

23 October 2014

Report of	Head of Commercial Services	Author	Vincent Pearce ☎ 282452 Laura Chase ☎ 282473
Title	Northern Gateway consultation		
Wards affected	Mile End and adjoining Highwoods and Fordham and Stour		

The Local Plan Committee is asked to note the outcome of a consultation on proposals for the Northern Gateway area

1. Decision(s) Required

- 1.1 To note the comments made on a consultation undertaken on the Council's proposals for development in the Northern Gateway.

2. Reasons for Decision(s)

- 2.1 To provide an update on the actions Council officers are undertaking to ensure that development of Council-owned land is informed by sound planning principles and a transparent and effective consultation process.

3. Alternative Options

- 3.1 There is no alternative option; the report is for information only.

4. Supporting Information

- 4.1 The June Local Plan Committee authorised consultation on proposals for development of Council-owned land in the Northern Gateway area. The proposals were based on a draft Framework document developed by consultants Allies and Morrison which outlined general land use criteria and urban design principles to guide development in the 84 ha of land in the area adjoining Junction 28 and the football stadium.
- 4.2 Table 1 provides summary information on attendance at the consultation, which took place from 17 July – 12 September, with workshops at a range of venues across the Borough during July and August that attracted a total of 761 visitors. The consultation was staffed by officers representing both landholder and planning interests within CBC. Appendix 1 provides a summary of the issues that were addressed at the exhibition. All of the consultation material, which had been attached to the June committee report, is also available electronically on the Council's website on the Regeneration pages.

Table 1

<u>Venue</u>	<u>Date and time</u>	<u>Number of visitors</u>
Boxted Village Hall	17 July 4-8 pm	34
Colchester Library	19 July 10 am-2pm	61
ASDA Turner Rise	23 July 4-8 pm	138
ASDA Turner Rise	26 July 10am – 2pm	226
Colchester Library	31 July 2-6 pm	62
Myland Parish Hall	2 August 10am – 2pm	60
Myland Parish Hall	7 August 4 - 8pm	27
Highwoods Community Centre	13 August 3-6:30 pm	42
Highwoods Community Centre	16 August 10am – 2pm	111
		TOTAL 761

- 4.3 The consultation was successful in raising awareness of the Council proposals and the issues involved. Responses to the consultation were gathered by noting specific queries or points made at the workshops and by means of a questionnaire which allowed respondents to express their support or opposition to the consultation material and to add general comments. The questionnaire was available in hard copy form at the workshops and in electronic form on-line on the Council's website. A total of 73 responses were returned. A summary of questionnaire responses is provided in the attached Appendix 2.
- 4.4 A number of points of detail were raised by those attending the workshops which can now be addressed by the Council in its developer capacity, given that the proposals are in an early stage of development. Key issues included:

Highways & Traffic

- The extent to which the proposals could add new traffic to local roads in Mile End and to the north in Boxted (Straight Road and Langham Road and connections)
- The extent to which the proposals would impact traffic in the wider area, particularly the Northern Approaches Road and North Station Bridge
- How can local people be confident that up to date full and detailed traffic modelling is undertaken to accurately assess likely traffic impact. (and whether this can be adequately mitigated)
- Will the Council re-examine solutions for the Weston Homes Community Stadium entrance from Boxted Road which is currently closed to through traffic but provides bus drop off from Boxted Road. There were comments for and against opening to general traffic from people north and south of the A12
- Delivery of comprehensive and co-ordinated links from the development to public transport, including NAR3 to Park & Ride and the NAR2/Mill Road junction and NAR2 busway.
- The extent and potential impact of new car parking being proposed for facilities north of the A12.

Open Space and Countryside

- The level and type of development north of the A12, which currently serves as a boundary between the urban area of Colchester and the open countryside.
- The extent to which floodlighting and sports activity could create a nuisance to residents in Boxted.

- The extent to which the loss of open space at the Mill Road Sports Ground represents a loss of amenity for residents in the vicinity.
- The extent to which existing landscape and flora will be destroyed.
- Ensuring safe and convenient linkages are made to existing and/or enhanced footpaths, cycle routes and bridleways beyond the site in the countryside beyond.
- Ensuring a range of free sports and leisure activities including use of the lake.

Delivery

- How and when the Council will be able to deliver the associated expensive infrastructure as shown, given viability constraints.
- How the Council will resolve the potential conflict in expectations and desires from different sectors of the community.
- How various communities will be involved in and have influence over the evolution of the plans.
- Clear and transparent resolution of any potential conflict of interest between the Council as landowner and the Council as local planning authority.

Uses and activity

- Ensuring that the uses selected will not cause harm to the town centre and/or harm to the amenity of residents already living in the vicinity of the CNG.
- Ensuring that the NAR3 does not become a barrier to movement of people across the Gateway
- The role and function of the hub needs to be clear. Consultees questioned whether the hub would achieve expected levels of activity and would benefit the local community. In design terms, the introduction of tall buildings was questioned.
- Ensuring appropriate levels and management of evening entertainment uses.
- The extent and justification for new housing within the site, particularly if it is at the expense of existing local open space.

- 4.5 Questionnaire responses provided by members of the public throughout the consultation period are described at appendix 2. Seventy-one completed questionnaires were received.
- 4.6 It is interesting to note that the opinions of those responding as to whether they would or would not be likely to support the plans were broadly evenly divided with another approximate handful being neutral.
- 4.7 Additional late comments have also been received from Myland Community Council and these are attached in full at Appendix 3. These will be explored by officers and Community Councillors at their regular monthly liaison meetings - these now having been firmly established as a collaborative forum. The shorter response of Boxted Parish Council is reproduced at Appendix 4.
- 4.8 The Council will now revise its proposals to incorporate consultation feedback. It is intended to present a Framework document for the Local Plan Committee to adopt as a material planning consideration. The Framework document would then be used to guide consideration of any planning applications for the area. Additionally, the Framework can inform the Local Plan Review process as that moves forward.

5. Proposals

- 5.1 It is proposed that members note the outcomes of the consultation process and the next steps in the development of proposals for the Northern Gateway area.

6. Strategic Plan References

- 6.1 The Strategic Plan Action Plan includes a commitment to regenerating the Borough through buildings, employment, leisure and infrastructure. There are also commitments to attract investment and provide more affordable homes. Development of the Northern Gateway will contribute towards achieving these objectives.

7. Consultation

- 7.1 Consultation on the Northern Gateway proposals complied with the Council's Statement of Community Involvement.

8. Publicity Considerations

- 8.1 There is likely to be continued interest in developments in the Northern Gateway area resulting in publicity for the Council.
- 8.2 The full contents of the Draft Framework as well as the processes for considering is available to the public via the Regeneration pages of the Council's website.

9. Financial Implications

- 9.1 Sustainable development of the Northern Gateway area involves initial expenditure on the development of viable proposals but is intended to produce long-term revenue generation benefits for the Council.

10. Equality, Diversity and Human Rights implications

- 10.1 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Equality and Diversity > Equality Impact Assessments > Commercial Services > Local Development Framework.
- 10.2 There are no particular Human Rights implications.

11. Community Safety Implications

- 11.1 Development of the Northern Gateway area will address the community safety implications of creating sustainable communities.

12. Health and Safety Implications

- 12.1 Development of the Northern Gateway will address the health and well-being implications of creating sustainable communities.

13. Risk Management Implications

- 13.1 Comprehensive planning of the Northern Gateway will help to produce sustainable development and reduce the risk of inappropriate development being permitted.

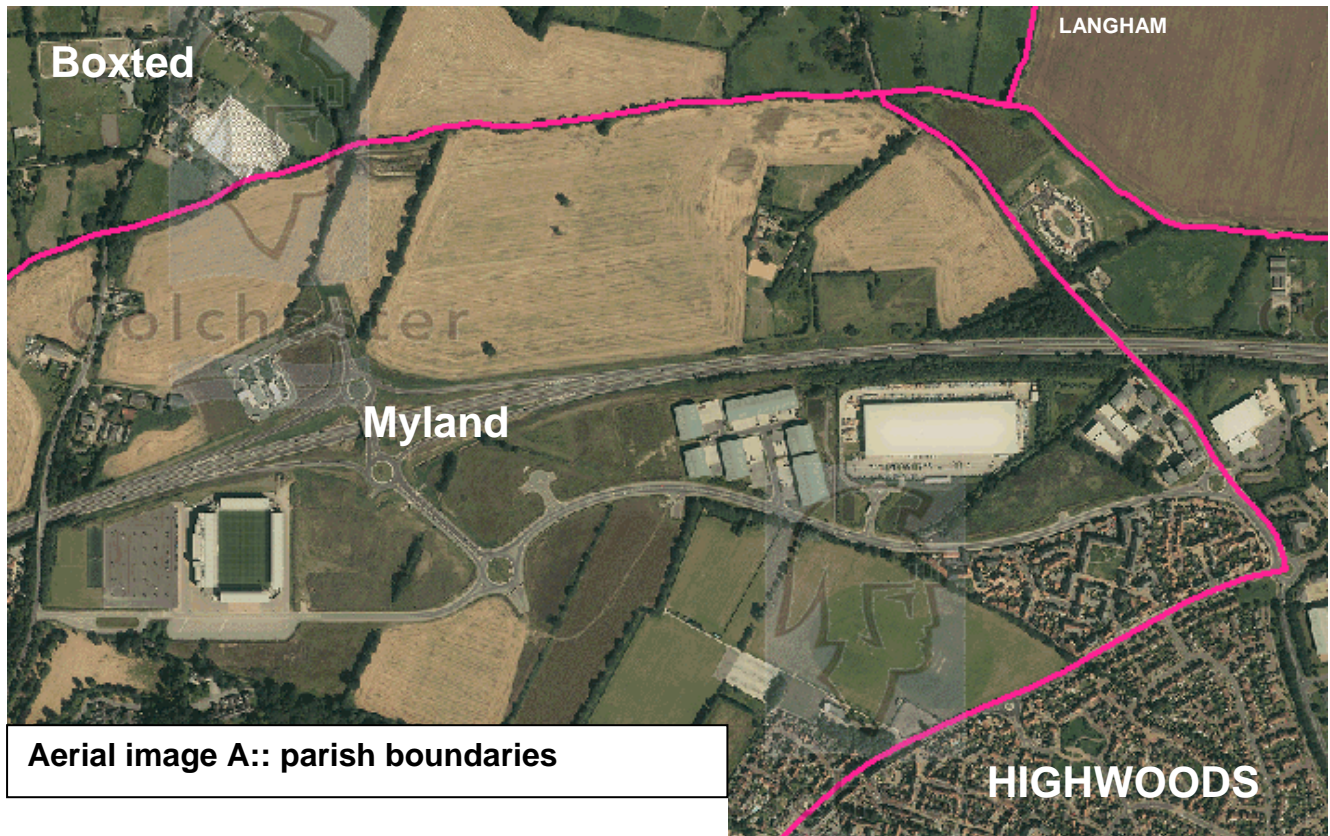
14. Disclaimer

- 14.1 The information in this report was, as far as is known, correct at the date of publication. Colchester Borough Council cannot accept responsibility for any error or omissions.

**APPENDIX ONE:
COLCHESTER NORTHERN GATEWAY
FAQ's from public exhibitions**

The frequently asked questions reproduced below arose from the public exhibitions and they were updated and made available throughout the consultation process on the Council's Planning web site. The version here is reproduced in black and white (so definition may be reduced) in order to reduce publication cost of the agenda but the full colour version remains available on the said web site. The web link below is relevant:-

Borough Councillors serving 'Gateway' communities



Aerial image A:: parish boundaries

MILE END WARD

Councillor Anne Turrell email: cllr.anne.turrell@colchester.gov.uk

Councillor Martin Goss email: cllr.martin.goss@colchester.gov.uk

Councillor Dominic Graham email: cllr.dominic.graham@colchester.gov.uk

HIGHWOODS WARD

Councillor Philip Oxford email: cllr.philip.oxford@colchester.gov.uk

Councillor Gerard Oxford email: cllr.gerard.oxford@colchester.gov.uk

Councillor Beverley Oxford email: cllr.beverley.oxford@colchester.gov.uk

FORDHAM & STOUR

Councillor Nigel Chapman email: cllr.nigel.chapman@colchester.gov.uk

Councillor Christopher Arnold email: cllr.christopher.arnold@colchester.gov.uk

PARISH COUNCILS

- Myland Community Council email: clerk@mylandcommunitycouncil.org.uk
- Boxted Parish Council email: boxted-council@btconnect.com

ESSEX COUNTY COUNCILLORS

- Councillor Anne Turrell (Mile End & Highwoods Division)
- Councillor Anne Brown (Constable Division)

MP's

- Sir Bob Russell MP (Colchester) (incl Mile End & Highwoods)
- The Honourable Bernard Jenkin MP (North Essex) (incl Fordham & Stour & Dedham & Langham)

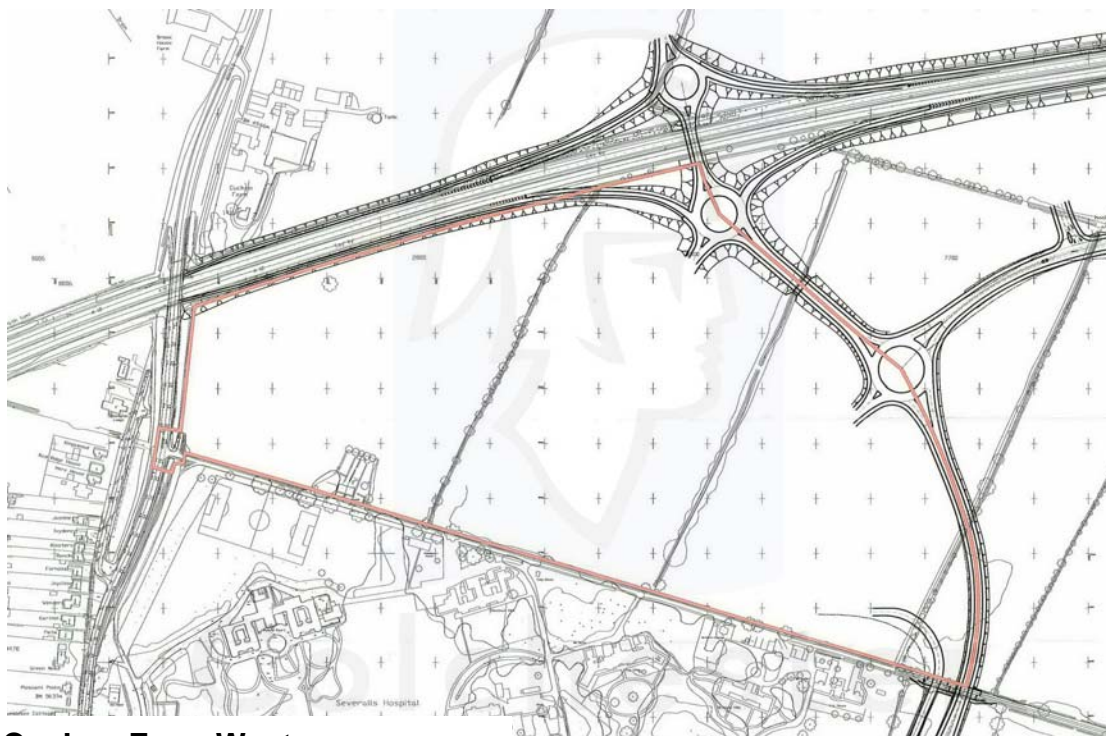
planning history

much of the area south of the A12 in the Council's ownership already benefits from outline planning permission (March 2006 - commenced) for comprehensive redevelopment. (hotel, community stadium, pub/restaurant, A3, employment, & health & fitness).

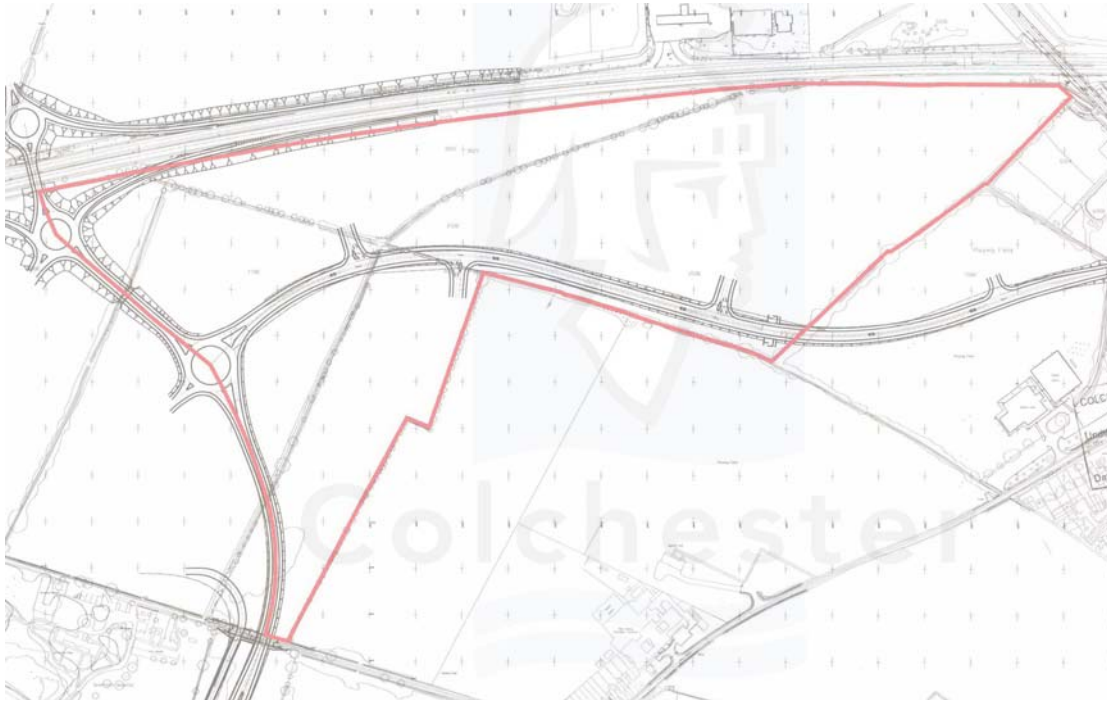
New to the package is suggested limited residential use of the current Mill Road Sports Ground (Colchester Rugby Club) and sport & recreation development north of the A12. These two elements are currently outwith the Adopted Local Plan.

The Framework proposal currently does not include retail.

The extent of the 2006 permission.



Cuckoo Farm West
O/COL/01/1622 FIG: 1



Cuckoo Farm West
O/COL/01/1623 FIG:2

Land ownership

The Council owns the land involved other than the land shown white in the Framework in and around White House Farm.

What development has occurred to date?

- Junction 28
- NAR3 under construction
- P&R due to start Late summer/ Autumn 2014
- Easter Park development (Axial Way)
- Flakt Woods (Axial Way)
- Car showrooms (Toyota & Volkswagen)
- Community Stadium
- David Lloyd Tennis Centre likely 2015
- A new McDonalds restaurant adjacent to the BP filling station will commence construction Summer 2014



2002 FIG:3

Spotting the differences



2012 FIG:4

When will development occur?

South of A12 it is occurring now because much of that already has planning permission. Elements that do not have planning permission (North of A12) may start in next 5 years if planning permission is granted and/or the land allocated for sports purposes.

What is proposed north of A12?

Relocation and expansion of Colchester Rugby club with new pitches and club house and inclusion of other sports facilities (football, mountain biking cycle road track) as well as re-provision of such activities as archery and dog training. Ideas are sought from the public as to what sports could be accommodated. Currently a building is shown for new sports clubhouse and an ancillary use building for P&R.

Access to the facilities for vehicles will principally be from junction 28. A small car park is shown off Severalls land to serve the open air (concrete velodrome).

There is not connectivity to Boxted Road for vehicles.

It is not intended to link Severalls Lane and Boxted Road through the site.

It is not intended to take a new road from the junction 28 dumbell access northwards to access land beyond the Council's ownership.

It is proposed to build a new ped/cycle/equestrian bridge over A12 to connect the land north of the A12 with Urban Colchester.

Residential

Why residential use? As enabling development to fund significant expansion of sports facilities.

Much of the site will be retained as open space and will form part of a large new urban park. It is intended to keep a green frontage to Mill Road.

Number of units has not been established but residential use will only occupy part of the sports ground site. A significant elopement of the site will be a new urban park with lake.

Will there be affordable housing? The Councils current policy requirement for there to be a 20% provision is expected to be applied in the event of the site coming forward.

It is not intended to develop the site immediately to the rear of the Oxley Parker development (outside of CBC ownership)

Access points for residential have yet to be determined.

What status will the Framework have?

The current consultation will help to shape the content of the informal Framework which may itself undergo further iterations as a result of feedback received. It may inform the Local Plan Review process as that moves forward. It may also inform planning applications. It is not expected that the Framework will be adopted as a formal Supplementary Planning Document (SPD) or a formal Guidance Note.

Highways

The proposals have yet to be subject to traffic modelling although the 2006 planning permission was and therefore any additional modelling will need to take into account new components in the development and other developments that have been consented since then.

How does the proposal fit into the wider Junction 28 and NAR highway structure?

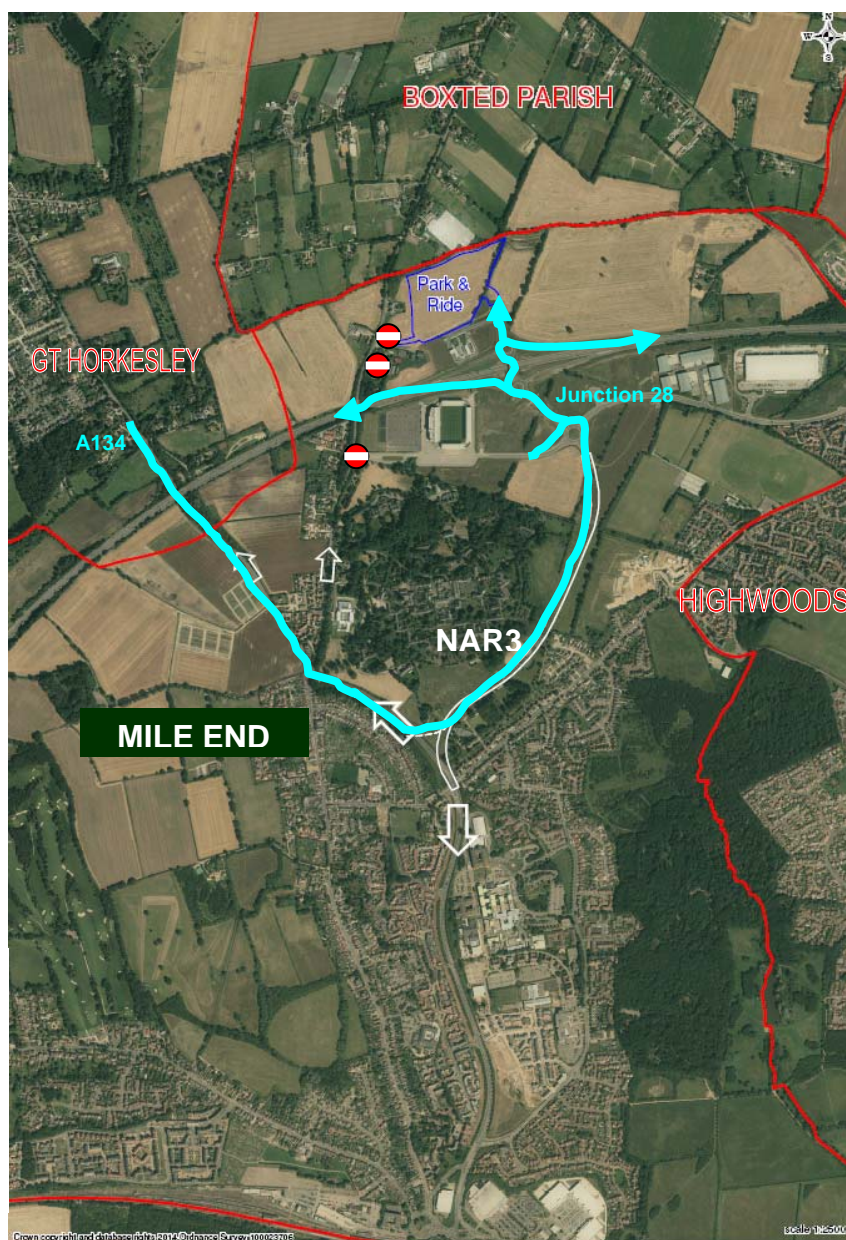


FIG:5

Parish
Boundaries &
NAR3
connections

What will the new Mill Road/NAR3 junction look like? (please see FIG: 6a, 6B & 6C below)

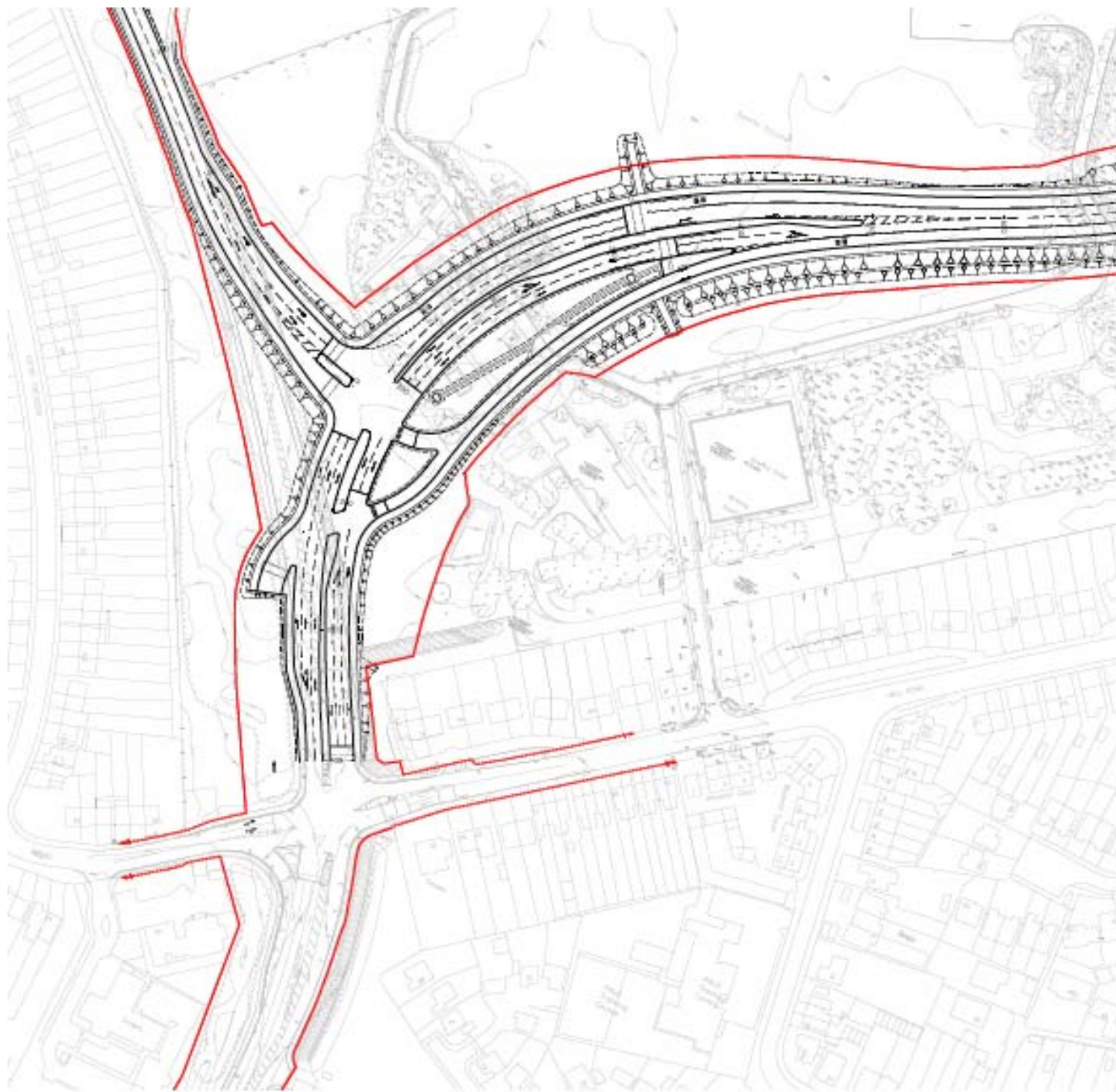
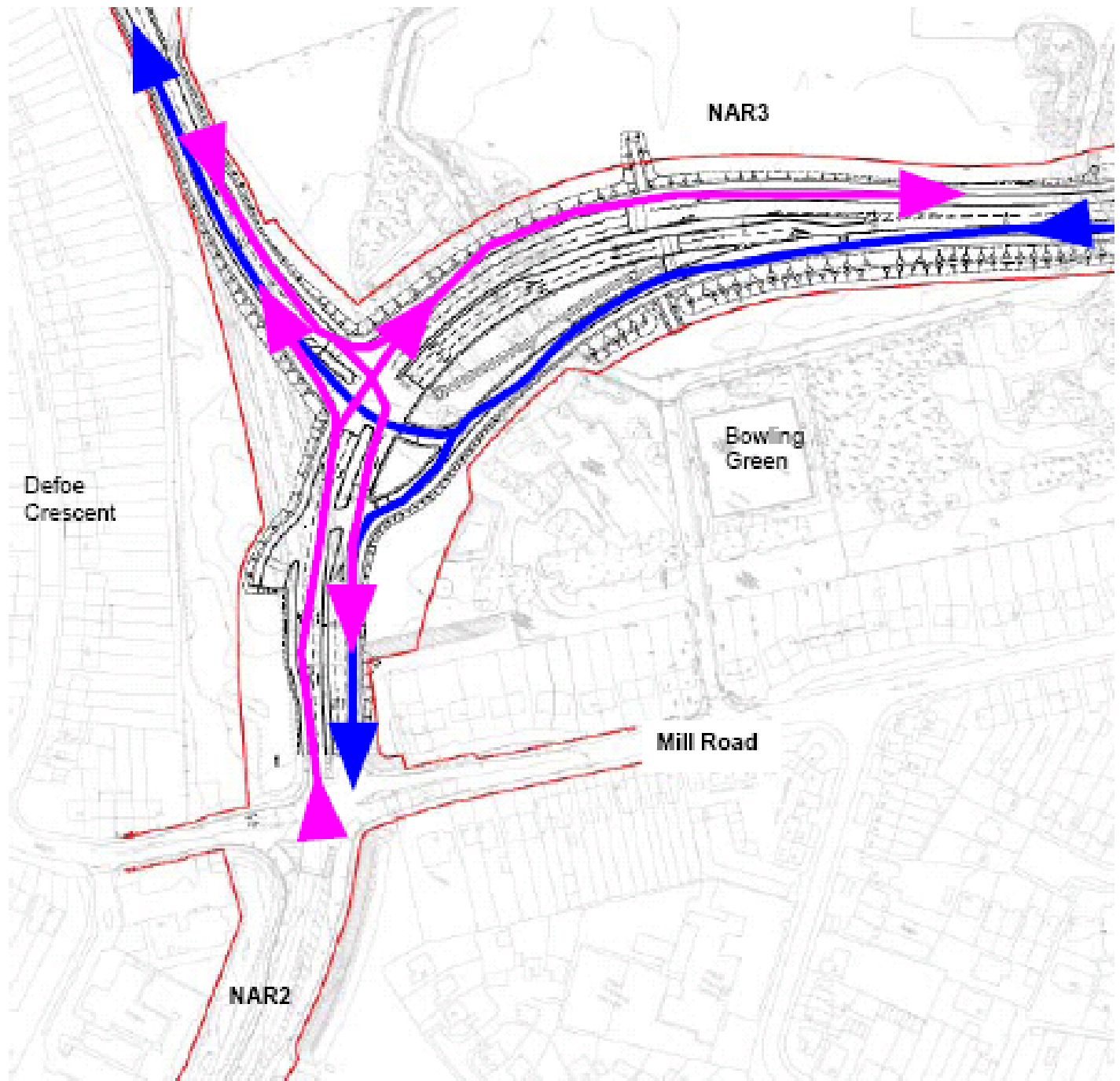


FIG: 6A NAR 3 Junction with Mill Road & NAR2

To Ford Lane/Nayland Rd/Boxted
Rd/A134 Gt Horkesley roundabout



To Town Centre
& North Station

FIG: 6B Bus movements across new
NAR3 junction ahead of NAR2 segregated
busway construction

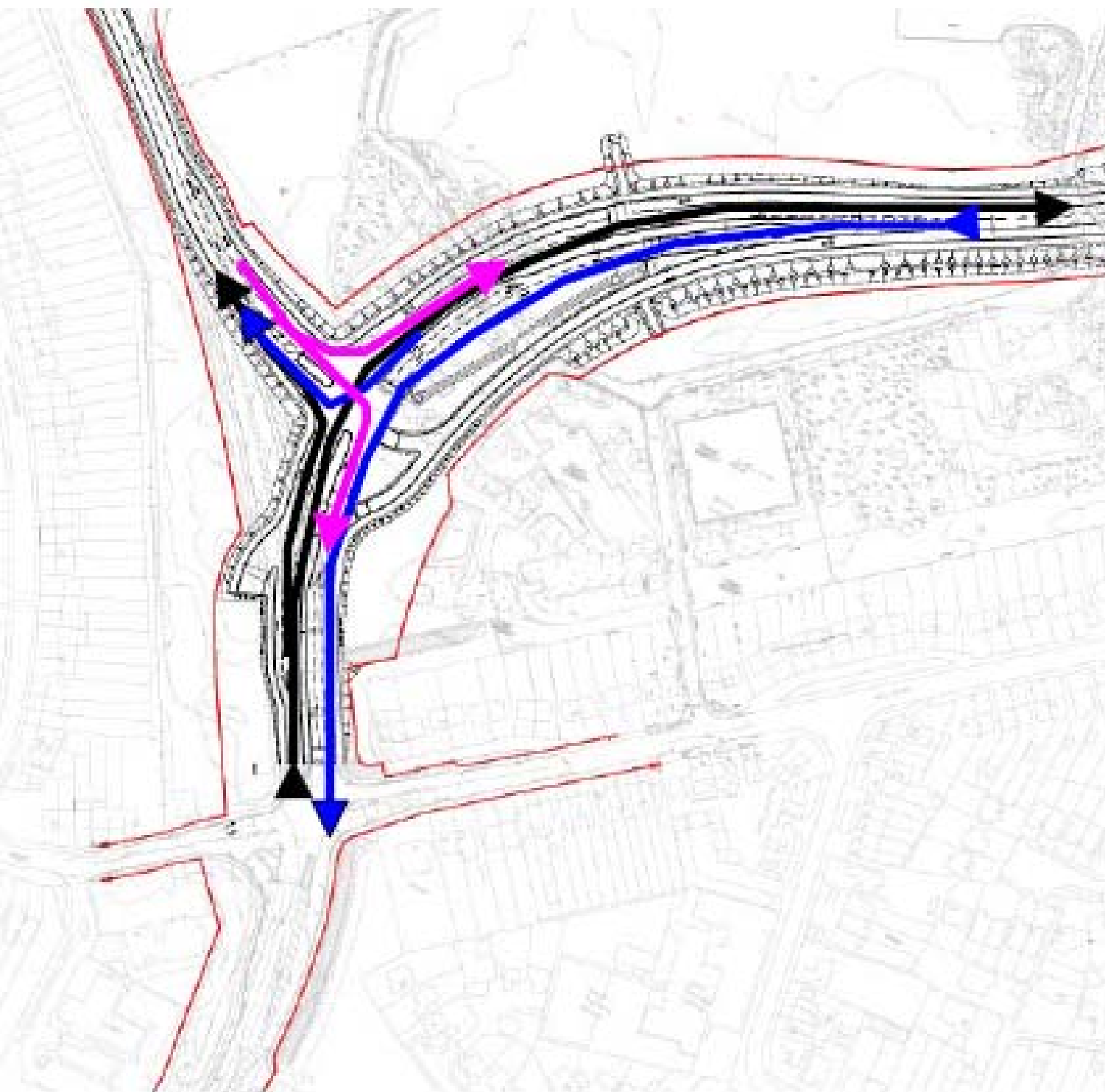


FIG: 6C Other vehicle movements
across new NAR3 junction ahead of
NAR2 segregated busway construction

Parking

The development north of the A12 will be provided with adequate parking for those not accessing the site by foot or bike. It is hoped that the P&R facilities could be shared when not in P&R use. The Council has retained sufficient land to provide dedicated parking if needs be.

Would the Rugby Club be moved off its existing site before new facilities have been provided if the Framework goes forward as shown?

No. There is no intention to leave the rugby club stranded without facilities and the transition would be carefully managed to avoid any disruption to play. The Council will work with the Club to find an agreed way forward. The new bridge over the A12 is an important component in making the new facilities easily accessible.

More than rugby occurs at the Mill Road Sports ground. What will happen to other sports and clubs?

It is intended to secure their relocation to the new facilities. We know that cricket and archery already occur and that dog training takes place on the Mill Road site.

Where will sewage from this development end up?

Sewage from the Northern Gateway & Severalls Hospital redevelopment will be carried to Colchester Swage Works in Haven Road where it will be treated. Currently as part of the NAR3 works a new drain is being laid to accommodate these expected flows.


Where are the current parish and ward boundaries in relation to the Gateway proposals?

Please see aerial image A on page 1

What publicity is being given to the Framework consultation?

The Council has regular monthly liaison meetings with Myland Community Council and has been sharing aspects of the Framework with them for some time as components emerge. The Place Service has had very recent (July 2014) preliminary discussion with both Boxted and Langham Parish Councils to

highlight the wider consultation and explain the key components of the Framework. The Councils Local Plan Committee discussed the Framework consultation process in public at their meeting in July. All the publicity material is on the Council's web site. An article is expected to occur in the next edition of the Mylander magazine. Publicity will appear on village notice boards. The current round of exhibitions is as follows:-



PUBLIC EXHIBITIONS

Colchester Northern Gateway

VENUES, DATES & TIMES

Venue	Date	Time
Boxted Village Hall	17 July 2014	4pm – 8pm
Colchester Library	19 July 2014	10am – 2pm
	31 July 2014	2pm – 6pm
Asda Superstore, Turner Rise, Colchester	23 July 2014	4pm – 8pm
	26 July 2014	10am – 2pm
Myland Parish Hall, St Michael's Church, Mile End Road, Colchester	2 August 2014	10am – 2pm
	7 August 2014	4pm – 8pm
Highwood's Community Centre	13 August 2014	3pm – 6.30pm
	16 August 2014	10am – 2pm




FIG 7: Exhibition Poster

How many people have visited the exhibitions?

Boxted 17 July	(4pm-8pm)	34
Colchester Library 19 July	(10am-2pm)	61
Asda 23 July (trolley bay)	(4pm-8pm)	138
Asda 26 July (trolley bay)	(10am-2pm)	226
Colchester Library 31 July	(2pm-6pm)	62
St Michael's Parish Hall 2 Aug	(10am-2pm)	60
St Michael's Parish Hall 7 Aug	(4pm-8pm)	27
Highwoods C.C. 13 Aug	(3pm-6.30pm)	42
Highwoods C.C 16 Aug	(10am-2pm)	111

**total
761**

How can the Council be promoting development on its own land and deal with the planning aspects of any proposed development? Isn't that judge and jury?

Any land allocated for future development in the Local Plan Review (process will be undertaken 2014 -2017) will be subject to scrutiny at an Examination in Public in view of an independent Planning Inspector. Any major planning application made by the Council on its own land must be referred to the Secretary of State at the Department of Communities and Local Government (DCLG). The Secretary of State can decide to determine the application himself after a Public Inquiry in front of a Planning Inspector. In these ways there are legal checks and balances on the Council that will ensure decision making is open and transparent and submit to external scrutiny and oversight to guarantee probity.

Has the project been fully costed?

NO - not at this stage. There are elements within the scheme that are still subject to discussion and components may change. As the Framework evolves and the final version emerges costings will gradually become more robust.

How can the Council and therefore the people of Colchester afford what looks to be such an ambitious programme of development?

The Council is currently engaged in very encouraging discussions with both Sport England and British Cycling with a view to securing part funding for the new sports facilities being proposed. Currently no firm commitment has been given. The Council needs to demonstrate that its plans will significantly increase public participation in sport in key areas.

Sport England defines its role as:-

“Sport England is focused on helping people and communities across the country create a sporting habit for life.

We will invest over £1 billion of National Lottery and Exchequer funding between 2012 and 2017 in organisations and projects.

We also have a role protecting sports provision and must be formally consulted on any English planning applications that affect playing fields”

www.sportengland.org

British Cycling defines its role as:-

“British Cycling is the national governing body for cycling as recognised by the UCI – the international federation for the sport.

As such, British Cycling works across all levels and six disciplines of the sport (BMX, mountain bike, cyclo-cross, road, track and cycle speedway), from providing the support and encouragement people need to get riding their bikes for the first time, to being home to the hugely successful Great Britain Cycling Team”.

The Council will also look to other sources of external funding for infrastructure costs.

In terms of the development the Council will seek to retain a long-term financial interest in the development thereby generating ongoing income rather than selling land for a one-off receipt. This income will be used to sustain services and to reinvest in revenue generating schemes.

Some components will be wholly or partly privately funded.

Will all the facilities require membership of a club/s or involve an entrance fee?

No. Whilst many elements will operate on a commercial basis the Council will ensure that a significant number of the components within the Framework are available for public use at no charge. Where commercial facilities are delivered the Council will where possible try and secure beneficial terms for community use at off-peak times with the co-operation of the operator.

Will equestrian facilities be extended into the countryside?

The Council does intend to extend bridleway access from Tower Lane into its land north of the A12. It is willing to explore further connections beyond its land ownership if other land owners are willing to co-operate with a view to providing an inter-connected network of bridleways for leisure use, ideally away from busy country roads.

Cycling beyond the Framework land

The Council has already received representations from cyclists who have asked the Council to ensure that its proposed new cycle network be connected to National Cycle Route 1 which passes within spitting distance at the northern eastern corner of the Framework site. The Council will have regard to these comments and try and achieve such a connection. The Council has also been made aware of road safety concerns at the bend in the Langham Road/Severalls Lane at the eastern end of the Framework site.

Amenity issues: pitches north of A12

If ultimately approved it is expected that some of the pitches north of the A12 would have an artificial surface to enable greater levels of use compared to grass pitches. It is also expected that some pitches would be floodlit to allow extended play into the evenings during the winter months.

Clearly this poses the question will the lights and the extended use cause problems of noise and light pollution. These are matters that will need to be carefully considered and environmental specialists will be asked to assess the impact and any proposed mitigation measures. It is expected that the land north of the A12 will be heavily landscaped on its boundaries particularly those to the north and west.

Other recreational uses?

Informal free gym equipment along the new pedestrian routes to enable fitness opportunities for joggers and walkers

Free skateboarding facilities where young people would be encouraged to develop their skills

Open air theatre and events in the new park

Will this be more development before the infrastructure is provided!

Comprehensive development in North Colchester has been and continues to be a long-term planning objective. Highway infrastructure which tends to be extremely expensive is paid for in a variety of ways. Since the 1980's private development rather than the public purse has increasingly delivered such infrastructure on the back of wider development through appropriate legal agreements with the Council. That said a range of public bodies have also made a significant investment in highway infrastructure in the North of Colchester in recent years.

Asda and Turner Rise delivered NAR Phase1. (widening of the road underneath North Station Bridge and a new rail bridge with new roundabouts).

The residential development that is now Dickenson Road and others and the redevelopment of the former Myland Hospital delivered NAR phase 2/2A. Junction 28 was made possible by significant government funding and local contributions.

Axial Way was funded by the Flakt Woods and Easter Park developments on Council land.

NAR3 is being forward funded by Essex County Council with a £4m contribution from the Homes & Communities Agency (who own much of the Severalls Hospital site).

The Northern Growth Area Urban Extension development (Mersea Homes & Countryside Properties) will deliver further highway infrastructure improvements.

Severalls Phase 2 development will provide for a segregated busway beyond those being provided as part of the NAR3 works.

Essex County Council is delivering a Park & Ride facility in 2015 on land currently owned by Colchester Borough Council.

Essex County Council is currently considering improvements to Colne Bank Avenue.

In terms of the Northern Gateway south of the A12 (excluding the newly suggested limited residential development in Mill Road) that already has planning permission from 2006 and significant infrastructure improvements have been delivered ahead of most of the development. Traffic generation from that development has already been mitigated by such improvements. Severalls Hospital phase 2 has yet to commence and yet massive investment in infrastructure is preceding it.

That said the highway impact of the sports facilities north of the A12 and the suggested limited residential development off Mill Road have yet to be modelled and mitigation proposed in the event that it is predicted to significantly increase traffic flows in areas which are under pressure. That work will have to accompany any future planning application or land use allocation submission. Consultation with the Highway Agency & Essex County Council will be a must.

What about congestion under North Station Bridge?

As explained above the road under the bridge has already been widened to accommodate predicted flows from development along the NAR and Severalls Hospital Cuckoo Farm. The missing key component to unlocking some of the traffic in the area has been the completion of the Northern Approach Road system and its connection to junction 28.

The works currently underway behind Mill Road will deliver that connection early in 2015. This will relieve traffic under the bridge as for the first time people living and working on the north side of the bridge will have easy and direct access to the A12. No longer will they need to head south under the bridge and along the Avenue of Remembrance to the Spring Lane on slip to the A12. No longer will others have to work their way across the north of Colchester or along Cowdray Avenue to get to Ipswich Road.

That said everyone including the Council and Essex County Council is aware of the concern in the north of Colchester about queue lengths at certain peak times of the day. That is currently the subject of major analysis and significant spend is being made available to deliver additional relief.

Will the small field behind the Oxley Parker development be developed by the Council?

The Council does not own that parcel and it is not included in the Northern Gateway Framework proposals. It continues to be shown as private open space.

Will the open space immediately adjacent to the Myle, on what is currently the rugby club, be developed (built development) if the Framework proceeds?

Whilst the Council would like to develop part of the rugby club land in order to fund a massive investment in new sports facilities north of the A12 it is not intending built development to reach the Myle. There will be a significant area of parkland/open space immediately adjoining the south-west edge of the estate.

Will the Highwoods frontage of the rugby club site in Mill Road be continuous built development?

The Council does not intend to close the frontage with development. A significant length of the frontage will have a backdrop comprising a new urban park and even where new residential development is proposed it is planned to have landscaped buffer.

How can a largely off road pedestrian/cycle friendly network be provided that links the open countryside to the town centre?

Land north of A12 within Framework linked to land south of A12 by new ped/cycle/equestrian bridge.



Connections to Tower Lane



Across NAR3 via Pegasus crossing



Through green link included in Rosefield's Development (crest Homes – Severalls Phase 1)



Across Mill Road into High Woods Country park



Under railway using existing link to Cowdray Centre



Into Lower Castle Park and Castle Park into town centre.

Will the development harm the town centre?

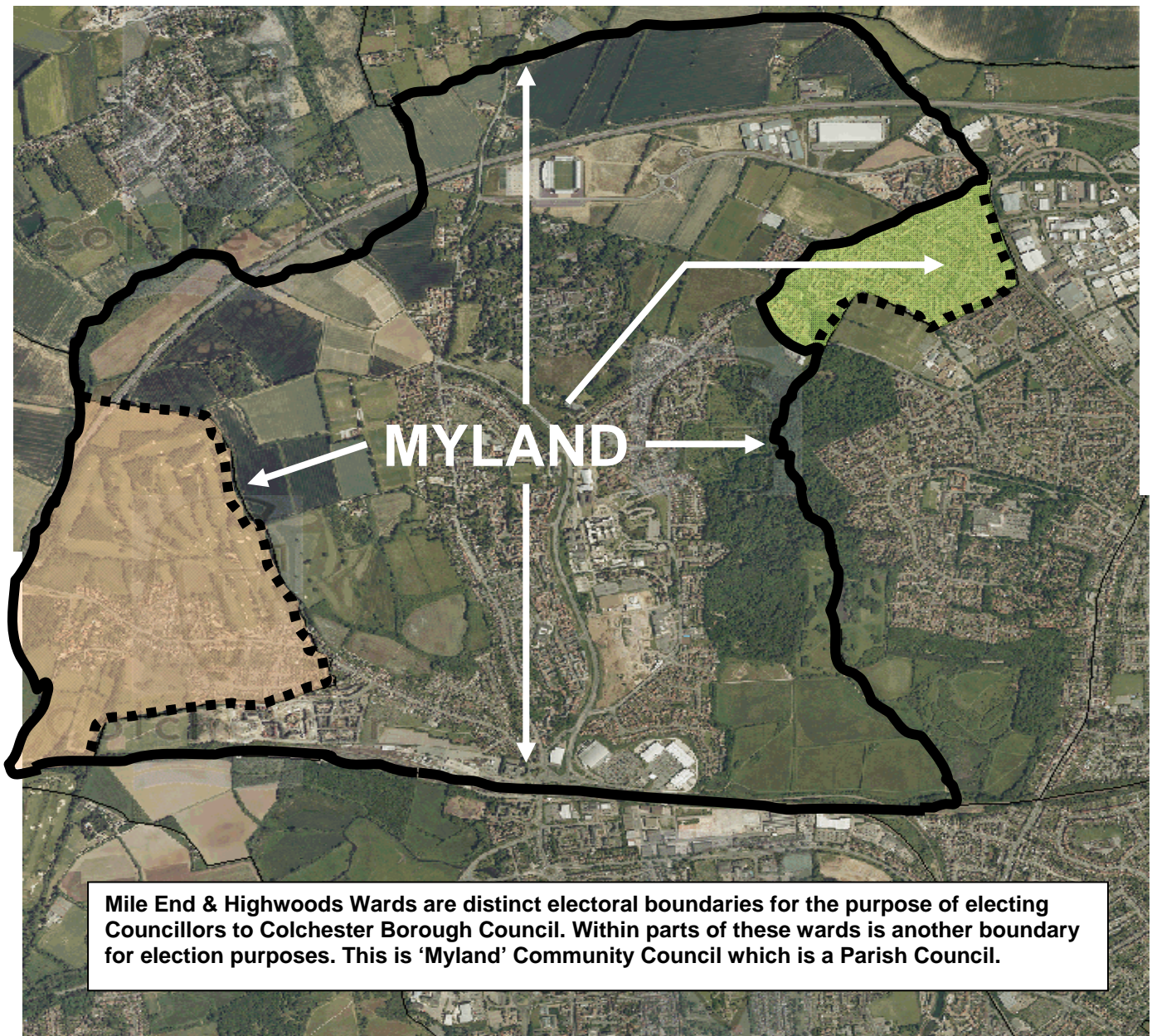
That is certainly a consideration that needs and will be given much careful thought and attention. Much of the proposed development already has planning permission and that development was subject to a Call-In by the Secretary of State at the time when permission was granted in 2006. That development was not considered a threat to the viability and vitality of the town centre. However as the Framework evolves and possible uses become better understood (potential occupiers) full impact can be assessed.

Won't the Framework result in facilities just for young people being provided!

No! That is not the intention. The Council by retaining a long-term interest in the development will seek to secure a broad range of facilities and attractions

for a wide range of age groups as that will be a key to the success of the development as a place that everyone feels comfortable in. The leisure and sports thread that runs throughout the Framework is what will draw people to the area. The Council is keen to make it a family friendly place at various times of the day and evening. Families can share time together in pleasant and stimulating surroundings but also split up and enjoy different attractions to suit them. The Council as planning authority and landowner is aiming to achieve a high standard of urban design and place making and to attract high class uses, occupiers and operators.

What is the difference between Mile End & Myland?



Boundary of Mile End Ward



not in 'Myland' Community Council boundary but in Mile End Ward



in Highwoods Ward but within 'Myland' Community Council boundary

What is a Pegasus crossing? (over NAR3 at Tower Lane)

A **Pegasus** crossing is a variation of touch activated signalised crossing designed for use by riders on horseback.

Pelican crossing designed for pedestrians

Toucan crossing designed for pedestrians and cyclists (two can cross)

Puffin crossing (pedestrian user friendly intelligent crossing) designed for ped's and can detect waiting pedestrians. Improved layout to assist visually impaired users



Examples of Pegasus crossings



FIG 9: Examples of Pegasus crossings

What parking will be included and what is the point of trying to attract more people to Colchester when car parking is so expensive that it puts people off?

Development in the Northern Gateway would be expected to comply with the Council's Adopted parking standards. A car park/s would be provided within the commercial areas although the Council will need to explore (i) how the park & ride facility north of the A12 currently under construction will impact parking patterns in the longer term & (ii) whether multi-storey parking facilities can be provided to serve a range of areas and users rather than create a whole series of spatial inefficient surface car parks.

The Council operates a range of special offers on town centre car parking and a number of people attending the exhibitions were unaware of these. The Council's web site provides full details. eg All day Sunday for 50p in Britannia Street Car Park. £2.50 for 4 hours after 9.30 in Britannia Street Car Park

This will result in the loss of more countryside

Development north of the A12 does represent the loss of agricultural land and does mean green field development. In this particular case the Council is looking to promote predominantly open air sport and leisure uses which should help to maintain the sense of openness and greenness. That said it will undoubtedly change the character of the land and that is a factor that will need to be considered in great detail whether assessing likely impacts and possible mitigation measures. With careful attention to connectivity and infrastructure it ought to be possible to improve sustainable access to the countryside for more residents of the town.

Will there be any retail development?

The planning permissions of 2006 did not include consent for retail development. The Framework plans do not explicitly refer to land uses. It is expected that the development will be led by leisure and business and related development although the Council is likely to explore whether there is scope to provide limited retail opportunities. In doing so it will have to take account of Adopted retail planning policy which is designed to protect the viability and vitality of the Town Centre as the borough's principle (and most sustainable) shopping location. As part of the Council's Full Review of the Adopted Local Plan which has now started (Aug 2014) it will commission retail and employment studies to help assess the level of future need for new retail floorspace and where this should best be located. Views both in support and against retail development within the Gateway were expressed during the exhibitions.

Why can't the proposed Boulevard be opened to Boxted Road to allow cars in and out? This would avoid the need for longer journeys to access junction 28.

Currently the only access to the Gateway from Boxted Road in the west is for buses via a bus gate and bus drop off zone. No through access for other vehicles is permitted. At the time of planning for the Community Stadium the Council responded to concerns expressed by a number of residents in the established residential areas in and around Boxted Road about possible traffic congestion and traffic noise on match days by footfall related traffic by designing access to the stadium only from the east.

The Framework plans are shown with the Boxted Road access remaining closed to through traffic. A notable number of those who attended the exhibitions many of whom said they lived in Boxted Road suggested that opening the Boxted Road access up to general traffic would now benefit residents living thereabouts as it would offer easier access to junction 28 and facilities being planned within the Gateway. This however may not be a representative view.

It is however an issue that will be explored further.

Why can't a new road be created north of the station bridge running eastwards parallel to the railway to come out onto Cowdray Avenue under the railway (thereby avoiding traffic from/to the east heading to/from the north) having pass under the bridge?

Residents who have lived in Colchester from the early 1990's will recall that when the Asda superstore was built at Turner Rise the road under North Station railway bridge was widened and a new bridge was swung into position over one Christmas. This delivered increased highway capacity for development then being planned and still being built today. NAR 2, 2A & 3 and the busway are all part of that process. As part of the Gateway Development and the Northern Growth Area Urban Extension development further road improvements will be made. Some 10-15 years ago the Council explored with ECC the potential for creating a new road connection under the railway to the east of North Station. (using Petrolea Close cutting through part of High Woods Country Park and cutting under the railway to exit into Mason Road and from there Cowdray Avenue. At that time it was not considered feasible because of land ownership issues, the loss of country park, technical difficulties excavating under an operational inter city railway line and the likely prohibitive cost.

It is noted however that much of the Cowdray centre has been demolished and cleared since then and a strategically central large site now sits empty.

Surely more residential traffic on Mill Road will negate the benefits arising from the opening of the completed NAR3 which is intended to by-pass Mill Road

The impact of new development and the opening of the NAR3 link will be monitored. Within the original permissions for all these developments some £100,000 was set aside within associated legal agreements to provide for traffic measurements within Mill Road if the expected reduction in traffic did not materialise.

The drawings on display at the exhibitions show most plots in a yellow colour. The proposed small area of residential development off Mill Road (part of current rugby club) is shown in the same yellow. Does this mean the majority of plots across the Gateway are intended for residential use?

No. The pale yellow colour merely indicates development plots. This does not imply that every parcel coloured yellow will eventually be filled with a building's. Each parcel will have its own landscaping and setting.

Will the results from consultation questionnaires (paper and electronic) also be published?

Yes. These are currently being analysed and the final results will be published when the consultation period formally closes.

What next?

The Council as land owner will now consider all the consultation responses received and will look to see where its proposed Framework should be modified to reflect your feedback. It is expected that those changes will be published.

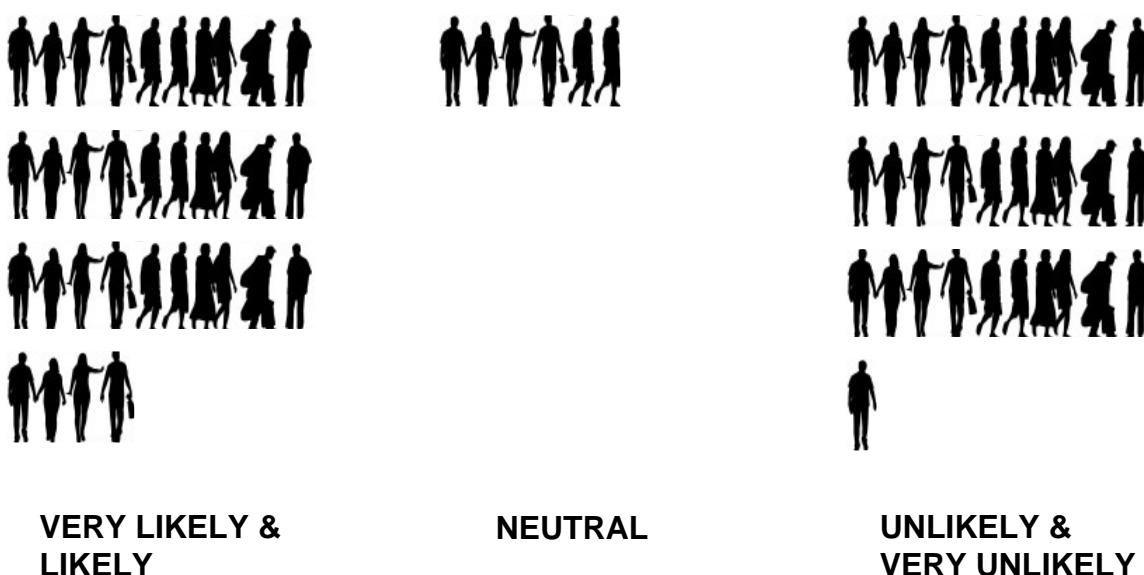
This summary reflects general comments from the now completed first phase of public exhibitions

APPENDIX TWO: COLCHESTER NORTHERN GATEWAY Questionnaire Results

This section of the appendix describes the responses received to each question within the questionnaire (electronic & paper). Where supplementary written comments were added in text boxes these are reproduced.

A new Urban Structure:

How likely would you be to support these proposals? (71 results)



Specific comments:

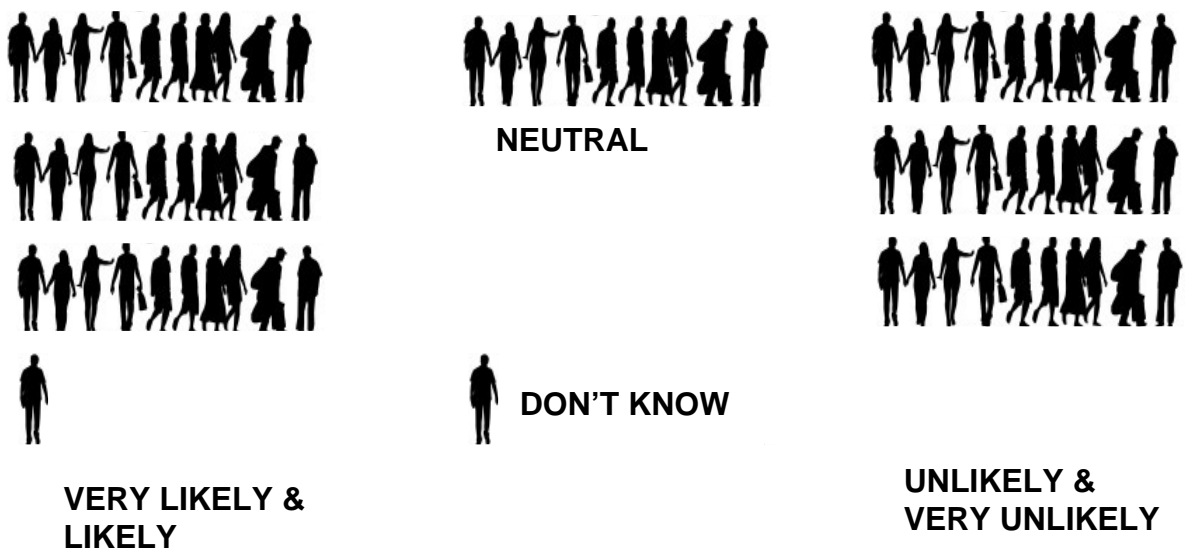
- The green space must be put into trust so that it cannot be built on. any 'activity into the evening' must not disturb the resident's quality of life.
- As long as the green space is maintained as per the drawings and not just more houses are built
- adding a indoor ski and snowboarding attraction? a go-karting track?
- You're proposing a velodrome and mtb track with a lake, which is brilliant. PLEASE make the lake safe to swim in for triathletes as with these facilities colchester could become a centre of excellence for the quick growing of family sport
- An area where buildings dominate. What buildings and for what purpose? All rather vague.
- I am concerned that the plans for new Retail / Leisure facilities will cause increased levels of noise, traffic congestion and disruption late into the evenings for local residents

- There should be no forced development of this land when I disagree that the rugby club is beyond capacity (they will take in any new members - just ask). The rugby club grounds are entirely fit for purpose.
- None of this mentions the prime driver for this development - revenue for the council
- Why the need to 'regenerate' established playing fields which are free and accessible to thousands of residents and provide alternatives which are privately run and inaccessible.
- the road layout into the town, in particular Mill Road and North Station area, cannot support further urbanisation in the North, the traffic is already often at gridlock
- GET BACK TO CORE BASICS AND STOP WASTING MONEY
- Loss of open space off Mill Road for housing (south of boulevard) is unnecessary. This is the only part of the proposal that degrades existing residences
- I CAN UNDERSTAND PEOPLE LIVING CLOSER TO THE PROPOSED DEVELOPMENT MAY HAVE CONCERNS ABOUT INCREASED TRAFFIC, NOISE, IMPACT ON VIEWS 2 HAS ANYONE THOUGHT ABOUT RELIEVING CONGESTION AT NORTH STATION TO COPE WITH INCREASED TRAFFIC? 3 HOW MUCH WILL IT COST
- UNCLEAR HOW LIGHT POLLUTION WILL BE MANAGED AS IS A PROBLEM ALREADY FROM STADIUM & BP GARAGE. DITTO TRAFFIC IMPACT. PICTURES INCLUDED ARE UNCLEAR
- A BOULEVARD: A LARGE TYPE OF ROAD, MULTI LANE DIVIDED WITH A MEDIAN DOWN THE CENTRE. NO THANKS. A ROAD WITH TREES (SPINDLY CHEAP AND NO CHARACTER TREES UNLIKE THE 700 YR OLD TREES FELLED IN CREATING THE APPROACH ROAD. A COUPLE OF PARK BENCHES
- In terms of land-use, I got the impression at the Exhibition (on 13/08/14) that these were just ideas or aims rather than firm proposals - so will it all change if money is not available from public sector sources or from private investment?
- I think the council should have been developing proposals to sort the area in town around the old bus station in Queens St. The eye sore the start of the Mersea Rd and Brook St. before any new development outside town.
- If it has to go somewhere, this is as good a zone as any.
- I am particularly concerned about the 'Activity into the evening'. I live very near to this area and have a young family. We already suffer from the Axial Way being used as a racetrack by motorbikes
- Employment for new areas should be prioritised for local people, especially those living in the immediate area. *New Buildings should be kept at a low level if anything is built on the existing rugby club ground adjoining Mill Lane. Preferably
- If you can't check spelling - what hope! See above. This is vague twaddle.

- Provide employment opportunities Ease of access both public + private transport A mix of buildings and activities
- Why have you used such expensive paper for this Document? It is a waste.
- WHAT IS MEANT BY 'LARGER SCALE BUILDINGS, ACTIVITY INTO THE EVENING. A TREE LINED BOULEVARD SOUNDS VERY COSMOPOLITAN - YET THE SURROUNDINGS SEEM TO NOT BE EXPLAINED TRANSPARENTLY
- Courtyards of interesting and different restaurants arranged to encourage 'street theatre' There must be areas for skateboards etc. Late evening activity will need street lights to be left on or people will NOT walk there

A Sense of Place

How likely would you be to support these proposals? (70 results)



Specific comments

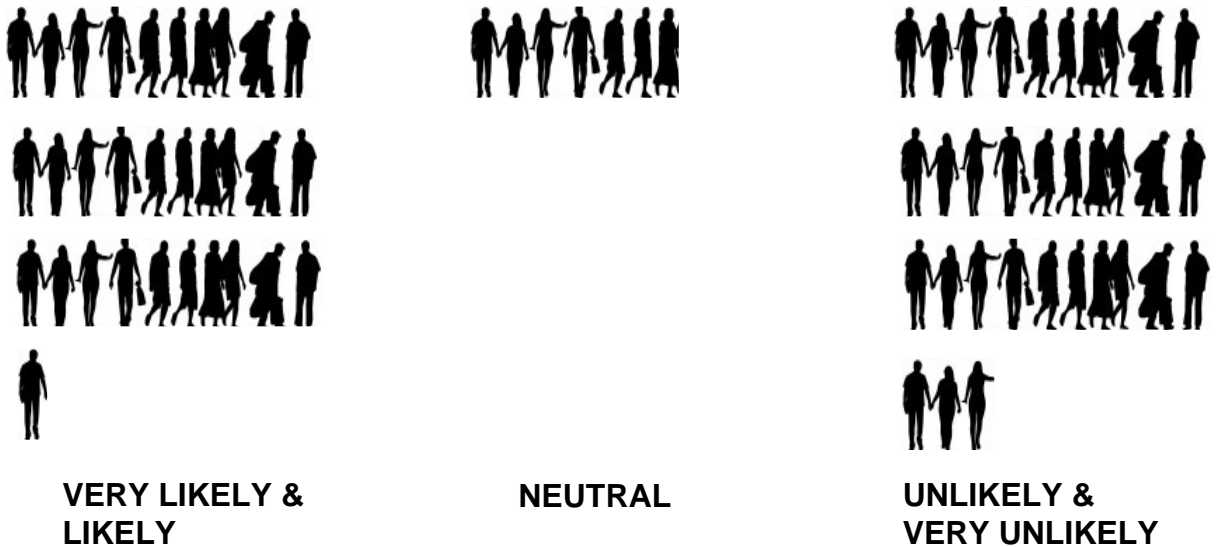
- It is unclear from the plans whether the 'Avenue' part will allow motor traffic. This should not be the case. If it is the case please put this to 'very unlikely'
- Place making role. (Can we stop using planners trade language.) Define. Again, larger scale buildings. For what purpose? Has the idea been canvassed to local bus operators? Will the bus services be commercially viable?

- I am a supporter of these proposals, however I think the ongoing maintenance of the area and the security of the people who use the attractions will need to be carefully managed and well funded
 - There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
 - As a resident directly affected by this whose home is possibly closest, I don't want noisy evening activities keeping me awake
 - How can a 'boulevard' possibly be a panacea to the loss of the Mill Road sports field.
 - this project will increase the traffic around North Colchester - people DO NOT/WILL USE public transport however it is dressed, it is expensive, unreliable and quite often not practical or takes too long
 - Unclear how the activity hub interfaces with the new northern approach road.
 - SOUNDS NICE...
 - A MACDONALDS, TWO CAR DEALERSHIPS (+HOW MANY MORE), I DON'T THINK I'D BE DRAWN. LARGE SCALE BUILDINGS, SO I ASSUME MORE FLATS, AND NOTHING FOR LOCAL PEOPLE TO DO.
 - Keeping cyclists + walkers separate where possible
 - To encourage use of the area it should be a mixture of opening times, Leisure & Lifestyle. ie shops cafes restaurants, bar/family pub with large gardens - very lacking in N. Colch. Cheap or free activities. Lake activities - hire or bring own equipment
 - Waffle. No definition. How can people gauge how to categorise level of support?
 - Landscape the buildings - yes!
 - You must also make it car friendly. Car parks must have parking bays wide enough for modern cars. Parking charges must not be a rip-off. You should seriously consider separate cycle paths - cyclists are not pedestrians
 - AGAIN, THERE IS NO EXPLANATION OF WHAT AN ACTIVITY HUB IS. MACDONALDS? PIZZA HUT? BOWLING ALLEY?? "A SENSE OF PLACE" IS A MARKETING PLOY.
 - To encourage a 'sense of place' an impressive focal point of some sort will be necessary. People need a reason to go to a 'nice' place
-

continued.....

Character of Streets & Spaces

How likely would you be to support these proposals? (71 results)



Specific comments

- very excited about the idea of a velodrome
- If you rely on cyclists you won't get many people there. They are a minority despite their loud lobby. Why are you fussing about them?
- In my view if the area is to be utilised to its maximum then careful consideration for car parking and access to the area is needed people will not walk miles just to be able to use the pedestrian areas
- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
- No guarantees can be given that it will actually look like this - we have been hoodwinked before – VAF
- We already have parkland - the Mill Road playing fields. See previous comment re 'boulevard'.
- it makes me think of London Docklands - vast areas of urbanisation and mostly (in that case apart from maybe working hours) unused - a bit of a ghost town really
- No
- NO EQUESTRIAN ACCESS
- JUST TRYING TO CAMOFLAGED THE NORTHERN APPROACH ROAD
- Most informative! Well done!!
- We already have a town centre We do not need another
- Cinema?

- THE DRAWINGS DON'T MAKE IT CLEAR OTHER THAN THE WORDING PORTRAYS PLANTS + TREES
- The tangle under the Colchester North Railway Bridge will need to be sorted out. The Park & Ride and Express bus will be useless and pointless unless it can pass to the town centre easily.

Green network

How likely would you be to support these proposals (71 results)



**VERY LIKELY &
LIKELY**

NEUTRAL

**UNLIKELY &
VERY UNLIKELY**

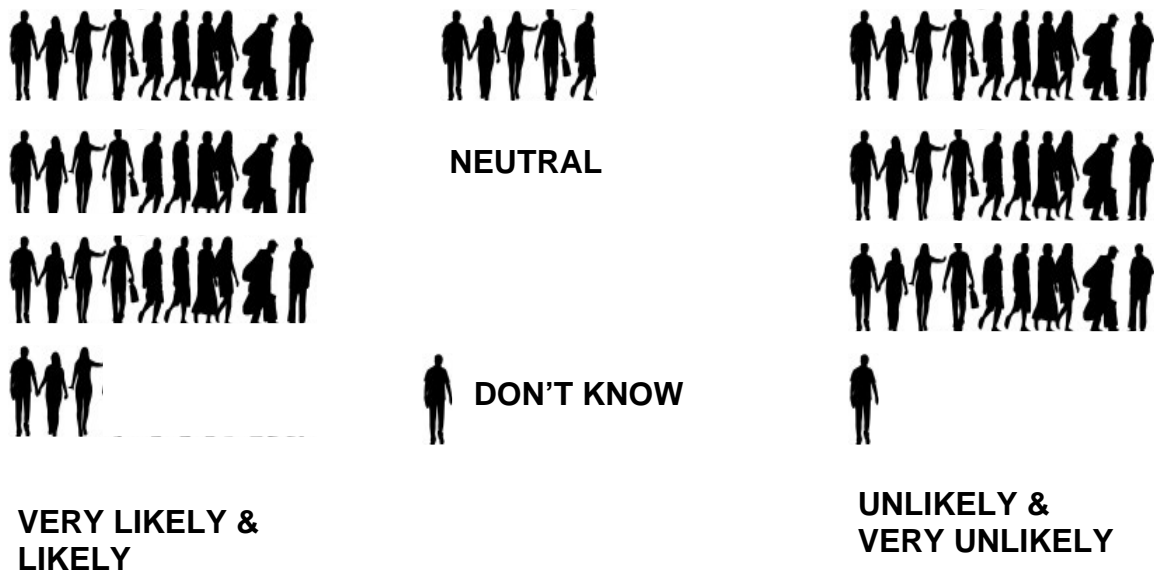
Specific comments

- The rectangle of land to the back of Oxley Parker Drive should also be utilised or compulsory purchased.
- Make the lake available for swimming
- It's great to see such a big development with so much emphasis on green space and activity
- please make the lake suitable for all watersport users and spectator friendly.
- I would be more likely to look more favourably on the proposal if the development plans emphasised the need to retain the current open / green space such as the Mill Road Playing Fields which are currently earmarked for housing development

- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
 - we already have the green space - why are you trying to ruin it?
 - Again, we already have the 'parkland' which the whole community enjoys.
 - there are loads of houses around here we need public green space - access by foot/bike from existing housing (in absence of new roads across railway line) or by car from the A12 BUT not at the expense of losing the rugby club as it stands now
 - The proposal appears to be removing an existing swathe of mature trees to the north of Oxley Parker drive, (adjacent existing rugby club). This is contrary to authority statements on the importance of existing green landscape features
 - NO EQUESTRIAN ACCESS
 - It would be great to have included children's play areas for small and older children as there are none on the housing areas around Mill Road.
 - THERE IS NO LAKE. SO, TO SORT OUT YOUR PLANNING MISTAKE ON BUILDING ON LAND WITH SUCH A HIGH WATER TABLE WE ARE HAVING TO HAVE A LAKE. WHO IS GOING TO MAINTAIN IT? HOW ARE YOU GOING TO HAVE NATURE WALKS THROUGH DENSE HOUSING?
 - This aspect of the overall scheme is very important to balance with the many new housing areas (& those to come at Severalls Hospital/west of Mile End Road)
 - Also needs to connect to countryside beyond (as the pre-A12 Footpath 69 did). We suggest an exit onto Severalls Lane and improvements to that lane for onward access to footpaths/countryside further north.
 - I would be more likely to support this if there were a greater emphasis on retaining open space. The current Rugby Club/Playing field is intended for housing thus wiping out a significant area that could be devoted to leisure.
 - As much light & open & green space as possible.
 - I think the Lake is an excellent idea! feel very strongly about the volume of houses being built where the clubhouse currently stands - this will leave to Little space which is currently used by many
 - We need employment - not trees to gaze upon
 - How about a Lido? Swimming in the summer (+ice-skating in the winter.) in a natural environment + café
 - BRINGING THE COUNTRYSIDE INTO THE HEART OF THE AREA - VERY WELCOME AT A TIME WHEN SO MUCH OF COLCHESTER IS ALREADY PAVED OVER + BUILT OVER PLUS THE INTENTION IS TO ENCROACH ON THE BEAUTIFUL NATURAL COUNTRYSIDE NORTH OF A12
 - A lake managed for wild life would be good. Perhaps an open air theatre/cinema Have you considered involving a wild life trust/RSPB or similar and getting the volunteers involved.
-

Working with the landscape

How likely are you to support these proposals (70 results)



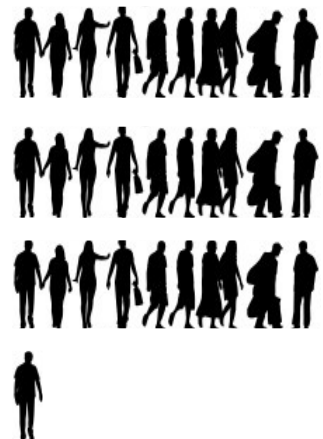
Specific comments

- need access to the Essex/Suffolk border with its quiet country lanes. Currently have to use Severalls lane which is a rat run for cars and very dangerous for cyclists
- Give more attention to new householder's everyday needs instead of pandering to cyclists. No-one will go though the station bridge to town. It will be chaos.
- There is no guarantee that the end result of the development will look like the drawings you have proposed (Council official's words at one of the consultations).
- None of this mentions the move of the rugby club - why? The club is only in use for Rugby for 5% of the week (time it, I have) and there is no waiting list for membership. There is no need for them to move.
- We already have a green landscape!
- any development actually contradicts the objectives in this point
- The existing mature trees north of Oxley Parker drive do not appear on the proposal as an important existing feature. Removal of these is detrimental to existing residents and contrary to the policy.
- WILL THERE BE WOODLAND AREAS?
- NO EQUESTRIAN ACCESS CAR PARK OFF LANGHAM RD/SEVERALLS LANE MUST NOT BE BUILT. WILL INTRODUCE EVEN MORE TRAFFIC THROUGH BOXTED. PICTURES UNCLEAR
- NO CROSSING AT MILL ROAD, SO UNSAFE FOR CYCLISTS/PEDESTRIANS. HOW ARE PEOPLE GOING TO CROSS THE NAR? HOW DOES GRUBBING OUT THE RUGBY CLUB HEDGEROWS AND THAT OF SEVERALLS HELP BIODIVERSITY. THIS IS A SMOKE SCREEN

- The above 'bullet points' are all important key aims in the overall scheme
- Protect the oak trees/existing trees wherever possible. Protect the sunset views if you can. Position open spaces to benefit from being west facing.
- of course work with the landscape
- Buy British when you source trees etc... Make this a contractual condition
- It is vital that existing hedgerows are cherished and preserved. Please let us have some interesting architecture

Key Connections

How likely are you to support these proposals (68 results)



**VERY LIKELY &
LIKELY**

NEUTRAL

**UNLIKELY &
VERY UNLIKELY**

Specific comments

- Would like to propose a walking/cycling connection from the Northern Gateway area to the country lanes of Langham/Boxted and beyond. There is currently a planning application for a solar farm on the Boxted Airfield which would provide access
- It looks like there is a focus on community which is great
- excellent idea

- You must include a new small secondary shopping precinct like 'the Willows' Convenience shop, hairdressers, chippy and take-aways. With car park. Not everyone in that northern housing area will want to go to Turner Rise and the demand will be there
- North Colchester already has a poor road infrastructure relative to the number of users. Further housing development will only make this worse particularly Mill Road and around North Station. The regeneration plans do not address these issues
- enough is enough - no more development.
- Again, no mention of money for the council (why aren't you using the funds from the sale of commercial development land? Toyota, VW, Easter park) to move the rugby club and leaving us alone?
- The 'regeneration' plans disconnect the neighbourhood. A road is shown running past existing properties cutting them off from existing open space.
- all very well but listen to the people - they don't ask for more paths and cycle-ways, they ask for better road infrastructure/not to sit in traffic jams. People vote with their feet - look at the VAF!
- Acceptable providing the east section of the boulevard is not used as a vehicular access
- AT THE JUNCTION OF SEVERALLS LANE AND AXIAL WAY A ROAD SIGN POINTS TO THE A134. BUT THERE IS A BARRIER AT THE STADIUM PREVENTING THIS. WHY? 2 WILL THE NORTHERN PART OF SEVERALLS LANE BE UPGRADED TO MAKE IT SAFER FOR PEDESTRIANS AND CYCLISTS?
- NO EQUESTRIAN ACCESS SEE ABOVE RE CAR PARK NORTH A12. LINKS TO PARK & RIDE UNCLEAR
- YOU ARE CREATING RAT RUNS FROM THE NAR INTO THE DEVELOPMENTS THIS IS AN EXCUSE TO BUILD OVER THE EXISTING RUGBY CLUB LAND. TO TAKE DOWN THE RUGBY CLUB PAVILION, A PURPOSE BUILT COMMUNITY CENTRE WITH MINIMUM ADJUSTMENT NEEDED IS VANDALISM.
- I heard at the Exhibition that the cycle routes under the railway bridge at C. North Station would be removed to provide a busway lane - so this would be a significant 'minus' in terms of conserving/extending C's cycle path network.
- Applaud new bridge + use of desire lines. Try to keep pedestrians and cyclists safely apart. Improve Severalls Lane for pedestrians + cyclists.
- I strongly feel that the North of Colchester has a very poor road network that cannot accommodate further traffic. This is of particular concern around North Station/Mill Road.
- How will you ensure pedestrians within the site can cross the NAR without stopping the traffic? This is a major consideration - pedestrians stopping traffic at North Station currently increase the nightmare traffic situation there
- Well thought out

- Who the hell wrote this!? Who did the council pay (my money) to put this together!? Sounds like the "PR firm" The "PERFECT CURVE" (See BBC comedies Twenty Twelve + W1A.)
 - Connect the transport public and private provide parking!
 - You should provide junior school, GP surgery, police station, community hall. Maybe a senior school too to accommodate ... population in this area
 - WHY COULD YOU NOT STOP AT THE A12? IT SEEMS THE PROPOSAL IS KEEN TO "CONNECT" TO THE COUNTRYSIDE BY BUILDING ON IT + BY ENCOURAGING PEOPLE TOWARDS IT. AS I UNDERSTAND NORTH OF A12 WAS TO BE LEFT ALONE BUT THAT IS NOW UNTRUE I DO NOT BELIEVE THEM
 - There will still need to be facilities for cars as not everyone is fit or young enough to walk or cycle
-

Supplementary information from questionnaires

Post code of those completing questionnaire (if code appears more than twice) (70 people provided details):

- CO4 5GG (10)
- CO4 5XQ (8)
- CO4 5ZL (3)

Post code map follows.....

CO1 2HY	1
CO2 7BJ	1
CO2 7FY	1
CO2 8TQ	1
CO2 9TA	1
CO3 3AF	1
CO3 3JH	1
CO3 4SJ	1
CO4 2TT	1
CO4 3AH	1
CO4 5AP	1
CO4 5BL	1
CO4 5EA	1
CO4 5GB	2
CO4 5GE	2
CO4 5GG	10
CO4 5GQ	1
CO4 5HJ	1
CO4 5HN	2
CO4 5HS	1
CO4 5JF	1
CO4 5LD	1
CO4 5LP	1
CO4 5QN	1
CO4 5SR	1
CO4 5WF	1
CO4 5XG	1
CO4 5XQ	8
CO4 5XS	1
CO4 5XZ	1
CO4 5YP	2
CO4 5ZG	2
CO4 5ZL	3
CO4 5ZN	2
CO4 5ZT	1
CO4 5ZW	1
CO4 9EY	1
CO4 9FZ	1
CO4 9RS	2
CO4 9SF	1
CO4 9SS	1
CO5 8SL	1
CO6 4EB	1
CO6 4EU	1
CO6 4HN	1



POAT CODE AREA	NUMBER OF PEOPLE
CO1	1
CO2	4
CO3	3
CO4	58
CO5	1
CO6	3

Respondent gender:

Female 30 people
Male 38 people

Respondent age:

<20 (2)
20 – 39 (24)
40 – 59 (30)
60 - 79 (12)

Ethnicity:

Asian or Asian British	(1 person)
Black or Black British	(1 person)
Mixed	(1 person)
Other	(2 people)
White	(57 people)

Long-term illness / disability:

No (62 people)
YES (3 people)

continued...

APPENDIX THREE:
COLCHESTER NORTHERN GATEWAY
Formal comments from Myland Community Council – 26 September 2014

**Summary of Major Points Identified by Myland Community Council in their
Formal Response to the Public Consultation
on the Proposed Northern Gateway Development- Colchester - September 2014**

Area 1 LAND NORTH OF A12

MCC:1.1 seek commitment at this stage by CBC/ ECC/ Management Team (MT) to a sensible formal agreement for joint and flexible use of both the Park & Ride and Sports Centre car parks to be used together for maximum public benefit

MCC1.2: seek reassurance that all local sports clubs and MCC's Neighbourhood Plan Implementation Representative will be consulted and involved in the design, sports and management of the centre

MCC1.3 residents would like to see if an informal athletics training track could be incorporated into the sports centre scheme. Please could designers look carefully at this option?

MCC1.4 will have to be cautious about any future suggestion that our Community Section 106 monies are siphoned off to support the new sports centre.

MCC1.5 expect these cycling facilities facility would be in high use most afternoons, evenings and weekends all year round and quite possibly unsupervised - unauthorised use could occur.

MCC1.6, MCC would like to ask if designers have considered exchanging the Cycling Centre with the Sports Centre?

MCC1.7 However we do request that any references in future Northern Gateway Development Plans refer to the "Joint procurement of both A12 Cycle Bridges" reflecting the one at Chesterwell in the Neighbourhood Plan

AREA 2, STADIUM, WEST BOULEVARD PLAZA HOUSING & BUSINESS, NAR3

MCC2.1 support a radical rethink of traffic flow in this area, possibly involving a one way system in through the A12 roundabout onto a new single carriageway road next to A12 into the Multi-storey car park and egress through United Way, Boxted Road & NAR2 extension.

MCC2.2 are of the clear opinion that the **treatment of Tower Lane in these proposals will fail under the adopted Green Infrastructure Plan/ Wildlife Corridor provisions** which have been fought for, for years by this community

MCC2.3 have immediate concern that the David Lloyd development proposal appears to be using this sensitive zone on Tower Lane as a services area

AREA 2 STADIUM etc (contd)

MCC2.4 observe that no consideration of the NGW proposals appears to consider the effects that all the human and traffic activities occurring on both sides of Tower Lane will have on each other.

MCC2.5 The NGW drawings are concerning in that they do not reflect the construction of Severalls Phase 2 consisting of 1500 units housing, a school and a major community centre on the mutual boundary with Tower Lane.

MCC2.6 **VISION** Economically this area should be thought of as a Revenue source for the whole of Colchester and such a high quality, vibrant, attracting 18hr/day activity centre could work for Regional, North Colchester and Myland residents.

MCC2.7 The primary development team should thus be a mixture of commercial developers, planners, development economists, national and local business people, local Community representatives with qualifications, all in accord with the Vision, and who are not conflicted or daunted by the challenges. The process they go through should be based on a balance of established development processes for a long term return and BREEAM Communities 2012 which together would form a basis for the best possible outcome for Colchester

MCC2.8 The Boulevard for a length of approx **240m on the western side should be enclosed**/weather protected and for pedestrians only, with a glass roof and full height glazed intervals into occasional break out points to green relaxation areas between high rise buildings which form the walls

We suggest the concept of the Milton Keynes Mall, with the ground floor being a light, enclosed interactive area with retail, social, clean sports, clubs, bars, a cinema etc and cafe society, and convenience retail, for 18/365 activities

MCC2.9 High quality apartments for sale and offices above the retail and commercial areas of the Western Boulevard, in separate blocks, will allow natural light and ventilation into the space (re BMC Public Realm SE07)

MCC2.10 Location options for the plaza area;

1. Enclosed at the start of the Mall, only to the western side of the NAR3
2. Open air at ground level, as proposed with an underpass for NAR 3 traffic
3. Enclosed and ramped up from ground level boulevards to a height of 5-6m over the NAR3. A gateway portal structure to create a strong sense of arrival and place, based on the idea of the Roman Gateways would be excellent.

MCC suggest a local design competition could be held for a Gateway structure

AREA 3 RUGBY FIELDS

MCC3.1 The plans for the Rugby fields as shown on the Posters are fully rejected by the Myland Community.

MCC3.2 The view of the community is clear. The area of the Mill Road Rugby ground for its entire width and to a depth of a line from the NW corner of the Myle to the NE corner of Oxley Parker should become a public park

MCC3.3 The Zone behind Oxley Parker could support the balancing lake and open space for the new housing of the NGW itself and the remaining land in this area could be housing. We would encourage the predominant use of central, high quality flats for sale around the Plaza area to meet most of the funding generation from housing requirement.

MCC3.4 A new access road(s) into a new housing area can be created possibly from the new Severalls Phase 1, now under construction, or from Axial Way

AREA 4 AXIAL WAY EMPLOYMENT ZONE

MCC4.1 Through the Neighbourhood Plan MCC will insist the majority of the Axial Way area is used for high density employment and in particular we wish to initiate development of new facilities to create a specialist medical technology business hub/innovation centre.

AREA 5 TRANSPORT

MCC5.1 Highlighted issues for transport resolution identified in the paragraphs above are;

1. Park & Ride - Capacity to 2031
2. Severalls Lane - Potential over use to access to Cycle area
3. Stadium - More trafficable access to and from Boxted Road is needed. A one way system to the north of the stadium from the A12 to the carparks should be included
4. PLAZA - To be a pedestrian only zone, raised Boulevard over NAR3 or an underpass?
5. Axial Way and Severalls junctions - need very careful design and priority phasing
6. New Access Road - from Axial way or Severalls Phase 1 to new housing area

	AREA 1 NORTH OF A12
	<p>From the plans we deduce the flowing features are contained within the area north of the A12</p> <ul style="list-style-type: none"> • Park & Ride (1000-1200 spaces) • A12 services • Car Park 540 spaces and Sports Building (5000m2 single, 10000m2 double storey) (2.4Ha) • 7 Rugby Fields and 3 tennis courts (18 Ha) • Recreational cycling track (14 Ha) • New cycle bridge over A12 <p style="text-align: right;">TOTAL AREA</p> <p>approx 34.25 Ha</p>
1.1	<p>PARK & RIDE</p> <p>The size of the Park & Ride has not changed in proposed capacity of 1000 vehicles since its inception in 2001 (which included only for Severalls 1+2). The population of North Colchester, Northern and Eastern suburbs and train commuter traffic generally has increased by 100% since 2001 and will increase by double again by 2031.</p> <p>We already have real concerns that the Park & Ride will not be adequate to meet CBC expectations by 2021, and certainly not by 2031.</p> <p>MCC:1.1 seek commitment at this stage by CBC/ ECC/ Management Team(MT), to a sensible formal agreement for joint and flexible use of both the Park & Ride and Sports Centre car parks to be used together for maximum public benefit.</p> <p>SPORTS CENTRE(20.4 HA)</p> <p>The proposed Sports Centre is between 5-10,000m2. This proposal is fully supported by MCC for Borough wide sports activities aimed at all residents of the Borough or North Essex generally.</p> <p>There is no information yet as to which sports, associated functions/services and income the centre might generate in order for it to be financially self standing.</p> <p>MCC1.2: seek reassurance that all local sports clubs and MCC's Neighbourhood Plan Implementation Representative will be consulted and involved in the design, sports and management of the centre.</p> <p>MCC wish to be clear that whilst this Centre will be a great asset in Mile End 53% of our residents have told us, through the Neighbourhood Plan, that they seek more occasional, informal and cheap opportunities for sport and exercise, preferably including some social facility.</p> <p>MCC1.3 residents would like to see if an informal athletics training track could be incorporated into the sports centre scheme. Please could designers look carefully at this option?</p> <p>The big new Sports Centre, based on current information, is thus unlikely to meet local demand for the greater number of residents and MCC will be required to support their needs.</p> <p>MCC1.4 will therefore have to be cautious about any future suggestion that our Community Section 106 monies are siphoned off to support the new sports centre.</p> <p>CYCLING/ VELODROME AREA/MOUNTAIN BIKING 13.82 HA</p> <p>It was not made clear on the posters that white land in the middle of the Velodrome area does not belong to CBC, nor is there an option to purchase in</p>

	<p>place at this time. Obviously, a difficult and expensive issue to be resolved.</p> <p>We understand the Velodrome proposal is just at idea stage. There is no indication if it could be indoor or outdoor. A modern cycle only velodrome would have to be a warm and covered structure which could be used intensively all year round. But if the capital and revenue economics of this don't work then a lit all weather outdoor track (possibly combined with an athletics track (see above) might work, possibly as a first phase. This track would also compliment the proposed mountain bike course</p> <p>MCC1.5 expect this facility would be in high use most afternoons, evenings and weekends all year round and quite possibly unsupervised, unauthorised use could occur.</p> <p>Three consequences which may need to be considered and managed here are</p> <ol style="list-style-type: none"> 1 Training supervisors and grounds men will be needed at all times 2 Separate basic clubhouse type facilities will be essential 3 There could be increased traffic bringing bikes through Severalls Lane which suggests a management plan will be needed <p>MCC1.6 Taking these thoughts into account, MCC would like to ask if designers have considered exchanging the Cycling Centre with the Sports Centre?</p> <p>Cycle Road Bridge.</p> <p>MCC1.7 MCC fully supports the proposed A12 cycle road bridge. However we do insist that any references in future Northern Gateway Development Plans refer to the "Joint procurement of both A12 Cycle Bridges" reflecting the one at Chesterwell in the Neighbourhood Plan</p> <p>MCC sees great potential and high use of the cycling facilities.</p>
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	AREA 2 AROUND STADIUM
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • Community Stadium • 2 Large Car Parks • Community Sports Area • Vacant Land • A12 access roundabout, NAR3, Axial Way Roundabout <p>TOTAL AREA approx 18.6Ha</p>
	<p>AREA 2 PART ONE COMMENT ON EXISTING AMENITY</p> <p>STADIUM ACCESS & PARKING MCC have sought to clarify; Q1 Why the total Stadium car park area may be reduced by 2/3rds. A1: If the coach park is to be developed for a private Fitness Centre, half the main car park may be developed. A multi storey car park is proposed on the Eastern side of stadium Q2 Why is development proposed on the reserved community sports land? A2: Developers are not aware of land designated in the Stadium Planning Approval for this dedicated purpose Q 3 Why there is no indication of changes to vehicular access and egress to the stadium from either the NAR3 or Boxted Road/United Way? MCC2.1 support a radical rethink of traffic flow in this area, possibly involving a one way system in through the A12 roundabout onto a new single carriageway road next to A12 into the Multi-storey car park, and egress through United Way, Boxted Road & NAR2 extension.</p> <p>TOWER LANE. MCC2.2 are of the clear opinion that the treatment of Tower Lane in these proposals will fail under the adopted Green Infrastructure Plan/Wildlife Corridor provisions which have been fought for, for years by this community. The lane's margins beyond the line of the Northern Gateway boundary are vital for deer and other animals to travel from the rural hinterland area to the Country Park, linking to the small animal underpass on the NAR3. MCC will strongly insist on this. MCC2.3 have immediate concern at the David Lloyd development proposal which appears to be using this sensitive zone on Tower Lane as a services area MCC2.4 observe that no consideration of the NGW proposals appears to consider the effects that all human and traffic activities occurring on both sides of Tower Lane, will have on each other. Our main concerns being;</p> <ul style="list-style-type: none"> • Proximity of Boulevard and Severalls 1 and 2 road junctions onto NAR3 • This is also a major commuter cycle route • High pedestrian volumes on Tower Lane and across the NAR3 to the Severalls retail and community centres and the school (60 u5s and 420 primary) <p>The document '<i>Cuckoo Farm Northern Gateway Vision</i>', dated February 2012 highlighted at page 35 how Tower Lane would be a key green connectivity corridor with</p>

	<p>a width worthy of that description. This was compatible with the Haven Gateway vision for north Colchester as demonstrated at Figure 2.1: “Haven Gateway GI Strategy” in the ‘<i>Colchester Borough Green Infrastructure Strategy</i>’. MCC is concerned that the 30 June 2014 consultation paper reveals a potential lessening of that corridor.</p> <p>The importance of green spaces with effective green connectivity is recognised as vital to the conservation, preservation and enhancement of flora and fauna. The ‘<i>good practice guidance for green infrastructure and biodiversity</i>’ published jointly by Town & Country Planning and The Wildlife Trusts includes this as planning “Principle 8 – GI’s should achieve physical and functional connectivity between sites at strategic and local levels...landscape-scale connections will be necessary to reduce fragmentation, improve connectivity, and secure functioning ecosystems”.</p> <p>MCC urges CBC to ensure Tower Lane is developed as an effective broad swathe of green corridor space and in this respect would welcome an update on the provision of a culvert under the NAR that bisects Tower Lane</p> <p>DAVID LLOYD SITE(EX STADIUM COACH PARK)</p> <p>MCC are disappointed no plans/footprints at all have been shown to us nor any pre-application consultation taken place. We understand there will be no public access to this facility ,except through school or local club membership</p> <p>THE NGW & SEVERALLS PHASE 1 & 2 RELATIONSHIP</p> <p>It is not a green field as indicated on the plans, but the 420 place primary school, 60 place nursery and the main road access into and out of Severalls Phases1 & 2 is just some 150metres south of the Gateway. A reason for undertaking a new detailed traffic assessment.</p>

	AREA 2 PART TWO: COMMENT ON FUTURE AMENITY
	<p>VISION AND LEADERSHIP</p> <p>MCC understand the pretty but vague architect impression sketches for the NGW area, but what is the real Vision? Whatever it is, it has to be based on commercial construction and design economics, and there is no evidence from any source yet that such thinking is underpinning this outline masterplan.</p> <p>To achieve what the development team seem to be putting forward will require facilities and businesses, done with a balanced combination of High Capital and 25 year High Revenue returns. The proposed NGW is ambitious and rightly so. Colchester needs a top quality showcase and we have previously referred to the example of such quality on the A3 bypass at Guilford as an inspirational exemplar.</p> <p>MCC2.6 Economically this area should be thought of as a Revenue source for the whole of Colchester and such a high quality, vibrant, attracting 18 hr/day activity centre, could work, for Regional, North Colchester and Myland residents. An over regulated, secretive, self-interested, fractured, conformist, bodged or cheapskate approach to this development would fail everybody's aspirations from the start.</p> <p>MCC2.7The primary development team should thus be a mixture of commercial developers, planners, development economists, national and local business people, local Community representatives with qualifications, all in accord with the Vision, and who are not conflicted or daunted by the challenges. The process they go though should be based on a balance of established development processes for a long term return, and BREEAM Communities 2012, which together would form a basis for the best possible outcome for Colchester.</p> <p>The precedent for this in the UK is the redevelopment of the East End of London procuring both vastly improved living standards for the local communities and the Olympic village.</p>

BOULEVARD, PLAZA AND NAR3 WESTERN SIDE

MCC2.8 The Boulevard for a length of approx **240m on the western side should be enclosed**/weather protected and for pedestrians only, with a glass roof and full height glazed intervals into occasional break out points to green relaxation areas, between High rise buildings which form the walls

We suggest the concept of the Milton Keynes Mall, with the ground floor being a light, enclosed interactive area with retail, social, clean sports, clubs, bars, a cinema etc and cafe society, and convenience retail for 18/365 activities

MCC2.9 High quality apartments for sale, with offices above the retail and commercial areas, in separate blocks, will allow light natural light and ventilation into the space (re BMC Public Realm SE07)

To increase the economic viability and hence public amenity of the entire NGW project the local requirement for 20% affordable housing in this area might be relaxed.

We do not believe the Boulevard can work socially or economically if it is ever a trafficked area.

PLAZA

The open air central plaza is a vibrant, safe and social focus for pedestrians, is a great idea and exactly what is required to demonstrate both the quality and interest of the whole development to the world at large and as a focus of coming together for all the adjacent communities.

There are however some significant geographical hurdles to achieving the Plaza as a direct consequence of the new NAR3 trunk road which runs right through the proposed location and creates an incompatible environment between sets of activities for this area. Solutions could be:

MCC2.10 Location options for the plaza area;

1. Enclosed at the start of the Mall, only to the western side of the NAR3
2. Open air at ground level, as proposed with an underpass for NAR 3 traffic
3. Enclosed and ramped up from ground level boulevards to a height of 5-6m over the NAR3. A gateway portal structure to create a strong sense of arrival and place, based on the idea of the Roman Gateways would be excellent.

MCC suggest a local design competition could be held for a Gateway structure

The choice for this facility will surely be based on economics and reflect the near impossible logistics of option 2 in trying to even temporarily divert NAR3 for this expensive but socially ideal solution.

NAR3

It is vital for the success of the Park & Ride and down-stream traffic management that as few traffic control points as possible are put in place. The NAR3, without these NGW proposals, already has EIGHT major traffic control points from the Park & Ride until it reaches the Mill Road Junction.

This is too many for a fast, direct route into town. Shared space solutions to manage the interests of pedestrians and high volume through traffic and the emission issues which would be caused, are regrettably not compatible under these circumstances. So MCC recommend reducing the number of hold ups to maintain safety in a desirable pedestrian area and be reasonably economic

The NAR3 should continue in its current design, but underneath a new Gateway

	Structure linking the 2 boulevards
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	AREA 3 RUGBY CLUB LAND Open Land between Mill Rd and the Eastern Boulevard Area 13.8HA
	<p>EASTERN BOULEVARD THE Eastern boulevard is a good idea, and improves the connectivity between our eastern neighbourhoods. We are not clear whether or not any function other than pleasant access is accorded to this linkage (which is perhaps something like the paved combined cycle/public footpaths in the Chesterwell scheme) to the Plaza and Bus terminus?</p> <p>RUGBY CLUB LAND MCC3.1The plans for this area as shown are fully rejected by the Myland Community. An application for Village Green status by the Community is already being applied for and it is saddening after the previous consultations that the Designers have not tried to understand how the open lung/breathing space aspect of the Rugby fields is vital for our population. This vista is the only one of two such amenities across the whole parish which contributes to any sense of openness and place whatsoever. This land was secured by CBC as THE OPEN SPACE for the Oxley Parker, Myle and Romans developments of some existing 3000 people, and goes a little way to reducing the sense of loss of the Royal London Sporting Facilities. MCC3.2The view of the community is clear. The area of the Mill Rd Rugby ground for its entire width and to a depth of a line from the NW corner of the Myle to the NE corner of Oxley Parker is to become a public park. Our (MCC) proposal is for the council to agree with us to retain this area of the Mill Road Playing Fields. This should be done before any discussions are entered into on building works etc. The agreed green area would be transferred to Myland Community Council Council's control and they would be responsible for its upkeep. It has been agreed by MCC that this area should be subject to 'Village Green Status' and byelaws put in place to preserve its use for posterity. This proposal has already met with residents' approval and benefited from support in our local press. MCC3.3 The zone behind Oxley Parker could support the balancing lake and open space for the new housing of the NGW itself and the remaining land in this area could be housing. We would encourage the predominant use of central high quality flats for sale around the Plaza area to meet most of the funding generation requirement. To increase the economic viability and hence public amenity of the entire NGW project, the local requirement for 20% affordable housing in this area might be relaxed MCC3.4A new access road(s) into a small new housing area can be created possibly from the new Severalls Phase 1 now under construction or from Axial Way</p>

	AREA 4 AXIAL WAY AREA 10.25 Ha
	MCC do not understand the thinking behind the intentions of the Axial Way

	<p>Employment Zone as shown. Our difficulty is again due to differing views from CBC. We see the need for high quality, high density growth companies which will produce permanent revenue streams for all the communities in perpetuity, which we think is more valuable, versus the CBC approach which to date has supported sale of employment land for a high capital value but with little or no revenue stream thereafter. MCC4.1 through the Neighbourhood Plan will insist the majority of the Axial Way area is used for high density employment, and in particular we wish to initiate development of new facilities to create a specialist medical technology business hub/innovation centre.</p>
	<p>Topic 5 NEED FOR DETAILED INDEPENDENT TRANSPORT CHANGES & ASSESSMENT</p>
	<p>Recommendation by MCC, TRANSPORT ASSESSMENT</p> <p>MCC will co operate and believe in the outcome of an independent transport assessment for the NGW proposals undertaken by Royal Haskoning of Chertsey, who were the original designers of the Park & Ride/NAR3 system, and have at their disposal independently validated up to date data.</p> <p>We will challenge robustly any new transport assessment undertaken by Vectos Ltd or any other transport design engineering firm</p> <p>MCC5.1 Highlighted issues for transport resolution identified in the paragraphs above are;</p> <ol style="list-style-type: none"> 1. Park & Ride - Capacity to 2031 2. Severalls Lane - Potential over use to access to Cycle area 3. Stadium - More trafficable access to and from Boxted Road is needed. A one way system to the north of the stadium from the A12 to the carparks should be included 4. PLAZA - To be a pedestrian only zone, raised Boulevard over NAR3 or an underpass? 5. Axial Way and Severalls junctions - need very careful design and priority phasing 6. New Access Road - from Axial way or Severalls Phase 1 to new housing area

continued.....

APPENDIX FOUR:
COLCHESTER NORTHERN GATEWAY
Formal comments from Boxted Parish Council - 23 September 2014

“The Parish Council discussed various updates received relating to this matter over the past few weeks at their recent meeting and have asked me to write to you as follows:

This Council have noted final comments from Colchester Borough Council and are disappointed with the progress of the process as far as Boxted are concerned. The pre-consultation and local presentations have not been well advertised and being held in the summer holiday period have subsequently not been well attended. Therefore, this Council do not believe that Colchester Borough Council should derive the level of comfort they seek from these presentations and pre-consultations as they do not represent widespread local views. This council are disappointed that there is no mention of the problems relating to the access road to the proposed velodrome pointed out to Vincent Pearce on his visit to the parish council meeting in September.”