

**Colchester City Centre Masterplan -Schedule of Changes – December 2023**

Comment	Page	Response
Biodiversity, ecology, nature as a theme and principle throughout the Masterplan and reference within overall vision	5, 6, 30 40 and 44	<p>Change made to title: 'Provide a Safe, Healthy, <i>Green</i>, Active and Accessible City Centre' (p.40 and p.5).            Change made to title 'Public Realm, Open Space, <i>Biodiversity</i> and Landscape' p. 44. Added: '<i>This will provide an opportunity to enhance biodiversity across the centre</i>' p.40.</p> <p>Reference to natural and built heritage within vision and added '<i>Blue and green infrastructure in the city centre should be reinforced to enhance biodiversity through improved connectivity and management.</i>'</p> <p>Additional changes to enhance biodiversity throughout have been made.</p>
Show there is support for retail uses within the City Centre	5 and 52	<p>P. 52 opening sentence changed to: '<i>This masterplan layer aims at diversifying the future economy of the city centre by keeping retail at its heart whilst strengthening the existing cultural, workspace and evening offer to re-energise the city centre's economy.</i>'            ' First sentence changed to: '<i>This means ensuring that there are options in the city centre which can include eating out, experiences, leisure, meeting friends, events, festivals, heritage tours etc.</i>' and p. 5 removed '<i>diversifying uses away from a reliance on retail</i>' and added '<i>whilst keeping retail at its heart</i>'</p>
Remove proposals for animating River Colne	7, 31 and 40- 41	<p>Reference made to '<i>enhancing the river Colne as a biodiversity corridor</i>' and '<i>Enhancing the river and its environment to support biodiversity</i>' (p.40). Removed</p>

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		reference to improved riverside 'public realm' in key at p.41
Clarify Levelling Up Funding available	19	Updated text: <i>A £20m funding bid to the Government's Levelling Up Fund (LUF) has been successful - The bid improves St Botolph's circus and increases permeability and creates better active travel links.</i>
Check if air pollution above UN limit and if so, add reference (page 19)	19	Added text: <i>High volumes of traffic result in air pollution being above legal EU limit, with one marginal air quality exceedance identified in the existing Mersea Road air pollution hotspot, AQMA1).</i>
Travel Patterns to Colchester data (page 19) charts quote same number of workers living in and outside of Colchester – review. Is a more recent data set available? Why hasn't the Census 2021 data been used?	19	Diagram updated. Appraisal completed before Census 2021 data available.
Include reference and consideration of Colchester Heritage at Risk Register (within heritage baseline appraisal)	20	Amended paragraph: <i>'Despite its long history, Colchester is less visited than more high profile cathedral cities and a number of assets are considered at risk within the Historic England Heritage at Risk Register.'</i>
Consider heritage further within baseline appraisal – Archaeology, Roman Circus, Castle, Jumbo, Garrison Conservation Area.	20	Added paragraph: <i>'Colchester is one of the most important historic and archaeologically rich cities of England, boasting a series of key landmarks such as the Roman Circus, Colchester Castle and the Jumbo.'</i> Castle and Roman Circus are further mentioned within text and mapped on the drawing. Updated reference to read <i>"Abbey Fields Conservation Area (Garrison Conservation Area)"</i> .
Engagement Summary updated to reflect Summer 2023 consultation	24, 25 and 26	Added: <i>The Council held a six week public consultation over Summer 2023 and over 2,000 people had their say on the City's future. The</i>

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		<p><i>Masterplan has been updated to reflect the feedback received.</i></p> <p>Add the importance of the River Colne as a biodiversity corridor to Key Feedback and Findings</p>
Reference to Anti-Social Behaviour particularly in St Marys Car Park	34	Add point in 'What we learned' p. 34: ' <i>Safety concerns and anti-social behaviours to be addressed for multi-storey car parks, such as St Mary's Multi-storey car park</i> '
Identify all sustainable travel options into the City Centre	34	Updated text: <i>Therefore, the first set of strategic moves relate to linking wider communities, providing sustainable modes of travel into the city centre. This includes defining city gateways, which serve as entry points into the city centre and allow for travellers coming by car, bus, or rail to switch to alternative sustainable modes of travel.</i>
More detail of perceived barriers to trade/retail in the City Centre	34 and 38 - point 1	P. 38 added point to 1. Car-lite access restrictions: ' <i>Proposals to be developed in consultation with businesses and traders.</i> ' P. 34 added to 'what you said': <i>City centre traders need to be involved in developing these proposals to ensure that deliveries and access to businesses are maintained</i>
Consider whether to include additional cycle routes (national cycle routes, Head Street, Mercury to High Street) within urban design strategy (page 37)	35 and 37	Existing cycling routes added to drawing page 37 and 35
Provide clarity on New Roman Wall Park proposals	40, 44 and 60	P. 40 added description: ' <i>Roman Wall Park - new city park that considers the Roman Wall and its setting in its entirety, relinking disconnected parts of the Wall within an enhanced park setting and providing further environmental and biodiversity benefits</i> ' and p. 44:

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		<i>'Biodiversity and nature enhancement through park setting'</i> and p.60 'commission separate study on the potential of a Roman Wall Park with new public realm alongside, <i>linking together disconnected parts of the Wall'</i>
Southway crossings and transformation. Long term aspiration, rather than imminent plans.	42	Text updated point 5: <i>long term aspiration to improve connectivity with surrounding neighbourhoods. To be delivered incrementally as opportunities arise.</i>
Include consideration of those who have dementia	42	Added: <i>Specific considerations for those with dementia should be given when designing public realm interventions, and engagement with Dementia Groups should be pursued wherever possible.</i>
Provide further context to building heights, density and built form. The mapping of potential storey heights was intended as a general guide only to be justified by character appraisal, LVIA and townscape analysis to demonstrate the contextual appropriateness of proposals as part of a wider HIA.	50, 51 and 83	<p>Added p 50: <i>Maximum heights are determined by the prevalent building form within each character areas, the city centre's topography and opportunities for potential new views and landmarks. Key views to existing landmarks should be preserved and protected.</i></p> <p>Added p.83 point 5: <i>Detailed proposals must be supported by analysis and Heritage Impact Assessments to ensure massing and heights provide an appropriate setting for heritage assets and the wider townscape.</i></p>
Include reference to improving visibility, accessibility, and future expansion of Roman Circus Visitor Centre	56, point 5 and 60, point 3	Added to p.56, point 6: <i>'Improve the Roman Circus' visibility and accessibility, and develop the Visitor Centre as a key attraction'</i> . Added p.60, point 3: <i>'and development of the Visitor Centre as a key attraction;'</i>

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Include reference to adequate resources for wall repair and maintenance and Town Wall Management Plan actions	60 - point 6	Added p. 60 point 6: ' <i>Provide for adequate resources for maintenance and repair of the Wall.</i> ' Added p. 60 at bottom of page: ' <i>All interventions should take into consideration the Town Wall Management Plan</i> '
Pg 60 – add reference to Town Wall Management Plan, Conservation Management Plans and below ground archaeology	60	Added paragraph at the bottom of page: ' <i>All interventions should take into consideration the Town Wall Management Plan, Conservation Management Plans and below ground archaeology.</i> '
Formatting on chapter numbers and headings inconsistent	62	Design frameworks header text updated for entire chapter
Reference to wider review of all opportunities for increased bus stop/stand provisions within future redevelopment aspirations	70	P 70, point 10 updated: ' <i>Stanwell House: site may have the potential to address the need for improved bus waiting / layover facilities. However, provision for increased bus stand/layover requires a wider review of the opportunities for transport interchange which go beyond this site and the scope of this masterplan study.</i> '
Construct Southway pedestrian crossing as a long term intervention	70 and 90	<p>Added p 70: '<i>Given the current role of Southway as a major transport corridor, changes are likely to be longer term and will be subject to further feasibility work and transport assessments.</i>'</p> <p>Construct Southway pedestrian crossing moved from medium to long term intervention within Delivery Plan</p>
Infrastructure to support improved cycling and walking links to St Botolph's wider transport interchange as a destination and through development of Britannia Yard for active travel	78	Point 15 added: ' <i>Walking and cycling infrastructure supports links to St Botolph's Circus and city wide active travel</i> '

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Opportunities for both cycling and pedestrian links	82	Point 3 updated to read: <i>Create north-south pedestrian and cycle link connecting Osborne Street to Vineyard Street along Arthur Steet (new steps/ramp required)</i>
P.83 Item 5. "5. Consider land acquisition to enable further infill development along St John's Street and encourage redevelopment of low-quality premises along Osborne Street which are reaching end of life." This does relate to Osborne Street but needs to be qualified to state subject to Heritage Impact Assessment and townscape appraisal. Change to wording agreed as correction.	83	Added: <i>Detailed proposals must be supported by analysis and Heritage Impact Assessments to ensure massing and heights provide an appropriate setting for heritage assets and the wider townscape.</i>
Vineyard Gate – relocate blue badge parking away from Town Wall to preserve its setting	84	Added wording to point 3: <i>'Well-landscaped blue-badge parking...'</i> .
Add timescales for projects if known or provide more context on what is required to enable a project to be brought forward. Add reference that interventions within Masterplan will be delivered through the development process and may not regularly be funded by the public sector (except for public realm and highways) or unless secured by public funding bids such as Town Deal, Levelling Up or other future programmes.	90	Added paragraph: <i>Interventions captured within the masterplan will be delivered through, or in combination with, third parties and may not regularly be funded by the public sector, except from public realm and highway or unless secured by public funding bids such as Town Deal, Levelling Up or other future programmes.</i>
Include glossary (include definition of heritage, rapid transit system, transport interchange, community uses)	Chapter 5 added	Glossary added
Wording consistency for interventions	Various	All references updated to 'suggested interventions' for each Urban Design Strategy.

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P.86/87 Agreed change references to St Botolph's Junction to St Botolph's Circus for clarity. Check if any other incorrect references.	Various	All references to St Botolphs Junction and St Botolphs Roundabout changed into St Botolphs Circus.
Update proposals to align with latest design of St Botolph's Circus (elliptical roundabout)	Various	Various updates to reflect latest iteration to text, images, and diagrams.
Remove reference to 'Zero Emission Zones' as there is currently no Essex County Council policy developed in this regard.	Various	<p>Remove reference to Zero Emission Zones throughout document.</p> <p>Update image on page 38 to 'Surrey Connect' example.</p> <p>Point 2, p 38 updated: <b>Supporting better air quality. Supporting better air quality with the development of an air quality strategy and encouraging electric vehicle infrastructure rollout across the city, wider authority, and county.</b></p>
Heritage Impact Assessments requirement included for all design principles.	Various	<p>Added text to each Design Framework: <i>All detailed applications concerning the key sites will be subject to Heritage Impact Assessment and townscape analysis.</i></p> <p>New intervention p 60: <i>All proposals should be supported by Heritage Impact Assessments to carefully consider direct and indirect impacts on heritage assets and the wider conservation area and townscape. In addition, all interventions should take into consideration the Town Wall Management Plan, Conservation Management Plans and below ground archaeology.</i></p>