



**Stanway Southern Sites Access
Development Brief**

Colchester Borough Council

December 2013

STANWAY SOUTHERN SITES ACCESS DEVELOPMENT BRIEF

1 INTRODUCTION

- 1.1 The Council's adopted Local Plan provides for a Growth Area in Stanway programmed to deliver a minimum of 800 residential units on greenfield sites in the 2016-2023 period. This development brief focuses on land at the southern end of the Stanway Growth Area and includes greenfield areas allocated for residential development in the Council's adopted Site Allocations Development Plan Document. This brief concentrates on access issues in the area, and will be followed by further masterplan work for the Stanway area as a whole, including residential and commercial allocations for the northern part of the site.
- 1.2 Colchester Borough Council has a strong record in producing development briefs and guidance notes to inform development proposals on a variety of sites across the Borough. These documents provide a greater understanding of the issues and constraints the Council has identified for particular sites as well as an indication of how adopted policies will be interpreted.
- 1.3 The purpose of this document is to:
 - Provide sustainable and coherent development framework principles for access to the area that promotes comprehensive development of the sites and helps co-ordinate action by landowners/developers;
 - Provide details of the local and national policies relevant to the area and issues addressed in this brief;
 - Outline the key constraints in the area affecting access and the opportunities that exist;
 - Outline the Council's expectations of delivering improvements to accessibility of the area by walking and cycling, public transport, community infrastructure, the public realm and streetscape, and
 - Outline the broad design and development principles that should govern transport access to the area.
- 1.4 Ownership of land in the southern part of Stanway Growth Area is divided between different landowners. While there has been some co-ordination between developers, a masterplan is considered important to ensure a co-ordinated view is taken on area-wide issues such as connectivity, sustainable access and appropriate design. In particular, developers will now be forming their own initial plans for development in the area, and it is considered important to resolve key issues of access to the area well in advance of the receipt of any preliminary enquiries or planning applications.
- 1.5 The access brief will provide the basis for a coordinated and comprehensive approach to access arrangements to future development within the Stanway Growth Area. It reflects agreement between Colchester Borough Council and Essex County Council on

access and transport priorities and principles for the area. Prospective developers should use this document alongside adopted local and national policies to guide their proposals, and as a starting point for pre-application discussions with the local authority.

- 1.6 This brief is not intended to be prescriptive, but is to be used to guide future development in the area. The development brief will become part of the decision making process and weight will be given to the details during the determination of relevant planning applications.
- 1.7 This document will also provide general information for members of the public about possible future changes in the area and what type and form development may take.

2. POLICY CONTEXT

2.1 National Planning Policy Framework

Any development at the site should have regard to relevant national planning policy, primarily found within the National Planning Policy Framework (NPPF) which was published in March 2012.

2.2 The NPPF promotes social, environmental and economic objectives to respond to the different opportunities for achieving sustainable development in different areas.

2.3 Within these roles outlined in the NPPF, a set of core land use planning principles underpin plan making and decision making. In total the NPPF contains 12 core planning principles and the ones most relevant to this development brief are outlined below:

- Planning should be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- It should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Planning should proactively drive and support sustainable economic development to deliver homes, business and industrial units, infrastructure and thriving local places.
- Take account of the different roles and character of different areas, promoting vitality of main urban areas;
- Support the transition to a low carbon future in a changing climate, and encourage the reuse of existing resources, including conversion of existing buildings and encourage the reuse of renewable resources;
- Encourage the effective use of land by reusing land that has been previously developed;
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas,

- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

2.4 All planning applications should have regard to the NPPF and the guidance contained within it.

2.5 Local Policies

At the local level, the Colchester Local Plan provides policy guidance for the redevelopment of the area and should be considered fully as part of any future planning application(s). The most relevant sections are detailed below;

2.6 Core Strategy

Within the adopted Core Strategy (December 2008) Policy SD1 (Sustainable Development Locations) identifies the “Stanway Growth Area” (which includes land the subject of this development brief) as a strategic area for new development. Policy H1 (Housing Delivery) confirms that housing development will be focused in strategic areas, to meet the Borough’s housing target – with at least 800 new homes to be delivered on greenfield sites in the Stanway Growth Area during the period 2016-2023. Under Policy SD2 (Delivering Facilities and Infrastructure), new development will be required to provide relevant infrastructure, community facilities and open space, as appropriate.

2.7 In addition to the overall strategic objectives of the Core Strategy, the following planning policies are also relevant to consideration of access to the Stanway southern sites:

- Policy SD2 – Delivering Facilities and Infrastructure – provides that the Council will work with partners that facilities and infrastructure are provided to support sustainable communities.
- Policy UR2 (Built Design and Character) – provides for high quality and inclusive design in all developments;
- Policy TA1 (Accessibility and Changing Travel Behaviour) – Future development in the borough will be focused on highly accessible locations and travel behaviour change towards sustainable modes will be encouraged;
- Policy TA2 (Walking and Cycling) – provides that development shall contribute to walking and cycling improvements as appropriate;
- Policy TA3 (Public Transport) – states that the Council will work with partners to deliver improved public transport

- Policy ER1 (Energy, Resources, Waste, Water and Recycling) – encourages new development to incorporate measure to reduce carbon emissions.

2.8 Site Allocations

The Site Allocations Development Plan Document was adopted in December 2010 and provides further detail to support the Core Strategy Policies. Stanway is identified as a Growth Area providing a sustainable location for programmed growth. The policies which are most relevant to this development brief are:

Policy SA STA1 (Appropriate Uses within the Stanway Growth Area) – Provides indicative totals of 1800 residential units and 81,600 sqm of employment floorspace, with the residential units to be accommodated within the following areas:

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

The policy provides that a Master Plan will be prepared to ensure that the development is planned comprehensively and delivered in a co-ordinated manner. All planning applications will be expected to comply with the Master Plan and have regard to a number of issues, including the use of Sustainable Urban Drainage systems; landfill gas emissions; flooding; archaeology; public open space; protected species; and wastewater and sewerage infrastructure.

- Policy SA STA2 (Phasing of greenfield sites in Stanway Growth Area) – Provides that development is not expected to commence delivery until 2016, although some flexibility will be allowed in phasing where monitoring proves it necessary and to allow lead in times.
- Policy SA STA4 (Transportation in Stanway Growth Area) – States that all development in the Stanway Growth Area will be expected to contribute to a package of sustainable transport measures including walking, cycling and public transport. The policy also specifies the delivery of road improvements required for the area, including the Warren Lane/Dyers Road junction.

2.9 Development Policies

The Development Policies DPD also adopted in December 2010 provides detail to guide the determination of planning applications and the following policies are relevant for this site:

- Policy DP1 (Design and Amenity) - all development to be designed to a high standard, with regard to social, economic and environmental sustainability;
- Policy DP3 (Planning Obligations and the Community Infrastructure Levy) - planning obligations will be sought where appropriate;
- Policy DP17 (Accessibility and Access) – development should enhance accessibility to sustainable modes of transport
- Policy DP19 (Parking Standards) - sets minimum parking standards for residential development of 1 space for every 1-bed dwelling and 2 spaces for every 2-bed or more dwellings with 0.25 visitor spaces per unit (lower standards may be acceptable in highly accessible locations)

2.10 The Council is undertaking a two-stage review of its Local Plan. The first stage is a partial Focused Review of those selected policies that can be brought into compliance with the National Planning Policy Framework without the development of an extensive evidence base. This will then be followed by the development of a new Local Plan including new policies and site allocations based on an updated evidence base. The Council submitted the Local Plan Focused Review to the Planning Inspectorate in October 2013. A Public Examination is expected in 2014 which is expected to result in a number of revised policies being adopted by the Council. The revised policies within the Local Plan Focused Review and subsequent new Local Plan will be relevant to the Stanway area and will be afforded full weight once formally adopted.

2.11 Other Adopted Guidance

The Council has developed a series of topic based Supplementary Planning Documents and Guidance Notes which have been adopted and are material planning considerations. These documents build on the policies contained within the Core Strategy, Site Allocations and Development Policies documents and provide more detail on various subjects. A full list of the Supplementary Planning Documents and Guidance Notes that have been adopted to date can be found on the Council's website but specific focus should be given to the following documents:

- Street Services SPD, adopted October 2012,
- Air Quality Management Guidance Note, adopted August 2012,
- Colchester Cycling Delivery Strategy SPD, adopted January 2012,
- Vehicle Parking Standards SPD, adopted September 2009.

3. SITE AREA and AREA ANALYSIS

3.1 Site and Surroundings

The area subject to this Development Brief is located in Stanway at the southern end of the Stanway Growth Area. It is bordered to the north by Blackberry Road, to the west by Warren Lane, and to the east by Heath Road. Dyers Road runs diagonally through the area linking Blackberry Road in the north-east to Warren Lane in the south-west.

The area has been primarily in agricultural use apart from the north-west corner which includes an extensive wooded area and the Par Air Kennels and Cattery. Fiveways Fruit Farm currently occupies the eastern side of the area.

An extract and a key from the Proposals Map showing the area subject to this Development Brief are attached as Appendix 1.

3.2 Movement and Accessibility

3.2.1 Vehicles

The area's main access is currently via Dyers Road from Blackberry Road to the north and from Warren Lane to the west. Blackberry Road serves the surrounding residential areas, in addition to the Peartree Road Urban District Centre and Employment Area. Blackberry Road is also used as a route to Tollgate from the surrounding residential areas in Stanway and beyond.

The northern end of Dyers Road serves the residential cul-de-sacs of Egremont Way and Pearmain Way.

The Stanway Bypass is currently being constructed, and is due to open in March 2014. This will link the A12, to Warren Lane. A roundabout has recently been constructed at the junction with Warren Lane. Colchester Quarry (Stanway) is accessed off Warren Lane and currently vehicles travelling to and from the mineral extraction sites use Warren Lane, Church Lane and Tollgate Road to travel between the mineral extraction sites on Warren Lane and the A12. The Bypass will enable vehicles to travel directly between Warren Lane and the A12.

3.2.2 Pedestrians and cyclists

A footway exists on the western side of Dyers Road between Blackberry Road and Egremont Way serving the existing residential development in the area. There are no footways on the remainder of Dyers Road.

A footway also exists within the existing residential development which links Egremont Way and Pearmain Way to Blackberry Road and the local shopping parade.

There are currently no cycle routes adjacent to the area although Dyer's Rd and Heath Rd are advisory routes. However there are opportunities to improve pedestrian and cycle accessibility between Stanway and Tollgate as outlined in the Colchester Cycling Delivery Strategy SPD (adopted January 2012). In particular, the Council will promote innovative schemes providing routes segregated from road traffic in order to enhance the area's sustainable connectivity.

3.2.3 Public transport

At the northern end of the area Blackberry Road is served by public transport. Service 65 is a 10 minute frequency service running between Tollgate and Stanway, via Blackberry Road to, the town centre, Colchester Station and Highwoods. The inbound service towards the town centre travels along Blackberry Road as far as Winstree Road, past the existing entrance to the site. However, the outbound service in the direction of Tollgate goes via Holly Road and only a short section of Blackberry Road, not passing Dyers Road.

3.3 Access to Facilities and Shopping

The area is well located in relation to the Peartree Road Urban District Centre which contains a supermarket and a number of larger retail outlets. The development brief area is also within close proximity to the range of other retail facilities, medical centre, business uses and food outlets found within the Tollgate Urban District Centre.

3.4 Topography

The majority of the area is largely flat with a gentle slope towards the Roman River Valley to the south.

3.5 Archaeology

The area is adjacent to the Gryme's Dyke Scheduled Ancient Monument and near by Gosbeck's Archaeological Park. The area was once the focus of the extensive pre-Roman settlement of Camulodunum (present day Colchester). The Site Allocations document notes that there would be a requirement for archaeological field evaluation prior to any development. If nationally important archaeological remains are discovered the development would need to be designed to ensure that these were preserved in situ. If remains of lesser importance are discovered, these would require excavation (preservation by record) prior to development.

3.6 Minerals and Waste

The Stanway area includes a number of sand and gravel extraction sites. The Site Allocations document highlights that Fiveways Fruit Farm site is affected by plans to extend the Stanway Quarry and accordingly it is proposed to phase development to reflect the need for a standoff distance. Some of the quarry land is to be restored as a strategic area of public open space.

3.7 Landscape

Colchester's Landscape Character Assessment classifies the area as lying within the Southern Colchester Farmland Plateau. This area is characterised by medium sized irregular arable fields interspersed with other land uses. Access arrangements for the area should have regard to the need to protect hedgerows on Dyers Road.

4. **DESIGN AND FUNCTION OF TRANSPORT NETWORKS FOR STANWAY SOUTHERN SITES**

The attached drawing in Appendix 2 shows an indicative layout which has regard to the following issues and principles:

4.1 Principle of use

The adopted Core Strategy and Site Allocations Documents established the principal of residential use for the area.

4.2 Level of development

The specific density for any proposal would need to be governed by policy objectives such as achieving high quality design and an appropriate mix of tenures and housing types, balanced against individual site constraints and viability issues.

Density will be governed by the provision of appropriate levels of amenity space and car parking. These factors together with design, scale and massing which is sympathetic to the context of the area should dictate the amount of development appropriate and consequential access arrangements.

4.3 Vehicular Access to Road Network

An estate spine road would provide a route through the site linking Blackberry Road and Warren Lane.

4.4 Balance between local and strategic road network

The spine road would provide the main access to the development area and also provide links to the local area, including the Tollgate and Peartree Road Urban District Centres with their associated retail and employment uses.

It would also provide additional links to the wider area including the Strategic Road Network at Junction 26 of the A12, southern Colchester and the town centre, and the surrounding rural area. Developers will need to work with the Highways Agency to address issues of access to the strategic trunk network at Junction 26 (DfT Circular 02/2013 provides guidance on the strategic road network and the delivery of sustainable development)

East-west access across Colchester is also currently provided by Blackberry Road and Maldon Road. The new spine road would provide an alternative, rather than the only, means of access to the wider strategic network and accordingly would not be expected to

address all the local demand in the area. However the layout of the development should not prejudice the future provision of transportation movement across south Colchester.

4.5 Design and layout appropriate for residential area

The spine road would provide a route through the new residential area. The design should enable natural speed reduction by incorporating casual visitor on-street parking and direct vehicular access for individual dwellings. Design should have regard to guidance set out in Manual for Streets. Essex County Council requirements for residential spine roads provide for the spine road to have a minimum carriageway width of 6.75 metres and be subject to a 20 mph speed limit.

The layout should be designed so that Dyers Road no longer functions as an unrestricted through route for vehicles but must also maintain access to existing properties. This will protect the character of the lane and keep established character within the new housing development. The layout should also be designed to avoid sites of archaeological importance and minimise impact on hedgerows and trees.

4.6 Reconfiguration of Fiveways Junction

At the northern end of the estate spine road, the existing Fiveways junctions can be reconfigured to create additional and safe capacity for the new development. Essex County Council's current preferred solution is to provide staggered priority junctions off Blackberry Road and Peartree Road. The new road alignment will involve restricted access to Dyers Road. Additionally, the Borough Council would support the provision of facilities to segregate vehicles from walking and cycling movements from residential areas to Stanway School and Peartree Urban District Centre.

4.7 Pedestrian and cycle access

Pedestrian and cycle opportunities need to be addressed as part of any future design and site layout, for example Dyers Road although restricted should remain open to pedestrians and cyclists.

Within the development, measures should be taken to ensure that direct pedestrian and cycle links are created to encourage walking and cycling to local facilities. In particular, the creation of a walking and cycling entrance point will be required to access the development area from Blackberry Road. Cycling and walking links should connect with existing links in the surrounding area as well as new provision such as the shared footway/cycleway to be provided alongside the Stanway Western Bypass. Schemes can then link into the wider South Colchester cycle network including the proposed Stanway to Tollgate cycle link (see Colchester Cycling Delivery Strategy SPD, January 2012). The Council will promote the creation innovative schemes that provide paths that are segregated from vehicle traffic and give priority to walking and cycling.

4.8 Public transport

The existing bus services in the vicinity of the development area run along Blackberry Road. Early discussions on the precise routing of local bus services needs to take place with the local Bus Operators to ensure the appropriate balance between coverage of the existing residential areas and providing convenient access to bus services for the site.

The spine road could provide a bus route through the development area.

4.9 Parking




















































Parking for a range of vehicles and users will be provided in accordance with the relevant CBC/ECC parking standards as outlined primarily within the Essex County Council Vehicle Parking Standards document.

Cycle parking will also be required as set out within the Vehicle Parking Standards document and must be suitably located to encourage this form of transport.

5. Delivery and Implementation

Delivery and implementation of the access arrangements set forth in this brief relies upon a co-ordinated approach between developers/landowners and the County and Borough councils, in consultation with the local Stanway community. This will be achieved through further masterplanning work and/or detailed transport assessment work carried out as part of planning applications.

KEY SHEET FOR PROPOSALS MAPS

	SETTLEMENT BOUNDARY - COLCHESTER, TIPTRÉE, WEST MERSEA AND WIVENHOE		NORTH GROWTH AREA URBAN EXPANSION
	VILLAGE SETTLEMENT BOUNDARY		STANWAY SAFEGUARD ZONE
	TOWN CENTRE CORE		MINERALS AND WASTE SAFEGUARD
	PREDOMINANTLY RESIDENTIAL		GROWTH AREAS
	EMPLOYMENT ZONE		REGENERATION AREAS
	STRATEGIC EMPLOYMENT ZONES		EAST COLCHESTER SPECIAL POLICY AREAS
	MIXED USE REDEVELOPMENT		CULTURAL FACILITIES
	MIXED USE		WEST MERSEA WATERSIDE AREA OF SPECIAL CHARACTER
	INNER CORE		HISTORIC PARKS AND GARDENS
	OUTER CORE		COLCHESTER LOCAL WILDLIFE SITES
	NEIGHBOURHOOD CENTRES		SITES OF SPECIAL SCIENTIFIC INTEREST
	RURAL DISTRICT CENTRES		REGIONALLY IMPORTANT GEOLOGICAL, (AND GEOMORPHOLOGICAL) SITES
	URBAN DISTRICT CENTRES		RAMSAR
	CAR PARKS		COASTAL PROTECTION BELT
	PARK AND RIDE PLUS SERVICE STATION		SPECIAL AREAS OF CONSERVATION
	OPEN SPACE		SPECIAL PROTECTION AREAS
	PRIVATE OPEN SPACE		AREA OF OUTSTANDING NATURAL BEAUTY
	CEMETERIES		RIVERSIDE WALKS
	ALLOTMENTS		PROTECTED LANES
	UNIVERSITY PURPOSES		GREEN LINKS
	COMMUNITY STADIUM		CONSERVATION AREAS
	CARAVAN PARKS		LOCAL NATURE RESERVES
	GYPSY AND TRAVELLER ALLOCATIONS		CBC SCHEDULED MONUMENTS
	TRANSIT CORRIDOR		ENVIRONMENT AGENCY NATIONAL FLOOD ZONES
	ROAD IMPROVEMENT		COLCHESTER BOROUGH BOUNDARY
	JUNCTION 28 (A12)		

Appendix 2: Stanway Southern Sites.
Indicative Route for Estate Spine Road

