



Street-based Services Delivery Strategy

Supplementary Planning Document

Adopted 8th October 2012
Updated 8th February 2016

1. Introduction

- 1.1 Colchester is one of the fastest growing boroughs in the East of England. Under current policies, 920 dwellings are expected to be built in the Borough each year. (Source: AMR 2015)
- 1.2 An impact of this growth in population has been an increase in the costs of delivering services which people take for granted.

Context- historical cost implications of Street Services

Year	12/13	13/14	14/15
Population (ONS mid-year estimates)	176,008	177,626	180,420
New homes built	617	725	943
Landfill Tax paid (Based on ECC figures)	£2,852,560	£2,802,151	2,800.813
Domestic Collection Costs (Budget Books)	£3,028,800	£2,743,400	£2,939,700

2. The Role and Status of the Supplementary Planning Document

- 2.1 This Supplementary Planning Document (SPD) expands upon the Council's existing planning policies contained in its Adopted Core Strategy and Development Policies DPD.
- 2.2 The SPD is to form part of the Colchester Local Development Plan and is to be a material consideration in the determination of all planning applications for development including applications for renewal of consents where requirements do not alter design or layout of original plans. The requirements of the SPD come into immediate effect and will apply to all applications submitted after the date of adoption.
- 2.3 The Council consulted on the 2012 Supplementary Planning Document (between 13th February – 12th March 2012) in accordance with regulations and the Council's Statement of Community Involvement. All responses received were taken into account in preparing the final adopted version of the SPD, a summary of these responses can be found within the Street Services SPD Consultation Statement published alongside the original document and available on the Council's website. This document has now been updated to take into account recent services restructures and responsibilities of service provision within the Council.

2.4 During the preparation of the strategy consideration was given as to whether a Sustainability Assessment or Strategic Environmental Assessment was required for the Street-based Services SPD. After considering the impacts of the SPD it was considered that a Sustainability Assessment or Strategic Environmental Assessment were not required. This is because the SPD is unlikely to result in any significant negative environmental effects.

2.5 The purpose of this SPD is to:

- Support sustainable growth
- Highlight the importance of Street Services facilities and infrastructure
- Ensure adequate provision of the service
- Inform developers and other interested parties about what the Council will expect to be planned into new developments and where contributions for infrastructure are required
- Protect and improve existing street facilities
- Enable a more strategic approach to the provision of street services facilities in new developments
- Ensure that future developments are helping to achieve corporate objectives of the Council.

2.6 The SPD is intended to provide useful guidance to developers and assist them in making planning applications by setting out what will be expected. Further detailed information which developers and others may also find useful is available in the Street Infrastructure Guide. This lists the street infrastructure and waste/recycling facilities that can be provided, their specification and cost if developers wish to purchase them from the Council. Due to the evolving nature of the service, this information may be periodically reviewed to ensure that it is up to date. Changes to the SPD itself will be subject to approval by the Councils Local Plan Committee.

3. Why is a Street-based Services Delivery Strategy required?

3.1 This strategy is provided to ensure that councillors, officers and developers, as well as external stakeholders such as community groups and parish councils, understand the impact new development can have on the Council's ability to undertake duties people take for granted. These include recycling and waste management, litter and dog bins and ground maintenance.

4. National policy context and guidance

4.1 The following national policy documents provide background information;

1. Waste Strategy for England (2007)
2. Government Review of Waste Policy in England (2011)

3. DEFRA's Guidance on Part 4 of the Environmental Protection Act 1990 as amended by the Clean Neighbourhoods and Environment Act 2000
4. Clean Neighbourhoods and Environment Act (2005)
5. National Planning Policy Framework (March 2012)
6. DEFRA's Waste Management Plan for England 2013

4.2 National Planning Guidance

The National Planning Policy Framework (NPPF) was published and brought into immediate effect in March 2012. The NPPF outlines that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF also includes as a core planning principle that policies and decision should always seek to secure a good standard of amenity for existing and future occupants of land and buildings. The Street-based Services SPD will assist the Council and developers in achieving sustainable development as described within the NPPF.

- 4.3 The NPPF makes it clear that Supplementary Planning Documents should only be used where they can help applicants make successful applications or aid infrastructure delivery. The Street-based Services SPD is in conformity with this requirement because it provides advice for applicants to make a successful planning application by detailing the infrastructure and designs that new developments will be required to comply with in order to assist the Council's recycling programme.
- 4.4 The Council is also conscious of the Governments position with regard to the use of conditions and planning obligations. The NPPF states that planning obligations should only be used where it is not possible to offset unacceptable impacts of development through a planning condition. They should only be sought where they meet all of the following tests: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Local planning authorities should avoid unnecessary conditions or obligations, particularly when this would undermine the viability of development proposals. This has been reinforced by the Ministerial Statement of 6th September 2012.
- 4.5 The Planning Act 2008 (Part 11) provides the enabling powers for local authorities to apply a Community Infrastructure Levy (CIL) to support strategic infrastructure delivery in an area. Under this new system, planning obligations can still be used for site specific requirements, provided that it does not overlap with CIL.

5. **Local Policy Guidance**

- 5.1 The following documents and policies provide the local policy context;

Core Strategy (Adopted December 2008)

- ENV1 EnvironmentPR1 - People-friendly Streets
- TA4 - Roads and Traffic
- TA5 - Parking
- ER1 - Energy, Resources, Waste and Recycling
- UR2 – Built Design and Character

Development Policies DPD(Adopted October 2010)

- DP1: Design and Amenity

6. Street-based Services provision in new developments

- 6.1 It is important that all new developments plan to accommodate street infrastructure and create sustainable development from the outset. Infrastructure may be required where a new development creates a new impact on the local area. This should be considered as part of the design and layout of any scheme.
- 6.2 All Street-based Services should be involved at the start of discussions concerning new developments to ensure infrastructure is planned for from the outset. These services include Operational Services, Community Services, and Commercial Services. Existing information about the presence of current facilities will be used to determine the impact a development is likely to have, whether it will add pressure on existing services or require the provision of new services.
- 6.3 Section 106 Agreements and conditions will be used for site specific projects or infrastructure. Larger infrastructure items can be funded through CIL when the levy is implemented.

7.0 Design Requirements

- 7.1 Developers should plan from the outset and include Recycling and Waste collection requirements within the design of new developments. These will include the following;
- Roads and junctions should accommodate a collection vehicle which is 2500mm in width. Developers must ensure that collection vehicles can safely manoeuvre without causing damage to infrastructure, vehicles or property.
 - Where practical, The Essex [Development Construction Manual](#) should also be used to inform design; specifically the recommendation that wider carriageways are applied to road types 4 and 5, which will aid waste and recycling collection.
 - The design of all pathways, roads and junctions should ensure that collection vehicles do not have to reverse any further than 25 metres.
 - Where smaller roads are included as part of a development, the proximity of properties and bin stores to roads and pathways, should ensure that operatives walk no further than 15 metres to undertake collections. These can be more than 15 metres from the

property, as there is no requirement for maximum distance for occupants to place out their waste and recycling.

- Roads and pathways should ensure there is sufficient space to enable residents of houses to place their recycling and refuse on the boundary of the property for collection. Collections points should be outside the boundaries of the highway to ensure free flow of both pedestrians and vehicles.
- Adequate resident and visitor parking should be provided as set out in the adopted Vehicle Parking Standards SPD. Ensuring these requirements are met is essential in ensuring the Council can collect recycling and refuse which is placed out for collection. It may be necessary to introduce parking restrictions to achieve this.
- Communal bin storage areas are only acceptable in the design of flats. For houses, the council operates a boundary collection to each individual property. Ideal design for bin store areas ensures that collection vehicles have somewhere 'off-road', like a car park to reverse into that is within a 25 metre proximity and make collections. This should not be obstructed in any way, including through car parking or landscaping. Ideal design features for bin stores are set out in the Street Infrastructure Guide. The required dimensions for bin store areas should be based on accommodating the waste and recycling containers required at the time of planning approval. For further details, please contact Colchester Borough Council's Recycling, waste and Fleet Service.
- Where external or free standing bin stores are required, they must be designed in sympathy to the main buildings, reflecting the architectural style and attributes. For most situations the appearance should be that of a subservient outhouse, well located to meet the access and manoeuvrability requirements without being unduly prominent. The style of enclosure and materials, as well as the type of roof should take reference from the theme or style used in the principle buildings on the development.
- Consideration must be given to air circulation and ventilation in the store so that residents are not put off by the accumulation of odours. In the case of open fronted stores a canopy structure may be required to provide weather protection for residents. Combined bin stores with other uses such as bike stores are not acceptable.
- To ensure the successful collection of materials, the entrance of the bin store must be kept free from obstruction at all times. If the location is not accessed directly from the highway, where regulations permit, it may be necessary to apply traffic restrictions to prevent vehicles from parking in front or adjacent to the storage area. A dropped kerb should be installed where collection paths cross a pavement, to enable the retrieval and return of containers. The distance from the storage area to the collection vehicle should be no greater than 15m.

7.2 Where the specified design criteria cannot be achieved there may be an increase in cost to the Council and difficulty in providing a waste and recycling collection service. In such cases, a contribution will be

sought from the developer at the planning stage to offset this. This amount will be calculated based on additional collection requirements or special arrangements that need to be made. In 2011/12, this cost stood at £37.50 per household per year, based on the cost to operate a special collections service for the difficult properties in the borough, this would be payable for a 5 year period, after which time, Colchester Borough Council will assume responsibility and cost for the special collection route.

- 7.3 More information and specifications for design of development are also available in the Essex Design Guide.

8.0 Infrastructure Requirements

- 8.1 New development often places extra demands on existing infrastructure or a requirement for additional facilities. The Council will therefore require developers to include the following as part of their development where their development necessitates it;

- Dog waste bins
- Litter bins
- Recycling and waste facilities.

- 8.2 Community Services can identify all the current litter and dog bin provision in the borough to give a picture of current infrastructure. This helps to identify where new developments will create a demand for litter and dog bins because there is inadequate current provision. Further details about all the infrastructure the Service uses is available in the Street Infrastructure Guide.

- 8.3 All infrastructure is available to purchase from the Council.

9.0 Trade recycling and waste requirements

- 9.1 Sustainability and waste minimisation are important issues to consider when developing commercial or retail premises. Developers should ensure that there is sufficient space to support waste minimisation initiatives and as a minimum provide recycling infrastructure for paper, cardboard and glass. Developments should adopt waste minimisation solutions for additional materials such as plastics, cans, food waste and composting, to ensure they are 'future proof'. This demonstrates a commitment to reducing waste in trade premises, and should be addressed during the planning application process. Facilities should be shown on site layout plans.

10.0 CCTV

- 10.1 The provision of CCTV forms a valuable part of street infrastructure, which if used correctly, can help to ensure a good living environment for everyone. It is important as part of good development, to reduce and deter crime and the fear of crime in areas where it is particularly

difficult to design out issues, or the land use may require a greater need for monitoring.

- 10.2 CCTV may be identified as a need from the outset of a large scale development, and is particularly relevant in mixed-use schemes and those incorporating entertainment and leisure venues, commercial and retail uses and also car parks. In such cases where a need is identified, the Council will ask relevant developers to provide a camera(s), communication link, maintenance and infrastructure improvements including central monitoring and recording equipment.
- 10.3 Where it is known at the planning stage that CCTV is required, developers will be required to lay the necessary cabling and connections at the outset. This will avoid unnecessary disruption when the cameras are installed and linked to the control centre.

11.0 Parking and Traffic Regulation Orders (TROs)

- 11.1 New developments should consider access for a range of vehicles (this would include dustcarts etc), and also take into account the predicted number of vehicles likely to be present on the completion of a scheme.
- 11.2 Parking allocation and road access is something that should be addressed at the design stage of development. Good design should enable the ease of passage for a range of vehicles, and if this is done correctly it will reduce the need to create and enforce Traffic Regulation Orders. TROs are not suitable in areas where the location is accessed directly from the highway.
- 11.3 All potential “pinch points” such as bends in the road, roundabouts, junctions, entrances to car parking, flat bin store areas, including the associated frontages that allow access to these locations, should ensure that they are designed (through landscaping, signage and adequate parking provision) to discourage inconsiderate and problematic parking.
- 11.4 Road widths are specified in this document under ‘design requirements’ (page 6) to allow access for large vehicles. Where only the minimum widths are provided for, parking restrictions may be required to prevent obstructions to vehicles through inconsiderate parking. Particular care should be applied on sites in or close to sites that generate large numbers of vehicles such as town centres, train stations and existing residents parking schemes.
- 11.5 Experience has shown that unless appropriate measures are considered during the design stage, it is inevitable that parking pressures will increase considerably once a development is complete, which is particularly true of developments used by local workers, commuters and shoppers.

11.6 It is envisaged that a majority of the points contained within this section would be catered for in the design stage of a development, however in certain circumstances this may not always be possible and restrictions or suitable schemes may need to be considered or implemented and this could be achieved in liaison with Development Team at Essex County Council.

12 Monitoring and review

12.1 The Street-based Services strategy will be reviewed on an annual basis to ensure that it meets current needs and priorities.