other options may prove equally relevant and in these cases, this SPD and relevant DPD policies will be used to ensure that the proposals adhere to an overall master plan and follow the basic core principles outlined herein. All development solutions for this site will however be required to make a demonstrably effective contribution to overall infrastructure investment needs.

At the northern end of the site, the neighbourhood centre acts as a fulcrum for movement and activity, drawing together public transport, community and local services. Proposals will be expected to demonstrate how priority can be given to public transport, and how perceptions of vehicle movement as a barrier is

prevented. Crossing points within the centre, as well as pedestrian and cycle access should be designed to ensure a high quality, safe and accessible environment. The area would accommodate the main retail and service elements for the NGAUE, and could accommodate other uses. Public transport services could be focussed at the centre, allowing interchange between new services serving the NGAUE and other services serving north Colchester.

To the north and west of the neighbourhood centre, residential zones could be established at relatively higher density, taking advantage of the proximity to services and public transport.

Green links between the zones, and green space within the zones would help to connect the neighbourhood centre with the green buffer to the A12, which would accommodate informal recreation space and link to the wider right of way network.

3. APPROACH TO DEVELOPMENT

To the north of the neighbourhood centre, the primary and secondary schools reinforce the role of the centre, focussing daily activity to allow multi-purpose trips to be made by residents and visitors. Whilst reinforcing the commercial potential of the neighbourhood centre, co-locating these uses increases the opportunity for informal social interaction.

Green links extend westwards from the primary school, connecting existing landscape edges and providing a green connection between the Mile End recreation ground, Chesterwell Wood and the buffer to the A12 beyond.

The public transport spine and main site access extend southwards through the site, maintaining a 400m bus stop catchment for the main residential zones. A bus-

only link at Bartholomew Close ensures that the main spine road cannot function as a through-route for general vehicular traffic. Only buses, cyclists and pedestrians can access Mile End Road from the southern part of the site. All other vehicular traffic from the south must travel northwards on the spine road and egress the site in the north. An exception may be made if temporary vehicular access is required to allow for phasing of development and delivery of infrastructure in the most timely manner.

A number of additional access points allow greater pedestrian and cycle permeability, making use in some cases of existing rights of way. The southern part of the site, although reasonably well related to the station, has a strong relationship with existing development and could be brought forward at relatively low densities, at



Diagram 2: Medium Density Residential Crescent

around 30 to 35 dwellings per hectare. Green links provide a buffer between new development and existing dwellings, wrapping around the southern edge of the site. The existing Mile End recreation ground provides an opportunity to deliver a better relationship between the Mile End community and the existing playing fields. As a green space at the interface between existing and new development, there is an important opportunity to create a community axis – linking a new community centre/pavilion, the neighbourhood centre, schools and village green. The opportunity to create a community focussed green space is shown in the location of the existing Mile End recreation ground.

THE WIDER NORTH COLCHESTER CONTEXT

This document has provided considerable guidance on how the Council expects the site to be developed but it cannot be read in isolation and nor can it ignore the Masterplan that has already been agreed for the former Severalls Hospital which lies immediately to the east. That land has planning permission for mixed use development including a new mixed use centre and 1500 new homes. The opportunity should be taken by interested parties to ensure that excellent linkages are provided between the two developments and that essential community infrastructure is logically dispersed to deliver well supported and sustainable (in terms of



Diagram 3: Medium Density Residential Block

3. APPROACH TO DEVELOPMENT

catchment and viability) facilities. The development of this whole northern quadrant of urban Colchester provides a unique opportunity to build a lasting legacy for the town and its people. It warrants and deserves a co-ordinated approach and needs to successfully resolve the challenges for delivering sustainable development in a form that people enjoy experiencing.

THE COMMUNITY

Myland Community Council (MCC) provides strong community leadership in the area and developers will be encouraged to work collaboratively with not only the Borough and County Councils but also MCC. Developers should seek to encourage community projects designed to bring forward delivery of community infrastructure in ways that ensure local people have a direct influence on shaping their environment.

PRE ADOPTION MAINTENANCE

All developers will be required by legal agreements to ensure that communal infrastructure provided is routinely and systematically maintained in good order at their expense prior to formal adoption by the relevant local authority or agency. If communal areas accessible to the general public are to be maintained by a management company, opportunities for community representatives to be co-opted onto the relevant boards of such companies will be encouraged. Infrastructure falling into the pre-adoption category covered by this overall requirement includes, for example, footways, street lights, litter collection, appropriate waste collection, intermediate road surface, landscaped areas and play areas.



Diagram 4: Lower Density Residential Area and Green Corridor



Cricket Green

4. DELIVERY APPROACH

A phased approach to implementing the proposed development will ensure the effective delivery of infrastructure with the minimum disruption to new and existing homes from ongoing construction. The sequence of phases is illustrated below.

Cycle and pedestrian connections to the south must be established at the earliest opportunity as temporary but functional routes until later phases permit permanent construction of these important aspects of the Masterplan.

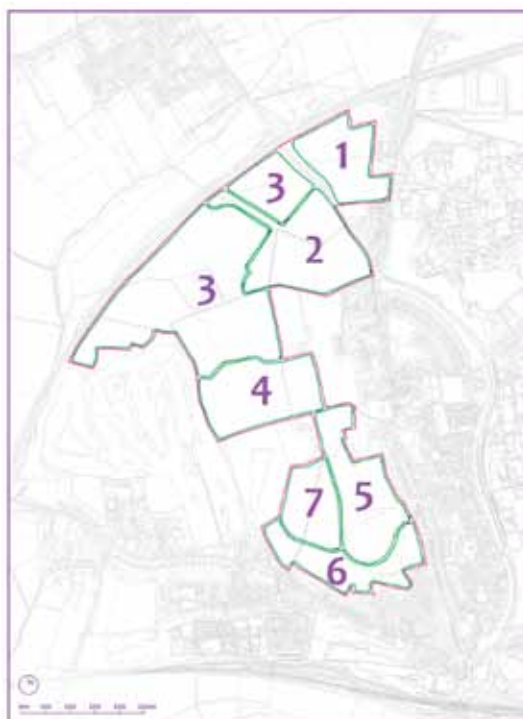
The adopted Core Strategy and Site Allocations DPD set out in clear terms the infrastructure required to ensure that growth can be delivered effectively in north Colchester. The Council has set out its intention to implement a Community Infrastructure Levy (CIL) which would support the delivery of key infrastructure projects. The need to contribute through S106 or Section 278 agreements or CIL (whichever mechanism is most appropriate at that time) towards investment in infrastructure, particularly in the case of public

transport capacity and priority should be recognised by applicants.

Community infrastructure is equally important, and includes education, healthcare, recreation and leisure facilities, as well as community space. Proposals will need to demonstrate how they have taken account of the delivery of other facilities in the North Growth Area and the demand for new facilities arising from new development. As part of the master planning process, proposals will need to demonstrate how planning for community infrastructure is being addressed comprehensively and how those facilities will be delivered in a timely and coordinated manner. This need relates particularly to the northern neighbourhood centre, to public transport, to open space and to utilities capacity. The delivery of the neighbourhood centre as part of the early phases of development is considered an important aspect of establishing the new community and strengthening the existing one. Proposals unable to demonstrate this comprehensive approach will not be favourably considered.

Developers are expected to engage positively with local communities and demonstrate how proposals are in accordance with the Council's policies and guidance. It is anticipated that a regular dialogue is maintained with existing and emerging communities throughout the construction of the whole development.

In the case of transport and access, proposals will again be expected to demonstrate how they have considered, planned for and contributed to the development and delivery of appropriate access and transport solutions. This should be informed by the Draft North Colchester Travel Strategy published January 2012. The Strategy highlights opportunities for transport to be integrated with other growth investment, such as the Park and Ride, and the need for accessibility throughout the Northern Growth Area to be considered. Proposals will be expected to demonstrate how this wider context has informed their proposals for access and particularly for public transport, pedestrians and cycling. It is essential that public transport is provided early in the development to ensure maximum take up of services. Bus operators should be contacted at the earliest opportunity to agree routing and subsidies. Development proposals must demonstrate integration with existing



and emerging development – proposals which cannot demonstrate this will be not be favourably considered.

The Draft North Colchester Travel Strategy has been developed to serve the travel needs of both incoming and existing residents and employment. With physical constraints such as rail and road bridges, plus limited land availability, a policy of promoting sustainable travel modes has been the main focus of the strategy. This is consistent with national policy; new infrastructure upgrades have therefore been developed to help promote walking, cycling and public transport use as travel modes of choice. It is, however, also important that existing road space is fully optimised and therefore the strategy also includes plans for maximising highway capacity where feasible.

The following summary of proposed changes to existing services and infrastructure is detailed within the strategy and alongside assessments which inform the planning application will help determine the nature, timing and scope of infrastructure improvements necessary to support the development:

- New signalised North Station gyratory system incorporating A134 Northern Approach Road, Mile End Road and Bruff Close to replace existing North Station /Northern Approach Road junction;
- A bus lane in both directions along North Station Road and Station Way;
- New bus interchange within North Station Gyratory;
- Widening of carriageway to allow two westbound lanes between Albert and Colne Bank roundabouts;
- Widening of carriageway to allow two northbound lanes between Colne Bank and Essex Hall roundabouts;
- New left slip lanes at Colne Bank roundabout for Westway to Cymbeline Way and Cymbeline Way to Station Way movements;
- Bus only access to serve new developments to the Northern Growth Area Urban Extension and former Severalls Hospital sites, plus employment in the North Colchester Business Parks area;
- Potential new bus route network for North Colches-

ter area linking up the hospital and other amenities;

- New cycle and pedestrian network showing existing, planned and potential routes across North Colchester and links to the town centre; and
- Smarter Choices – a variety of initiatives which encourage existing and new residents to use sustainable transport modes such as walking, cycling and public transport.

Measures will also be required in respect of travel planning. It is important to appreciate that in conjunction with physical measures, there is a need for systems to be in place to encourage, monitor and review people movements from those living, working and passing through the area. Without enforceable and effective travel planning targets then there is a risk that aspirations will not be met.

It is unlikely that the proposed developments will provide sufficient funds to provide additional capacity beyond demand management and control and therefore robust measures must be incorporated to manage down demand wherever possible and necessary.

REQUIREMENTS FOR PROPOSALS

Applicants are advised to seek early contact with the Borough Council to ensure that their proposals, in terms of their design and the content of applications, are robust and capable of being fully assessed. The content of planning applications will be informed by the Borough Council's local validation guidelines, and should be supported by relevant technical assessments. These assessments should consider the wider context for proposals, and should demonstrate that the proposals are compatible with the master plan.

The role of Health Impact Assessments in supporting planning applications should be recognised by applicants. Design and Access Statements submitted in support of applications must demonstrate how the specific proposals being promoted fit into the policy framework for the site.

There is an overarching requirement to demonstrate the delivery of approximately 1800 homes within the area of new housing identified in the Councils' Proposals Maps. Whilst national and local planning policy guidance will influence the form and density of development, proposals should recognise that the site offers the opportunity for a range of densities and development forms which contribute to delivering mixed and sustainable communities. 35% affordable housing will be sought across the site. Where proposals emerge for one part of the development area, it is expected that the applicants demonstrate how the scale, form and type of development will contribute towards achieving the overall ambition for mixed communities of the scale anticipated.

URBAN DESIGN

The NGA will have a number of character areas based upon an urban hierarchy of place and density. This provides an appropriate scale and massing for built form ordered with regard to the retained features of the site, new open spaces and the levels of activity generated by different neighbourhood places.

Highest densities will be expected in areas where there is a community focus ie where shops and civic spaces are provided along with excellent accessibility. There will be a correspondingly high quality public realm in these areas. In the north, the schools will relate to the local centre with entrances and accesses integrated into the mixed use core of the area.

The function of the community hubs will be separated from the spine road and vehicular dominance by creating buildings around civic spaces. These spaces can support day to day interactions as well as providing an arena for community events.

The main route through the area will be a wide boulevard. The route connects all the housing to the wider area and makes public transport accessible to all. Buildings on the spine road should generally provide an appropriate ratio of building height to street width. Front gardens of differing depths and parking courts will provide variation and augment character variations within different neighbourhoods.

The edges to the wider open spaces being provided can accommodate three storey built form and like the spine road character will be varied and articulated to provide alternative styles and character.

Most of the NGAUE will be within a character area best described as general neighbourhood and will comprise of mainly two storey houses in streets and mews. Small squares and open spaces will contribute to the character variations.

Where the open countryside and landscape features meet development, the lowest densities will be built. This will provide a transition between the urban areas and the natural openness beyond.

The urban edge to the north will require a built form that incorporates adequate protection from the sound generated by the A12. This treatment must address noise issues yet create a positive visual aesthetic.

Where the site backs onto existing development on Mile End Road and Bergholt Road the new development must protect the amenity of existing dwellings. Where existing back gardens address the site edges new dwellings should be sited that face away from the existing with back to back distances that conform to policy standards.

ARCHITECTURE

To augment the urban structure each neighbourhood will require an individual architectural style. Aesthetically, the growth area must have visually distinct neighbourhoods that have a unique character. Architecture has a key role in expressing the distinction and character of these neighbourhoods.

No phase or neighbourhood should consist of standardised house types. Any developer must demonstrate the individuality of their designs and how this design has been produced in response to the particular landscape constraints and opportunities present in each part of the growth area.

Opportunities for self build plots will be encouraged and although these will be subject to the same policy considerations as other parts of the NGAUE, they will not require an affordable housing element.

Applicants should have regard to the adopted Myland Village Design Statement and the emerging Parish Plan which is expected to be adopted prior to the application being submitted.

DESIGN CODES

Applicants should recognise that urban form and streetscape are an important integrating element of new development and are subject to specific policies within the adopted Core Strategy and Development Policies DPD. Applicants will be expected to commit to a design coding exercise in collaboration with the Council to ensure that an overall design management process is maintained for the new development area. The design codes will be adopted by the council to ensure that the development is of a consistent and high quality. This is a particular concern of the local community who are keen to ensure that the quality of development is not diluted over time or by a range of different developers.

Design codes are a series of written and graphic principles that govern the quality of all aspects of development. The design codes will build upon the Masterplan to establish a design benchmark for the new development. As technical documents the codes will establish the character of each phase as well as a standard for the various types of open spaces and street hierarchy.

Design codes will be agreed as part of the outline planning applications for the following aspects of the Masterplan;

- Urban form.
- Townscape.
- Block principles.
- Frontages.
- Street Hierarchy.
- Building types.
- Density and building heights.
- Land use.
- Parking.
- Sustainability principles - energy, biodiversity and ecology, drainage, water conservation and waste.
- Landscape - formal, informal and civic spaces.

S106, S278 & CIL

Whilst the validation guidelines require only that draft Heads of Terms are submitted with planning applications, it is expected that applicants will be able to demonstrate through their proposals how the more significant elements of such an agreement will be phased and delivered.

Applicants will be expected to conform to adopted guidance on planning obligations or other legal agreement mechanisms in respect of the extent and nature of contributions which will be sought. Recognising that legal agreements can take some time to agree, applicants are encouraged to engage with the Borough Council and other relevant organisations at an early stage of pre-application discussions to ensure that this process does not lead to delays. The need to consider a wide range of infrastructure investment decisions relating to both local and strategic issues means that applicants will be expected to work closely with strategic partners before submitting their proposals, and will continue to work with them whilst their proposals are considered. Consideration will be given to the use of Planning Performance Agreements to support the planning application and determination process.

The following list is intended to illustrate the type of infrastructure expected to be funded through this development;

- Site and funding/build of new primary school
- Site for a secondary school
- Provision and maintenance of various typologies of open space, sport and recreational facilities
- Landscaping
- 35% affordable housing
- New or extended community building and management set up/running costs for limited period
- Off site transportation and highway works
- Travel planning and public transport contributions
- Provision of cycleways and footpath links.

The list is not intended to be exhaustive but the minimum expected.

At this time the Council is intending to implement a Community Infrastructure Levy. However at the current time it is intended to use S106 and S278 agreements to deliver infrastructure.

Appendix 1

List of those attending the consultation workshops

The following individuals attended the public consultation workshops held to inform the SPD.

12 December 2008

Rosemary Gates

Rev. Ray Gibbs

Brian Morgan, ADP Ltd

Gary Parsons, Anglian Water

Cllr Lyn Barton, Colchester Borough Council

Cllr Martin Goss, Colchester Borough Council

Adam John, Colchester Borough Council

Beverley McClean, Colchester Borough Council

Nelia Parmaklieva, Colchester Borough Council

Bob Penny, Colchester Borough Council

Karen Syrett, Colchester Borough Council

Bridget Tighe, Colchester Borough Council

Cllr Anne Turrell, Colchester Borough Council

Andrew Tyrrell, Colchester Borough Council

David Whybrow, Colchester Borough Council

Paul Wilkinson, Colchester Borough Council

Michael Mays, Colchester Golf Club

Paul Nunny, Colchester Golf Club

Roger Robertson, Colchester Golf Club

Steve Bradshaw, Colchester United

Jo Wheatly, Community Action in Mile End

John Oldham, Countryside Special Projects

Steve Price, Countryside Special Projects

Keith Brown, David Lock Associates

Arwel Owen, David Lock Associates

Simon Pugh, David Lock Associates

Lawrence Revill, David Lock Associates

Andrew Hunter, Environment Agency

Cllr Jon Jowers, Essex County Council

Martin Mason, Essex County Council

Eric Cooper, Highways Agency

Davina Galloway, Highways Agency

Mike Goulding, Homes and Communities Agency

Stuart Cock, Mersea Homes

Liz Gray, Myland Parish Council

Helen Harris, Myland Parish Council

Patrick Mills, Myland Parish Council

Mark Leigh, Savell, Bird & Axon

31 March 2009

Andrew Borges

Rosemary Gates

Brian Morgan, ADP Limited

Andy Ayton, Braiswick Resident Association

Mark Cole, Braiswick Resident Association

John Spur, Braiswick Resident Association

Robert Green, Buro Happold

Cllr Lyn Barton, Colchester Borough Council

Shelley Blackaby, Colchester Borough Council

James Firth, Colchester Borough Council

Adam John, Colchester Borough Council

Patrick O'Sullivan, Colchester Borough Council

Nelia Parmaklieva, Colchester Borough Council

Bob Penny, Colchester Borough Council

Karen Syrett, Colchester Borough Council

Cllr Anne Turrell, Colchester Borough Council

Andrew Tyrrell, Colchester Borough Council

Paul Wilkinson, Colchester Borough Council

Mike Mays, Colchester Golf Club

Ian Newman, Colchester Golf Club

Roger Robertson, Colchester Golf Club

Steve Bradshaw, Colchester United

John Oldham, Countryside Properties

Steve Price, Countryside Properties

Keith Brown, David Lock Associates

Arwel Owen, David Lock Associates

Simon Pugh, David Lock Associates

Lawrence Revill, David Lock Associates

Andrew Hunter, Environment Agency

Paul Anstey, Essex County Council

Blaise Gammie, Essex County Council

Martin Mason, Essex County Council

Davina Galloway, Highways Agency

Stuart Cock, Mersea Homes

Revd Ray Gibbs, Myland Church

Jean Dickinson, Myland Parish Council

Liz Gray, Myland Parish Council

Helen Harris, Myland Parish Council

Robert Johnstone, Myland Parish Council

Patrick Mills, Myland Parish Council

Ken Aldrid, Myland VDS

Mark Leigh, Savell Bird Axon

Darren Shorter, Terence O'Rourke

GLOSSARY

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.

Community Infrastructure Levy (CIL) – a new process that allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres.

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 is also a proposals map, which illustrates 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 has 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, have replaced the Local Plan Policies and are used to determine planning applications.

East of England Plan (also known as Regional Spatial Strategy/RSS) - A strategy 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 Coalition Government have announced their intention to abolish Regional Spatial Strategies.

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

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

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

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

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

MCC – Myland Community Council – formerly known as Myland Parish Council which was established in 1999.

NAR – Northern Approach Road – strategic link between the A12 to the north and the town centre to the south.

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 – also known as S106 Agreements - 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) and Planning Policy Statements (PPS) – Guidance notes and statements issued by Government setting out planning policy and main land uses. They provide guidance and advice on the application of national policy. 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.

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.

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.

Regional Spatial Strategy (RSS) see East of England Plan above

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.

Section 106 Agreements – see planning gain above.

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

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

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 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.s.

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.

