



Local Plan Committee Meeting

**Grand Jury Room, Town Hall, High Street,
Colchester, CO1 1PJ
Monday, 15 January 2024 at 18:00**

The Local Plan Committee deals with the Council's responsibilities relating to the Local Plan.

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COLCHESTER CITY COUNCIL
Local Plan Committee
Monday, 15 January 2024 at 18:00

The Local Plan Committee Members are:

Councillor Tim Young	Chairman
Councillor Michelle Burrows	Deputy Chairman
Councillor Lewis Barber	
Councillor Richard Kirkby-Taylor	
Councillor Kayleigh Rippingale	
Councillor Lee Scordis	
Councillor Rhys Smithson	
Councillor Paul Smith	
Councillor Michael Spindler	
Councillor William Sunnucks	

The Local Plan Committee Substitute Members are:

Other than the Local Plan Committee members, all members of the Council who are not members of the Planning Committee.

AGENDA
THE LIST OF ITEMS TO BE DISCUSSED AT THE MEETING
(Part A - open to the public)

Members of the public may wish to note that Agenda items 1 to 5 are normally brief.

Live Broadcast

Please follow this link to watch the meeting live on YouTube:

[\(107\) ColchesterCBC - YouTube](#)

1 Welcome and Announcements

The Chairman will welcome members of the public and Councillors and remind everyone to use microphones at all times when they are speaking. The Chairman will also explain action in the event of an emergency, mobile phones switched to silent, audio-recording of the meeting. Councillors who are members of the committee will introduce themselves.

2 Substitutions

Councillors will be asked to say if they are attending on behalf of a Committee member who is absent.

3 Urgent Items

The Chairman will announce if there is any item not on the published agenda which will be considered because it is urgent and will explain the reason for the urgency.

4 Declarations of Interest

Councillors will be asked to say if there are any items on the agenda about which they have a disclosable pecuniary interest which would prevent them from participating in any discussion of the item or participating in any vote upon the item, or any other registerable interest or non-registerable interest.

5 Minutes of Previous Meeting

No minutes have been presented to the Committee for confirmation.

6 Have Your Say! (Hybrid Council meetings)

Members of the public may make representations to the meeting. This can be made either in person at the meeting or by joining the meeting remotely and addressing the Council via Zoom. Each representation may be no longer than three minutes. Members of the public wishing to address the Council remotely may register their wish to address the meeting by e-mailing democratic.services@colchester.gov.uk by 12.00 noon on the working day before the meeting date. In addition a written copy of the representation will need to be supplied for use in the event of unforeseen technical difficulties preventing participation at the meeting itself.

□

There is no requirement to pre register for those attending the meeting in person.

7 Colchester City Centre Masterplan - Supplementary Planning Document

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The Committee will be asked to adopt the Colchester City Centre Masterplan Supplementary Planning Document (SPD) and to revoke the St Botolphs Quarter Masterplan (2005) and the Better Town Centre SPD (2012) as both will be superseded by the City Centre Masterplan.

8 Exclusion of the Public (not Scrutiny or Executive)

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt

information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

Local Plan Committee Background Information Version 2 July 2022 227 - 232

Part B
(not open to the public including the press)



Local Plan Committee

Item
7

15 January 2024

Report of	Simon Cairns – Joint Head of Planning	☎ 01206 508650
Title	Colchester City Centre Masterplan - Supplementary Planning Document	
Wards affected	Castle, New Town & Christchurch	

1. Executive Summary

- 1.1 Colchester City Council, together with Essex County Council, jointly commissioned consultants to prepare a City Centre Masterplan supported by a City Centre Transport Plan. 'We Made That' were appointed and prepared a draft City Centre Masterplan informed by community engagement.
- 1.2 This report summaries the comments received following consultation on the draft City Centre Masterplan and includes the amended Masterplan. The Committee is asked to adopt the Masterplan as a Supplementary Planning Document (SPD).

2. Recommended Decision

- 2.1 It is recommended that the Local Plan Committee adopt the City Centre Masterplan as a Supplementary Planning Document (SPD).
- 2.2 The Committee is also asked to revoke the St Botolphs Quarter Masterplan (2005) and the Better Town Centre SPD (2012) as both will be superseded by the City Centre Masterplan. They also pre-date national and local planning policy.

3. Reason for Recommended Decision

- 3.1 The Council can prepare SPDs to provide further guidance to Local Plan policies. In this instance the adoption of the Masterplan as an SPD will provide a clear and comprehensive approach to development opportunities within the City Centre. It will provide guidance to supplement relevant policies in the Local Plan and assist applicants and the Council in making decisions in accordance with local transport priorities as well as Local Plan requirements.

4. Alternative Options

- 4.1 The alternative option is to not adopt the City Centre Masterplan and rely on Local Plan policies.

5. Background Information

- 5.1 Supplementary Planning Documents (SPDs) build upon and provide more detailed advice or guidance on policies in an adopted Local Plan. As they do not form part of the development plan, they cannot introduce new planning policies. They are a material consideration in decision-making and should not add unnecessarily to the financial burdens on development.
- 5.2 The Council have worked in partnership with Essex County Council to progress the masterplanning work for Colchester City Centre. The pivotal role and influence of the highway network within the City Centre and the need and opportunities for enhancement are fundamental to the joint approach ventured for the preparation of the City Centre Masterplan SPD. The redesign of the St Botolphs Circus roundabout (largely externally funded project) as a key southern gateway to the city centre formed part of the joint consultation and the design solution has evolved in response.
- 5.3 In early 2022 a consortium of consultants, under the lead of 'We Made That' were appointed jointly by the Council's to prepare a City Centre Masterplan. The consortium included a comprehensive range of key skills including urban design, heritage, socio-economic and transport. Steer were appointed to provide input and expertise on transport matters to provide a fully integrated City Centre Transport Plan to inform the wider master planning. This holistic approach is critical to success given the challenges and nature of the City Centre. This forms part of the evidence base but is not proposed for adoption.
- 5.4 The focus/scope of the Masterplan is on the core city centre area - the primary and secondary shopping areas as defined in the Local Plan, as well as the main city centre development allocations and gateways to the surrounding neighbourhoods. However, the continued economic and cultural vibrancy of the city centre lies in reconnecting it to the surrounding neighbourhoods and improving choice in transport modes including the walking and cycling experience of routes to the mainline rail station, the Roman Circus and the Hythe and University campus in particular. The Masterplan therefore includes recommendations for wider area improvements with regard to connectivity into and through the city centre and associated public realm.
- 5.5 Design frameworks have been prepared for the main city centre development allocations and gateways, which have been referred to as key sites. A summary of the Masterplan is set out below.
- 5.6 The Executive Summary sets out that interventions are proposed at three different levels:
- the wider city centre in context
 - an urban design strategy for the core
 - urban design frameworks for 6 key redevelopment sites.

Interventions are proposed to deliver the five key guiding strategic objectives. These are:

- i) Actively respond to the Climate Emergency;
- ii) Providing a safe, healthy, green, active and accessible city centre;
- iii) Diversify city centre users to encourage footfall;
- iv) Support the city centre economy to everyone's benefit;
- v) Making the most of Colchester's rich cultural heritage.

- 5.7 The context is provided by Chapter 1: Setting the Scene, which identifies the opportunities and challenges for the city centre, sets out the scope of the Masterplan and confirms the fully integrated approach with the associated City Centre Transport Plan. The City Centre Transport Plan identifies a range of transport and public realm interventions along key corridors and gateways with strategic matters to facilitate delivery. The City Centre Transport Plan recommendations are fully integrated with the Masterplan. The Delivery Note provides a strategy for Colchester City Council and Essex County Council and identifies the governance structures, actions and processes required to successfully implement the plan recommendations.
- 5.8 The strategic context of the Masterplan is set out relating the plan to adopted policies and regeneration initiatives. The masterplanning process is explained together with a baseline appraisal undertaken to establish the wider context and summary headlines for key themes (transport, heritage and socio-economic). The wider engagement undertaken to prepare the Masterplan is set out in detail.
- 5.9 The strategic vision for the city centre is explained in Chapter 2: Vision and Masterplan, with a graphic summary of the interventions responding to the five strategic objectives. The masterplan is structured by these key strategic objectives (set out at paragraph. 5.6 above) which the urban design strategies then provide a series of related interventions to deliver. Each of these strategic objectives is addressed through a dedicated ‘layer’ in the Masterplan which sets out how each objective can be delivered through active interventions that are illustrated graphically in a summary plan diagram. The approach adopted in the Masterplan provides a clear and concise series of related individual remedies directly linked to the strategic objectives that underpin the plan and provides a logical explanation/justification for each. The annotated mapping provides a visual summary and overview of the proposals and how they may work together.
- 5.10 Chapter 3: Design Frameworks, sets out the urban design strategies for six key areas of the City Centre where the principles are applied to site specific urban design frameworks (briefs). These principally relate to redevelopment sites together with the High Street (whose importance justifies a dedicated strategy) and each includes proposals for public realm improvements/redevelopment briefs. The six frameworks are:
- 1) High Street:** *“A low traffic, people focused street where spaces for walking, cycling and outdoor seating is maximised while ensuring necessary public transport, deliveries and blue badge holder access is maintained”.* The key point is that complete pedestrianisation is not being proposed. (interventions would be subject to further modelling and wider consultation.)
- 2) Southway and St John’s Street/Osborne Street.** The proposed strategy seeks to *“Reconnect communities to the south into the city centre through frequent, at-grade crossings for pedestrians and cyclists. Creating a more attractive public realm that can catalyse the development of sites on either side and turn Southway from a ‘back’ to a ‘front’ while keeping the traffic flowing.”*
- 3) Former Bus Station Site:** The strategy proposes *“Public space and mixed-use development including space for creative and digital industries alongside housing. New public realm for events and casual use, including next to the Roman Wall.”*

4) Britannia Yard: The strategy seeks to deliver “A significant new public space that can be used for events, markets and casual use, designed to highlight the extraordinary heritage of St Botolph’s Priory. New urban housing of various types, fully integrated with the existing neighborhood south of Priory Street.”

5) Vineyard Gate: the framework seeks to deliver “Public open space next to the Roman Wall, an attractive walking and cycling route through to Queen Street and fine grain, tight-knit new homes and business spaces as infill in and around existing buildings.”

6) St Botolph’s Circus: The framework seeks to deliver reclaimed “space for people, interchange between different transport modes, and to mend the street frontage to the south of the circus through new mixed-use development.”

ECC has developed detailed proposals for the redesign of the junction based on the principles of the framework and City Centre Transport Plan.

- 5.11 Each framework provides a detailed contextual analysis and design framework to inform and shape future development proposals. These include helpful exemplars of successful precedents drawn from a wide area to demonstrate the look and feel of the design solutions proposed.
- 5.12 The Masterplan concludes with a summary of Delivery Recommendation (Chapter 4) providing immediate, short, medium and long term actions for each of the six key sites.
- 5.13 The final chapter is a Glossary (Chapter 5) which provides a definition of key words and phrases used within the Masterplan.

Engagement and Consultation

- 5.14 As part of the process of drafting the masterplan there has been significant public and stakeholder engagement. This is explained in more detail in the draft masterplan pages 24-27. The early engagement included a range of activities involving, Council Members from both the City and County Councils, Strategic stakeholders, local businesses and the BID, youth groups and general public events.
- 5.15 Following approval by Local Plan Committee in April 2023, the Masterplan alongside the St Botolph’s Junction proposals were subject to formal public consultation for a six week period from 19 June to 31 July 2023. This was a ‘digital first’ consultation with a single point of entry, introductory videos and online surveys. Respondents could answer a short survey or leave more detailed comments. Two in person events were held in the City Centre to promote the consultation and provide the opportunity to engage with officers face to face. These were in Culver Square and St Botolph’s Church with approximately 30-40 and 150 attendees respectively. Focus groups were also held with Councillors, Colchester Civic Society, Colchester BID, the Council’s Residents Panel and with students at the Colchester Sixth Form College. The consultation was advertised via the Council’s Social Media, Website and Press Release. Hard copies of the Masterplan and response form were available in the Town Hall and Colchester Library. The consultation was undertaken in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council’s Statement of Community Involvement.
- 5.16 A total of 106 detailed representations were received from 44 respondents, regarding the Masterplan. These were complex and sometimes contradictory feedback was received. Some common themes were:

- Biodiversity and City Centre: Inadequate coverage and need for Biodiversity Net Gain (BNG) to be a key driver. Key theme of Provide a safe, healthy, green, active and accessible city centre is expanded to give greater emphasis to biodiversity (see page 40 of draft CCCMP)
 - Parameter Plans: Building Storey heights need to be agreed on case by case basis based on townscape analysis and Heritage Impact Assessments (HIA)
 - Highway interventions provide a suite of potential actions that will need to be explored further via modelling and consultation should detailed proposals be brought forward
 - Misunderstanding / enhanced expectation of nature of document – An SPD is intended to inform the planning process – it is not a costed action plan with milestones for delivery. Change will occur incrementally and facilitated by a mosaic of planning applications for development and public funding streams (including Town Deal and Levelling Up Fund).
- 5.16 The representations have been published on the [Council's Consultation Portal](#). A summary of the representations and officer response to each is provided in Appendix B.
- 5.17 Team Colchester and the Masterplan Steering Group have been kept informed as the Masterplan has been updated to take account of the feedback gained from the consultation. Officers have also regularly met with the Colchester Civic Society and Colchester BID.
- 5.17 Members requested that additional engagement be undertaken to gain further insight and views from specific groups/organisations including hard to reach groups who had not responded to the consultation. Officers have reconsulted the Emergency Services and Colchester 360, unfortunately no response has been received. However, officers have had further feedback from Autism Anglia and an in person session was held with the Alzheimer's Society. A summary of this engagement is provided in Appendix B.
- 5.18 'We Made That' were reappointed to review and update the Masterplan to take into account the feedback received during the consultation and the additional targeted engagement which has been undertaken.
- 5.19 The key changes made to the Masterplan include:
- Updated strategic objectives to consider biodiversity, ecology and nature. This now reads as Provide a safe, healthy, green, active and accessible city centre. Additional changes to enhance biodiversity throughout the Masterplan added. These include developing a connected Roman Wall Park to deliver enhanced environmental and biodiversity benefits and enhancing the river Colne as a biodiversity corridor (page 40).
 - Removal of the proposal to 'animate the River Colne' (and repurposing for promotion of biodiversity as above)
 - Updates to St Botolph's Circus proposal to align with the revised design prepared by Essex County Council, following earlier consultation (page 87)
 - Clarity provided to the proposals for the New Roman Wall Park. (page 40)
 - Clarify the Council will continue to support the retention and promotion of retail uses within the City Centre (page 48)
 - Set out that detailed development proposals must be supported by a Heritage Impact Assessment to consider wider townscape and heritage impacts (page 50)

- Inclusion of a Glossary to provide definitions of key words and terms used within the Masterplan to help wider understanding.
- 5.20 A full schedule of changes which have been made to the Masterplan are set out in Appendix C.
- 5.21 The updated Masterplan is contained within Appendix A.
- 5.22 A screening opinion, carried out under the Environmental Regulations 2004, was undertaken in February 2023, and concluded that the SPD is not likely to have significant environmental effects and consequently confirmed that a Strategic Environmental Assessment (SEA) is not required.

6. Equality, Diversity and Human Rights implications

- 6.1 An Equality Impact Assessment has been prepared for the Local Plan, and is available to view by clicking on this link:
<https://cbccrmdata.blob.core.windows.net/noteattachment/Equality%20Impact%20Assessment%20June%20202017.pdf>

7. Strategic Plan References

- 7.1 The Colchester City Masterplan SPD helps to deliver on all of the Strategic Plan Objectives contributing specifically to;
- Tackling the climate challenge and leading sustainability;
 - Creating safe, healthy and active communities;
 - Delivering homes for people who need them;
 - Growing a fair economy so everyone benefits and
 - Celebrating our heritage and culture.

8. Consultation

- 8.1 It is a requirement of The Town and Country Planning (Local Planning) (England) Regulations 2012 to consult on draft SPDs for a minimum of 4 weeks and to prepare a statement setting out who was consulted, a summary of the main issues raised and how those issues have been addressed in the SPD. A statement is appended to this report.
- 8.2 The consultation was publicised through written/email consultations with statutory consultees, general consultees on our database and other relevant stakeholders, individuals and organisations who have expressed a wish to be consulted or have previously made comments as set out in the Statement of Community Involvement.
- 8.3 Several press releases were issued, and the consultation was advertised on the Council's social media and website.

9. Publicity Considerations

- 9.1 The Masterplan and City Centre in general have and will continue to generate publicity. Officers consider that adoption of the SPD will help provide certainty as to how the City Centre will develop over the coming years and reduce the risk of negative publicity.

10. Financial implications

- 10.1 There is budget allocated to this project and the costs of developing the City Centre Masterplan are shared with Essex County Council. A number of projects in the Masterplan have already attracted Government funding via the Town Deal and Levelling Up Fund.

11. Health, Wellbeing and Community Safety Implications

- 11.1 The Masterplan will bring multiple benefits including benefits to health and wellbeing. A healthy environment plays a role in improving health and wellbeing.

12. Health and Safety Implications

- 12.1 No direct implications.

13. Risk Management Implications

- 13.1 No direct implications.

14. Environmental and Sustainability Implications

- 14.1 The Council has declared a Climate Emergency and has committed to being carbon neutral by 2030. The purpose of the planning system is to contribute to the achievement of sustainable development as defined in the National Planning Policy Framework. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are economic, social and environmental objectives.
- 14.2 This SPD seeks to help deliver Colchester City Council's ambitions in respect of a holistic approach to future opportunities within Colchester's City Centre. It aims to contribute to achieving sustainable development through a range of measures and interventions.

Appendices

Appendix A - Colchester City Centre Masterplan – December 2023 - Supplementary Planning Document (We Made That)

Appendix B – Statement of Representations to Colchester City Centre Masterplan and Further Engagement Activity Note

Appendix C – Schedule of Changes to Colchester City Centre Masterplan

We
Made
That

Colchester City Centre Masterplan

December 2023



Working with

HAT Projects **steer** **prd** Authentic futures

Working for



Revisions tracker

Revision	Date	Description
-	11-11-2022	Initial draft
A	28-11-2022	Draft issue for information
B	23-12-2022	Final draft for public engagement
C	06-03-2023	Final draft for public engagement with amendments
D	01-12-2023	Final draft for Local Plan Committee
E	20-12-2023	Final draft for Local Plan Committee - second round of comments

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Executive Summary

The Colchester City Centre Masterplan sets out a clear vision for the future development of Colchester city centre for years to come. This document has been informed by a period of in-depth research and engagement.

Colchester city centre is the focal point of a rapidly growing city with a high-quality historic environment. Colchester's rich heritage, collection of cultural organisations, educational institutions and growing creative and digital sectors are all positive elements that contribute to the city's unique identity and have a role to play in the future of its city centre.

The city centre currently faces environmental and economic challenges. Environmentally, it suffers from vehicular congestion and air pollution and is difficult to access by sustainable means of travel.

The centre is not immune from national trends in retail, and whilst some areas benefit from vibrant, independent high street businesses, larger national chains have been closing stores or relocating in recent years. An over-reliance on retail and hospitality jobs has created a low wage economy locally, by comparison with other regional centres.

Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.

Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.

The City Centre Masterplan delivers on this vision by proposing interventions at three different scales: The masterplan itself, which takes a look at the wider city centre area, urban design strategies, which focus in more detail on the retail core of the city centre, and design frameworks for key sites. The series of design frameworks that have been developed are supported by a delivery plan.

Taken together the proposals set out throughout this document lay the foundations for a bold, sustainable future for the Colchester's City Centre.

The interventions outlined in this document are driven by the following themes:

Actively respond to the climate emergency

Reducing pollution and carbon emissions by providing ways for nearby communities to travel to the city centre by walking, cycling and public transportation. This includes providing spaces for residents to park their cars on the periphery of the city centre and switch to more sustainable travel options while moving around the city centre.

Provide a safe, healthy, green, active and accessible city centre

Integrating improvements to the public realm with enhanced biodiversity, increased cycle access and enhanced pedestrian experience of the city centre, including for those with different abilities.

Diversify city centre uses to encourage footfall

Providing frameworks for future development in the city centre. With the appropriate land use and built form parameters, new uses such as housing can be introduced into the city centre in a contextually-sensitive and economically beneficial way.

Support the city centre economy to everyone's benefit

Guiding the future economy of the city centre, creating a framework for diversifying uses by strengthening the existing cultural, workspace and evening offer to re-energise the city centre's economy, whilst keeping retail at its heart.

Make the most of Colchester's rich heritage

Uplifting Colchester's heritage assets by improving their setting and allowing them to be experienced as 'more than the sum of their parts'. It also aims to ensure new development is integrated well into the existing historic city centre.

Vision

Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.

Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.

Colchester's natural and built heritage should be source of pride for residents, and attract visitors from across the region and the country. Development of the city centre must create quality streets and spaces that provide the perfect setting for historic buildings, make a walkable and enjoyable environment for everyone and support biodiversity across. Blue and green infrastructure in the city centre should be reinforced to enhance biodiversity through improved connectivity and management.

The city centre economy should be amplified with more diverse activities, including markets, community uses, independent retail and food and drink, and workspace for the creative and digital sector. This will create more high quality jobs in the city centre and sustain other businesses in turn.

People living in the city centre also sustain local businesses and make it a lively and vibrant place. Good quality and affordable homes, tapping into the appeal of city centre living, will support local shops and services, and the transition to low-carbon lifestyles.

As many people as possible should walk, cycle or use public transport to travel into the city centre. This is critical for reducing carbon emissions, improving air quality, and making the city a more pleasant place to spend time. This means re-connecting neighbourhoods to the city centre with attractive and easy walking and cycling routes; and improving public transport, particularly bus provision and including the new Rapid Transit System.

Reducing unnecessary traffic will mean that people who still need to travel into the city centre by car, will be able to do so more reliably. They should be able to park in safe and accessible locations, or be dropped off and picked up easily. Deliveries to and from businesses, by day and night, must be fully considered, along with improving the interchanges between different modes of transport.



Key

- Actively respond to the climate emergency
- Provide a safe, healthy, green, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit
- Make the most of Colchester's rich heritage

01

Setting the Scene



City Centre Profile

Camulodunum, Roman Colchester, was Britain's first recorded settlement and later Britain's first city and capital. Colchester regained its city status in 2022 to mark Queen Elizabeth II's Platinum Jubilee - so it is both the oldest and one of the newest cities in the UK.

Colchester is one of the UK's fastest-growing places and one of the most important and diverse urban centres in the East of England, located midway between the largest UK container port and London's third airport. It provides work for around 24,000 people who travel into Colchester from the surrounding area and is home to more than 13,000 students from more than 130 countries who study at the University of Essex's Colchester campus, making it the UK's most international campus university. It is also a garrison city with a long military association which has brought international communities to Colchester from Nepal, Fiji and other countries.

Colchester's city centre

The city centre is the historic, retail, leisure and cultural heart of the community, as well as the main visitor destination for domestic and international tourism to the area. It is an important cultural hub for the East of England, and as of November 2022, the city centre is home to five Arts Council England National Portfolio Organisations - Firstsite, the Mercury Theatre, Colchester Arts Centre, Signals Media and the Colchester and Ipswich Museums Service, which is responsible for three museums in the city centre alone. It has a major tourist attraction in Colchester Castle, the largest Norman keep in Europe and constructed on the foundations of a Roman temple, and has the earliest and best preserved Roman city walls in Britain.

The city centre draws in a large number of young people and students from the wider area through schools and colleges including Colchester Sixth Form College and Colchester Institute including University Campus Colchester. New developments are bringing cutting-edge digital facilities to the city centre in the new Centre for Immersive Innovation as well as



Location plan

a wide range of public realm, walking and cycling improvements.

Wider strategic changes will continue to impact the city centre, and are set out in further detail on the following pages.

Success criteria

In order to ensure a positive legacy and success of the Masterplan, it is advised to have a discussion and agreement on how any monitoring and evaluation could support future tracking of change in the city centre. Potential success criteria could include:

- Increased local pride among business and residents and increase in positive external perceptions of Colchester as a destination
- Modal shift from private car use to active and public travel resulting in a decrease in vehicle movements in the city centre area
- Increased footfall to the core city centre area
- Retention and growth of businesses within the city centre area
- Increase in higher wage jobs in the city centre area
- Provision of high quality and affordable housing within the city centre, sustaining local shops and services
- Increased attendance to cultural venues and events
- Increased evening economy and sustained vibrancy of evening venues
- Increased tourism, in particular overnight stays.

Opportunities

- City status and the change in internal and external perceptions of Colchester as a result
- Historic environment resulting in attractive, compact and walkable centre ideal for the 'experience economy'
- River as a corridor for nature and biodiversity
- Tourism potential of major heritage attractions as well as cultural venues
- Arts and cultural activity and the wider creative and digital economy
- Residential neighbourhoods surrounding the city centre within an easy walk - a large potential customer / visitor base
- High numbers of students and young people living and studying in and around the city centre
- Cultural diversity of Colchester's communities and the businesses and experiences they support
- Easy connectivity to London as well as other regional centres
- Reduction in commuting and increase in working from home, or working near home.

Challenges

- Historic perceptions of Colchester both internally and externally affecting confidence and local pride
- Physical severance of neighbourhoods from the city centre by arterial roads and topography
- Poor public transport and active travel infrastructure connecting neighbourhoods to the city centre, resulting in a reliance on the private car and resulting congestion
- Changes in retail and consumer patterns nationally which are also reflected locally, in particular for the evening economy
- Competition for retail and leisure customers from edge-of-centre locations including the Northern Gateway and Stanway Tollgate, with free parking and easy car access
- Ingrained transport habits of residents in the wider city area and a reluctance to adopt modal shift to active and public transport
- Tightly-knit historic street pattern creating conflicts between pedestrian, cyclists and business delivery and servicing needs
- Funding, viability and delivery of projects in a complex and constrained city centre including substantial archaeological and below ground constraints
- Climate change impacts on environment, liveability and biodiversity and adaptation
- Continuous recovery from the Covid-19 pandemic.

Masterplan Scope and City Centre Transport Plan

The focus of the masterplan is on the core city centre area - the primary and secondary shopping area as defined in the Local Plan, as well as the main city centre development allocations and gateways to the surrounding neighbourhoods.

However, the continued economic and cultural vibrancy of the city centre lies in reconnecting it to the surrounding neighbourhoods and improving the walking and cycling experience of routes to the mainline rail station, the Roman Circus and the Hythe and University campus in particular. The masterplan therefore includes recommendations for wider area improvements with regard to connectivity and public realm.

Design frameworks have been prepared for the main city centre development allocations and gateways, which have been referred to as key sites.

The package of documents includes the City Centre Masterplan with appendices, the City Centre Transport Plan and the Delivery Note.

City Centre Transport Plan

Steer has prepared the City Centre Transport Plan (CCTP) a key document used to frame and inform the holistic City Centre Masterplan.

The overall aim of the CCTP is to recommend a range of transport interventions that can be packaged together to take forward as part of Colchester's city centre masterplan. The three potential packages will be tested following submission of this CCTP using the ECC Strategic Model.

The document recognises the current dominance of car travel in Colchester and the overarching need to encourage the use of sustainable modes of transport through the provision of walking, cycling, bus and train facilities to improve the city centre through reduced congestion and to improve the quality of life for local residents and visitors. The document recognises improved accessibility, connectivity and movement as key drivers for change for achieving social inclusivity.

It reflects local policy drivers, the Future Transport Strategy in particular. Future proofing the city whilst protecting and enhancing cultural and historical assets is crucial to Colchester's ambition for a safer, greener and healthier future.




This CCTP shortlists a range of transport and urban realm interventions across a range of disciplines. The interventions related to physical / tangible measures have been geographically assigned to key corridors and City Gateways across Colchester's city centre, which were identified through a strategic assessment from a connections and accessibility perspective. This CCTP has further identified key zonal policies / measures, and service implementation / changes that cannot be linked to specific city centre geographical locations, but are equally as important for implementation to achieve the CCTP objectives.

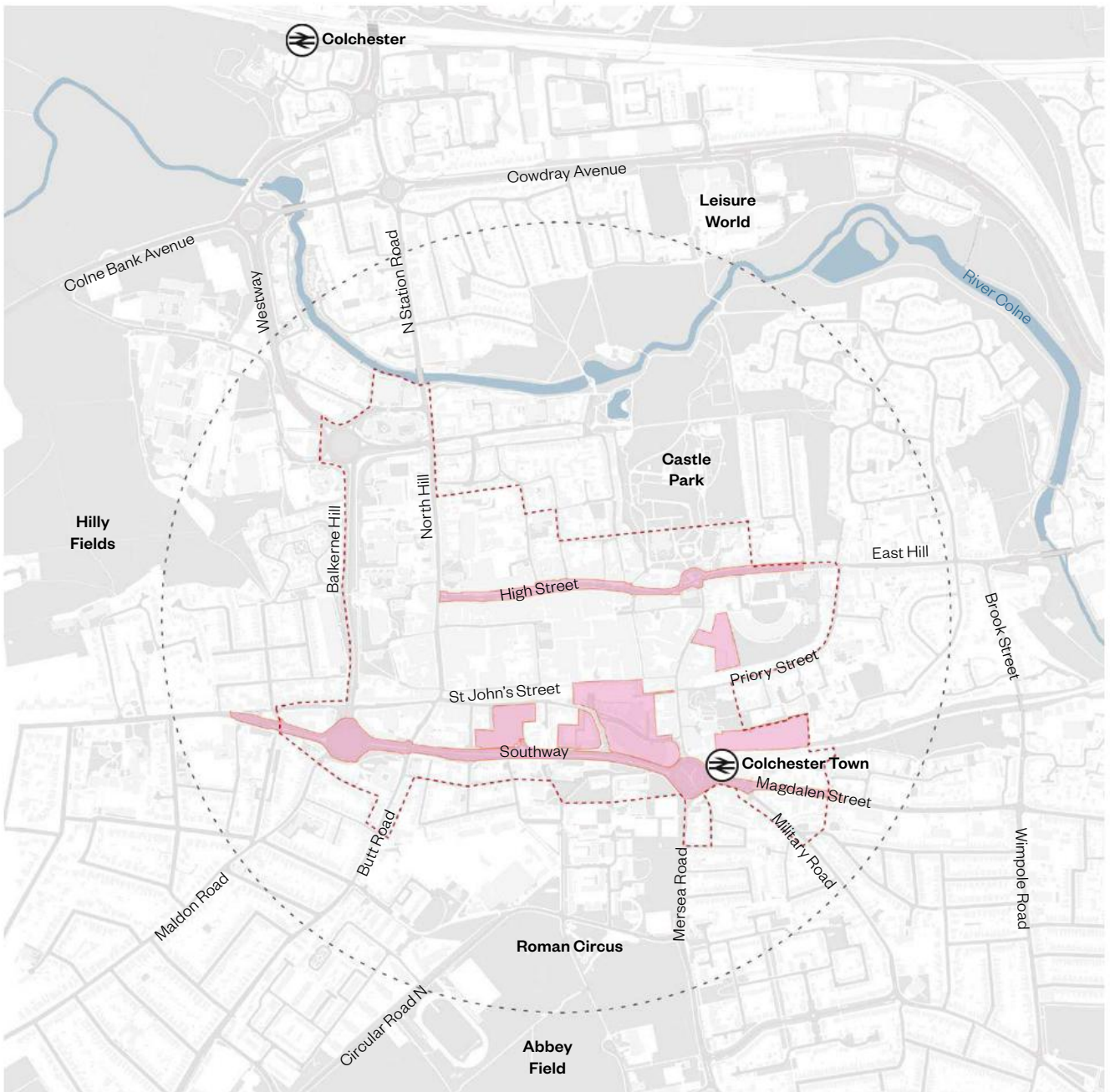
The CCTP recommendations have been integrated into the Masterplan and are particularly reflected in the following masterplan layers and accompanying urban design strategies: Actively Respond to the Climate Emergency, Provide a Health, Safe, Active and Accessible City Centre and Support the City Centre Economy for Everyone's Benefit.

Delivery Note

A separate delivery strategy for Colchester City Council and Essex County Council has been developed that outlines partnership, financing and delivery structures, as well as the actions / process required to implement the initiatives contained in the masterplan.

Key

-  Wider area - connectivity and public realm improvements
-  Core city centre area - urban design frameworks
-  Key sites - design frameworks



Strategic Context

This masterplan builds on the vision and objectives for the city centre set out in the Local Plan as well as other strategies and policies developed by Colchester City Council and partners. It reflects work already being delivered through the Town Deal, the Active Travel Fund and other initiatives and funding sources, as well as priorities put forward as part of Colchester’s Levelling Up Fund bid in 2022.

Planning policy context

The Colchester Borough Local Plan 2017 – 2033 Section 2 was adopted in July 2022. The vision for Colchester in 2033 is set out as:

‘Colchester will be an active and welcoming town with its rich and prestigious heritage treasured and showcased for all to enjoy. Colchester will be acclaimed for the creative, innovative and sustainable ways in which it addresses the wide range of challenges facing the Borough, including climate change; population growth and its changing composition; new lifestyle and technological innovations; creating and maintaining strong safe, healthy communities; and shifting market forces.’

The vision also considers the city centre:

The Council will work proactively to ensure that the historic Town Centre continues its role as the cultural and economic heart of the Borough and international visitor destination.

The Local Plan objective ‘Supporting the Town Centre as the Heart of the Borough’ acknowledges that the city centre serves as a centre not only for the Borough but for a much wider area of North East Essex and has an important role as a heritage, retail and business destination. It “seeks to retain the pre-eminence and vitality of the Town Centre in the face of changing economic and lifestyle trends and the rapid pace of technological innovation.”

The Local Plan sets out a number of strategic growth areas around the city centre as well as development site allocations within the city centre itself. In total, the Local Plan seeks to deliver at least 920 new homes per year over the Plan period, with most of this growth focused in and around the city. Key strategic sites include the Tendring Colchester Borders Garden Community (TCBGC) which will add 7000 to 9000 homes over the next 20 years. TCBGC will be connected with the rest of the city by the Rapid Transit System whose design and delivery has been enabled by HIF funding. Both the TCBGC and Middlewick Area are anticipated to start delivering housing growth in the next 10 years, whilst the substantial delivery of the TCBGC will go beyond 10 years and is anticipated to deliver from 2025/26. Other sites such as the Garrison Regeneration Area are already largely built out and



1. Town Centre and North Station Regeneration Area
2. Tendring Colchester Borders Garden Community
3. University and Knowledge Gateway Area
4. Middlewick Area
5. Garrison Regeneration Area (remaining sites to be delivered are the ABRO site and Arena site)
6. Northern Gateway





















01 Setting the Scene

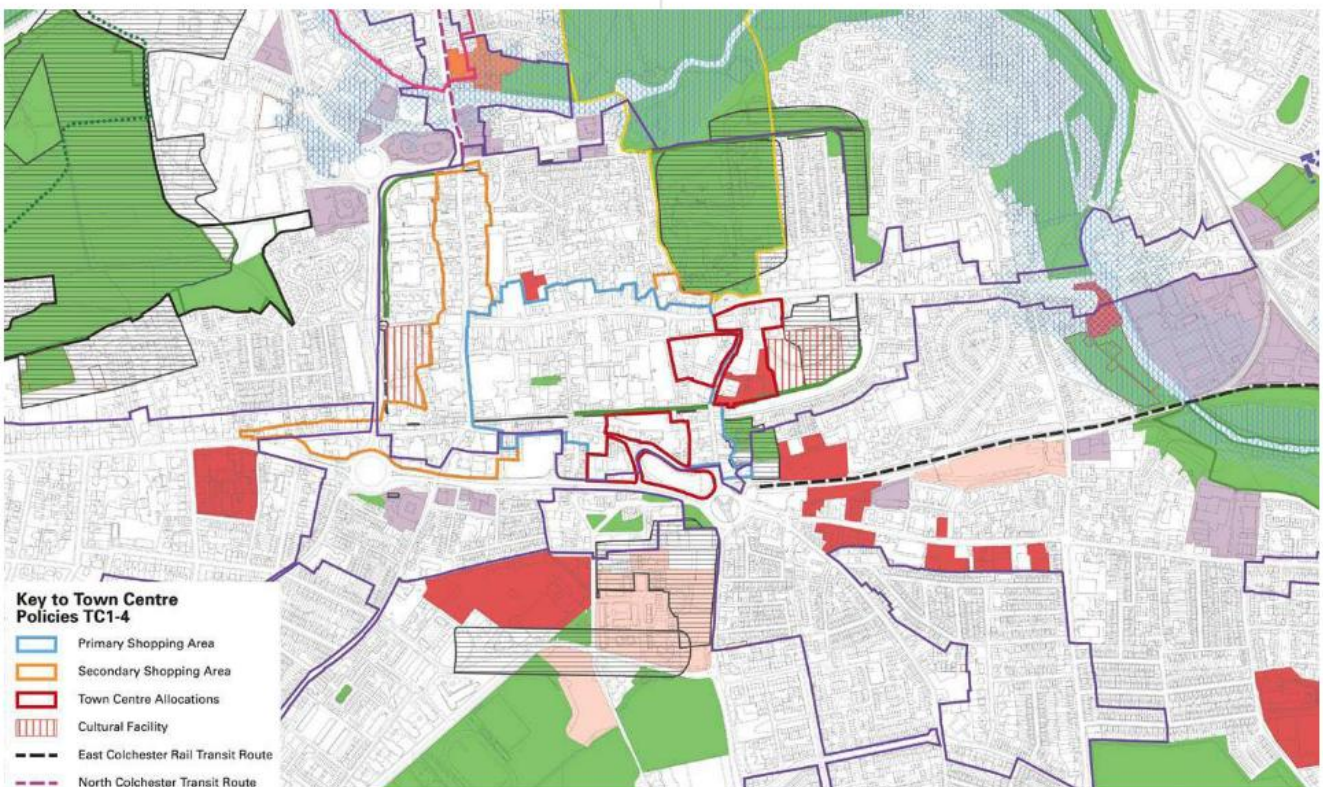
remaining development will likely be completed in the next five years.

Alongside this, locations are identified for additional business floorspace, which are also focused in and around the city, primarily at North Colchester and the Knowledge Gateway but including some floorspace within the city centre core itself.

With regard to the city centre, the Local Plan recognises that “Colchester Town Centre is the principal comparison goods shopping destination in the Borough supported by a number of non-retail facilities including services, leisure, cultural, and community uses. Research and analysis has established that the Town Centre is relatively healthy, although there are areas of weakness and concerns over longer term investment prospects. New retail and leisure development in particular is necessary to ensure the Town Centre’s vitality and viability over the plan period.” The Local Plan sets out a robust ‘town centre first’ approach to help protect the city centre against competition from other shopping destinations.

Key

-  Primary Shopping Area
-  Secondary Shopping Area
-  City Centre Allocations
-  Cultural Facility
-  East Colchester Rail Transit Route
-  North Colchester Rail Transit Route
-  Settlement Boundary
-  Existing Commitments (selected for illustrative purposes only)
-  New Residential Allocation
-  Employment
-  New Residential-led Mixed Use Allocation
-  Public Open Space
-  Local Centre
-  Environmental Agency Flood Zone 3
-  Environmental Agency Flood Zone 2
-  Conservation Area
-  Scheduled Monument
-  Registered Parks and Gardens
-  Allotments
-  Borough Boundary



Colchester Town Centre Policies TC1-4

01 Setting the Scene

Policies TC1 and TC2 for the city centre are intended to encourage a greater diversity of city centre uses to provide a more robust economic environment including more evening activities. They also look for opportunities to enhance the public realm and the attractiveness of the street environment. Spatial definition is given on the policies map for the TC1 policy area as well as a Primary Shopping Area and Primary and Secondary Street Frontages given protection under policy TC2.

Policy TC3 sets out site allocations for additional residential and mixed use floorspace at Vineyard Gate; St Botolph's; Priory Walk; Britannia Car Park and part of St Runwalds Car Park. The Plan expects 290 new homes to be delivered on these sites during the Plan period. 'Windfall' (unallocated) housing development in the city centre is also anticipated through redevelopment of other small sites.

Policy TC4 sets out the transport policy position for the city centre and desired improvements including enhancements to Southway and St Botolph's Circus; improvements to public transport and the walking and cycling network generally within the city centre; and the provision of space for the Rapid Transit system.

Other relevant plans and strategies

The development of the masterplan has been informed by a wide range of other plans and strategies including and not limited to the following:

- Essex Local Transport Plan and Essex Transport Strategy
- Economic Plan for Essex and North Essex Economic Strategy
- Colchester City Council Strategic Plan, Economic Strategy, Environmental Sustainability Strategy, Cultural Strategy, Positive Parking Strategy, Parking Estate Plan
- Essex County Council's Colchester Future Transport Strategy, Local Cycling and Walking Infrastructure Plan (LCWIP)
- Our Colchester BID's Leisure Recovery Strategy, Indies Vision

Colchester City Council was one of the first in the UK to declare a climate emergency, acknowledging urgent action is needed to limit the environmental, social and economic impacts of climate change and to committing to net zero carbon emissions by 2030.

Town Deal and Levelling Up Funds

The city was also awarded £18.2m of Town Deal funding in March 2021 which will enable a number of projects: developing the former Essex County Hospital for housing, delivering a number of public realm improvement projects in the city centre, restoring Holy Trinity Church and churchyard, starting the restoration of the Balcerne Tower (Jumbo), improving community facilities in the Greenstead area, improving walking and cycling links between the city centre, Greenstead and the university and speeding up the introduction of 5G infrastructure.

'By 2030, Britain's First City will be a bustling, creative place. Inclusive, accessible and affordable, its cultural life will offer something for everyone.'

Source: Colchester Cultural Strategy, 2022

Masterplanning Process

The process of developing the masterplan began with reviewing existing policy and guidance, most importantly the Colchester Borough Local Plan 2017 – 2033 Section 2 and Better Colchester Strategic Plan 2020-2023.

A thorough baseline appraisal followed - the findings of this analysis are summarised on the following pages.

The policy review and baseline analysis resulted in identifying five masterplan objectives:

- Actively respond to the climate emergency
- Provide a safe, healthy, green, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit, and
- Make the most of Colchester's unique heritage.

The Masterplan has been structured around these five objectives, and the masterplan layers delivering against each objective are represented as high level spatial strategies.

At the next level of detail, each objective has been broken down into two themes and urban design strategies for each theme have been developed. These are intended to guide and shape development proposals across the core city centre.

Design frameworks have been developed for the site allocated for development / redevelopment in the Local Plan, as well as key public realm corridors.

Public and stakeholder engagement was integral to the development of the Masterplan, the findings informing almost every aspect of the Masterplan.

A parallel transport study was undertaken, results of which are integrated in the masterplanning work and are also separately contained within the City Centre Transport Plan. This illustrates the complex transportation challenges the city centre faces, as well as the opportunities for significant positive impact on sustainability and quality of life that improved transportation can achieve.



Baseline Appraisal Summary

Wider Context and Uses

Key findings

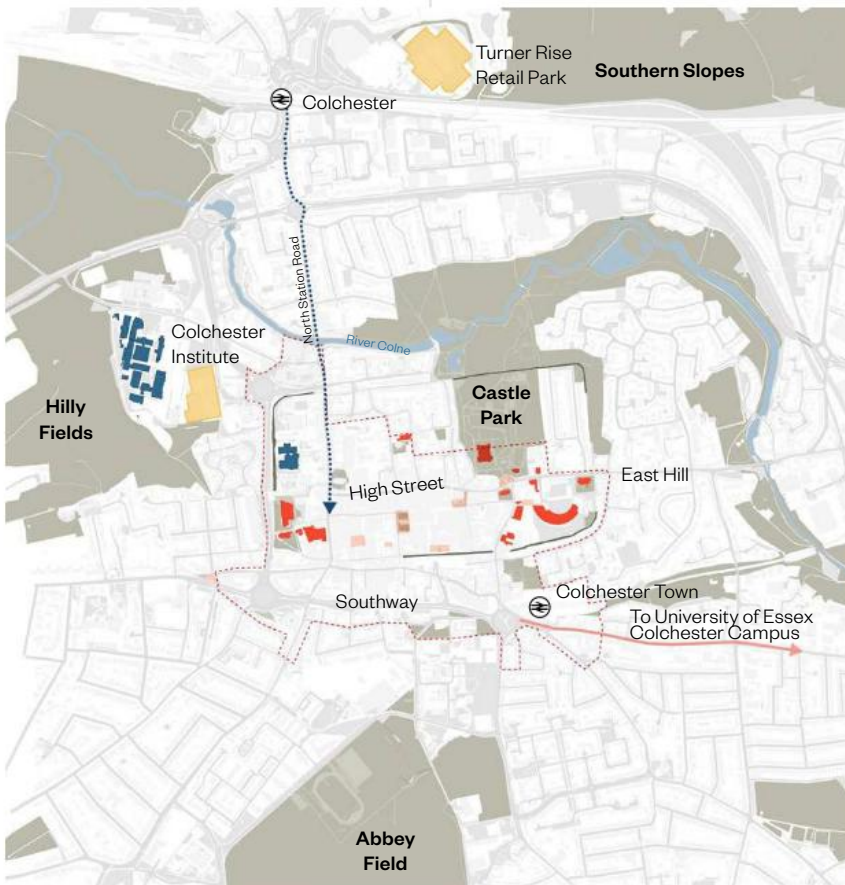
- Colchester city centre is rich in heritage, visitor attractions and has a strong retail and leisure offer
- The greatest challenge at present is the fast-changing nature of the way people work, shop and spend their leisure time, spurred by the growth of e-commerce and emergence of new post-pandemic norms
- Colchester's main train station is a 20 minute walk from the city centre, up a hill, which makes travel to the city centre challenging for those with reduced mobility
- Out-of-town shopping draws footfall and revenue away from the city centre
- The city centre's access to green space is relatively good due to the proximity and accessibility of Castle Park; the city centre is dotted with otherwise small open and green spaces, which are often associated with historic structures such as churchyards
- Colchester has a strong and diverse arts, cultural, digital and creative sector, which includes over 3,500 businesses (10% of overall number of businesses); the strength of the cultural sector is exemplified by five Arts Council England National Portfolio Organisations.



Castle Park is one of Colchester's a major greenspaces



Firstsite Gallery is a popular cultural and community destination



Key

- Publicly accessible green space
- Publicly accessible square
- Shopping centre
- Creative and cultural facilities
- Route from Colchester station to city centre
- Route to University of Essex
- Train station
- Core city centre area
- Wider area



Baseline Appraisal Summary

Transport

Key findings

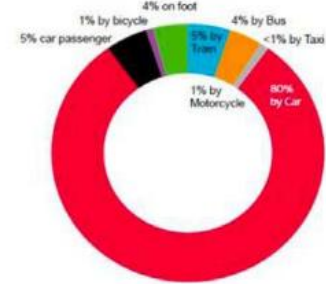
- Road traffic growth and significant congestion can occur during peak times on the limited number of routes in and out of the city centre
- High reliance on private car use - 58% of the population rely on a car as their method of travel to work, with 71% of the total population owning either 1 or 2 vehicles; high levels of private car use also supported by public survey results
- 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).
- Reasonable level of cycling infrastructure, much of which is focused within the city centre itself and comprises a mixture

of on and off-road routes, however these are often fragmented

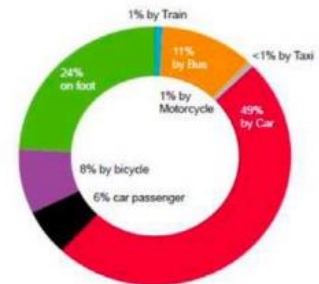
- Southway is a major form of severance from areas south of the city centre
- Major planned transport improvements include Local Cycling and Walking Infrastructure Plans (LCWIP) and implementation of the Rapid Transit System which will link the city centre with new major growth area Tendring/ Colchester Borders Garden Community
- 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.



Travel patterns for Colchester



Colchester workers living outside the city
24,176



Colchester workers living inside the city
32,499

Source: Colchester City Council Factsheet, 2011

Key

- A134 and Southway
- Rapid Transport System route
- LCWIP routes
- Air Quality Management Area (AQMA)
- Levelling Up Fund bid - improvements to St Botolph's Circus design
- Core city centre area
- Wider area



Baseline Appraisal Summary

Heritage

Key findings

- 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.
- 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.
- St Botolph's Priory, the Roman Circus and the Roman Wall are opportunities for high impact improvements to Colchester's heritage offer.
- Better public realm and pedestrian connections to and between heritage assets can help piece back together some of fragmented parts of the city

centre and help Colchester to work as a unified whole.

Conservation areas

1. City Centre
2. Lexden Road, The Avenue
3. Colchester - Abbey Field Conservation Area (Garrison Conservation Area)
4. North Station and Environs
5. Mill Field Estate
6. Colchester New Town Conservation Area

Scheduled Ancient Monuments (SAM)

- a) Colchester Castle
- b) Town ditch
- c) SE corner of Roman town in Easthill House Gardens
- d) St Botolph's Augustinian Priory
- e) The Benedictine Abbey of St John
- f) Roman Wall
- g) Balcerne Gate



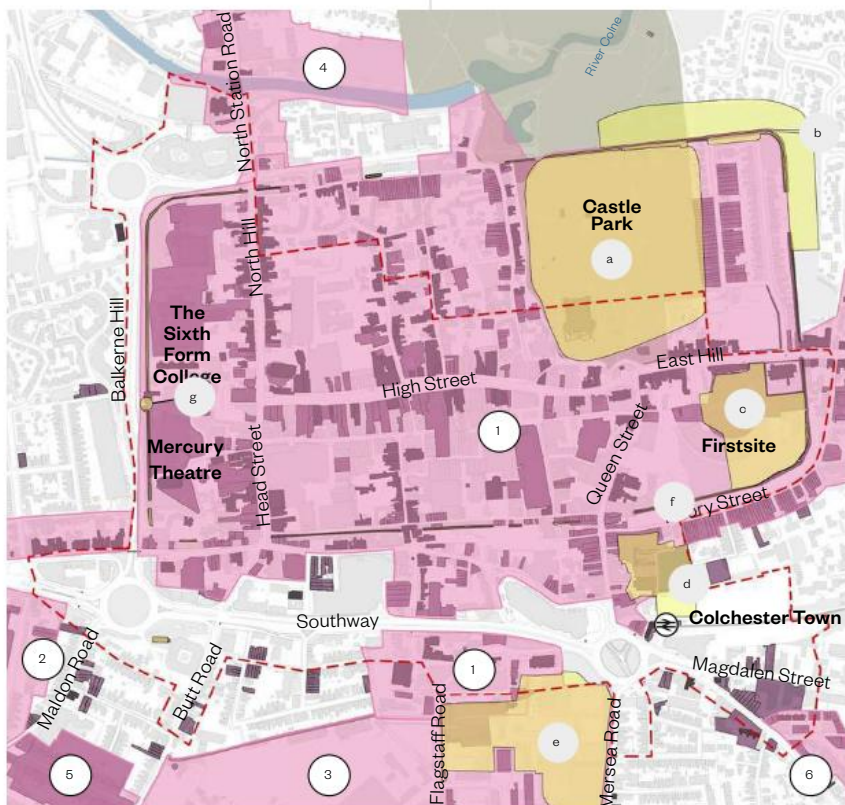
St Botolph's Priory



The Roman Circus

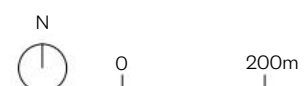


The Roman Wall



Key

- Listed building
- Locally listed building
- Conservation area
- Scheduled ancient monument (SAM)
- Historic park and garden
- Core city centre area



Baseline Appraisal Summary

Socio-Economic

Key findings

- Against comparators, Colchester appears to have more nighttime, retail and hospitality businesses and jobs; 30% of the city centre's jobs are in retail, hospitality, leisure and recreation - these are important for vitality but often experience low pay and poor job security
- A high proportion of those low paying jobs are concentrated in and around the city centre
- Colchester centre appears to have surprisingly high growth in families with young children—the 0 to 15 age group increased by 37% between 2011 and 2020.
- Against comparators, Colchester centre has low proportion of young adults, despite having a university in

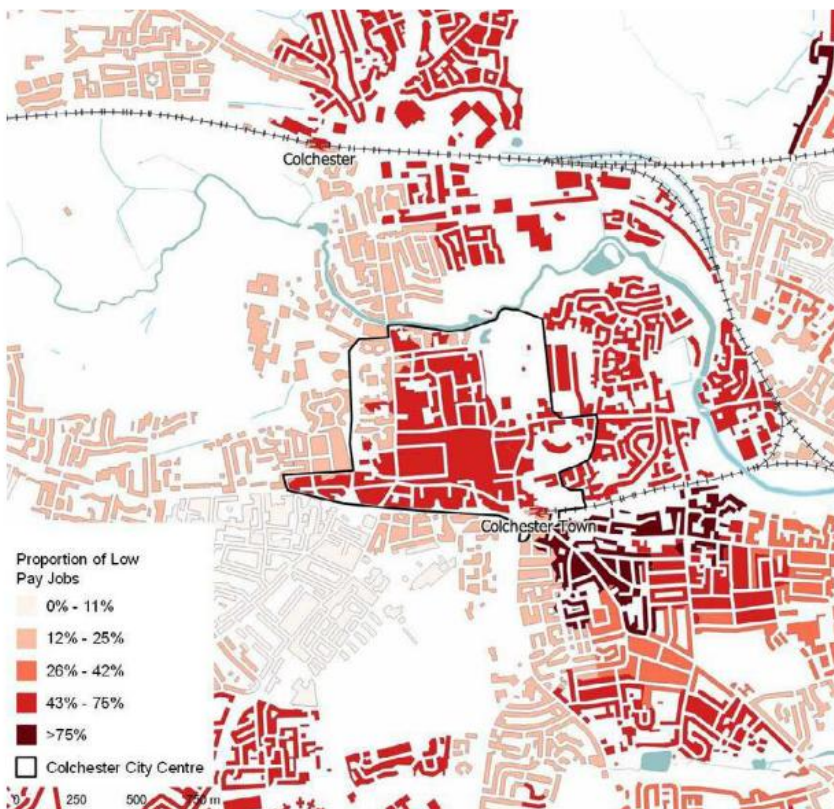
- the city
- Despite a regular influx of students coming to the University of Essex, retention of young working professionals is low

- Health and disability deprivation primarily affects residents within the city centre and areas to the east/southeast.

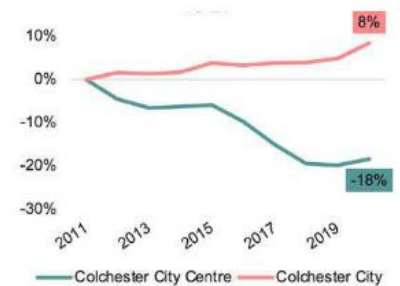
Net internal migration in Colchester in June 2020



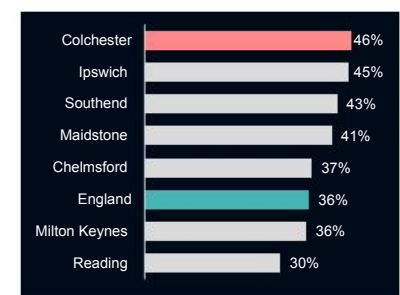
Spatial distribution of low paying jobs



10 year population change aged 16 - 24



Proportion of low paying jobs in city/town centres



Baseline Appraisal Summary

Key Findings

This spread summarises the key overarching findings from each discipline.

Wider Context and Uses

The city enjoys a rich and interconnected arts, culture and community sector.

Strong educational facilities are located in the city, including Colchester Institute and University of Essex.

Shopping centres outside of the city centre draw business and footfall away from it.

Ongoing improvements happening at various stages of delivery - Town Deal funding, the LUF bid, and RTS and LCWIP corridors.

Transport

Travel by car is the dominant mode of travel, resulting in congestion and air pollution within a large part of the core city centre and wider area.

The hilly terrain poses issues of accessibility for disabled and less able bodied people, particularly when accessing the city centre from the north and east.

While the core of the city centre is fairly pedestrian-friendly, the main roads forming the ring road are frequently congested, with poor air quality.

Heritage

Colchester has a rich and vast array of heritage assets which are currently not being capitalised on and celebrated to their full potential.

There are areas of historic interest that fall just outside of the city centre, such as East Street and East Hill and the Roman Circus, that could be better linked to the city.

Lack of connectivity across Southway severs routes to key heritage sites, such as the Roman Circus and reduces opportunities to develop the heritage offer.

Socio-Economic

30% of the city centre's jobs are in retail, hospitality, leisure, and recreation. These are important for vitality but often experience low pay and poor job security.

Despite a regular influx of students coming to Essex University, retention of graduates is low.

A variety of new sectors have appeared in the city centre— including 'artistic creation', engineering consulting, residential nursing—which could be seen as positive for its resilience and diversity.

Engagement Summary

Engagement Activities

Public and stakeholder engagement was integral to the development of the Colchester City Centre Masterplan; over the course of six months, the design team ran a series of engagement events that were designed to offer opportunities for concerned parties to voice their priorities for the future of Colchester city centre at different stages of the masterplan's development.

These engagement activities included:

Masterplan Officers Steering Group, throughout

Monthly meetings with Colchester City Council officers to present masterplan progress and key messages from engagement with officers feeding back on key development stages.

Council Members

Presenting the masterplan to Colchester City Council and Essex County Council councillors at Leadership, Members Masterplan Steering Group, All Members briefing and the Team Colchester regeneration board.

Strategic stakeholders, networks and organisations

Engaging with Our Colchester Business Improvement District (BID), Community 360, Civic Society, We Are Colchester, One Colchester Delivery Board and educational bodies, such as Colchester Institute.

Themed Co-Design Workshops

Five in-person and three online workshops related to specific themes: business, accessibility and active travel, heritage, health and wellbeing, community/residents and creative and digital. We Made That and HAT Projects joined existing group meetings including the Community360 September IAG, Local Estates Forum and Alliance Executive Group meeting.

Transport

Steer developed the City Centre Transport Plan through engaging with the Steer internal Expert Panel, three Transport Workshops with OCC and ECC officers and engagement with the BID, cycling groups and bus operators.

Youth Club consultations

Workshops with young people at youth clubs (10-18 years) and feedback from the youth workers, parents and volunteers.

One-to-one conversations with businesses

Fact finding discussions with local independent businesses, including Bill and Berts, Coda, Tymperlys, Dreams, Franklins, MM Oriental Supermarket, Church Street Tavern / Sun Inn Dedham.

Public event on the High Street, 13 August

A day-long public event was held in front of Barclays bank on the High Street where the design team engaged with more than a hundred people.

Engagement session at Holiday Fun, Firstsite, 23 August

Afternoon session as part of Firstsite's Holiday Fun programme where We Made That and HAT Projects engaged with visitors.

Online survey

An online survey was active on the Masterplan website from 10th August to 6th October 2022 and received 1843 responses.

Engagement on the draft masterplan

The team presented the draft masterplan at an online stakeholder session, which included BID members and the Civic Society, as well as the Leadership, Members Masterplan Steering Group and Team Colchester.

Further engagement / consultation

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 Masterplan has been updated to reflect the feedback received



Engagement session at Holiday Fun, Firstsite



Public event on the High Street



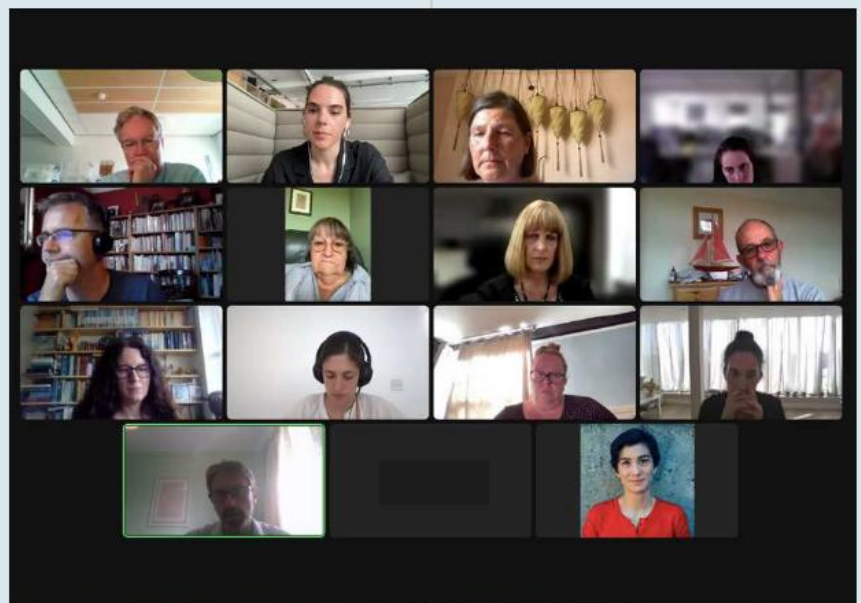
Themed workshop with the creative and digital sector



Workshop mapping and ideation



The 'About You' engagement board used at the public events



Online heritage workshop

Engagement Summary

Key Feedback and Findings

Below are some of the most commonly expressed opinions that surfaced during the engagement process.

Heritage should be a source of pride for Colchester and enhance the experience of visiting the city centre

Despite concerns about traffic and congestion, Colchester does not yet have the infrastructure to support a complete transition to public transport and active travel - there still needs to be viable parking options

Businesses would like to see increased spend/revenue in the city centre

Expand and diversify the offer of things to do in Colchester city centre

Importance of the River Colne as a biodiversity corridor

The closure of M&S and Debenhams are opportunities to introduce more local, independent businesses and community facilities

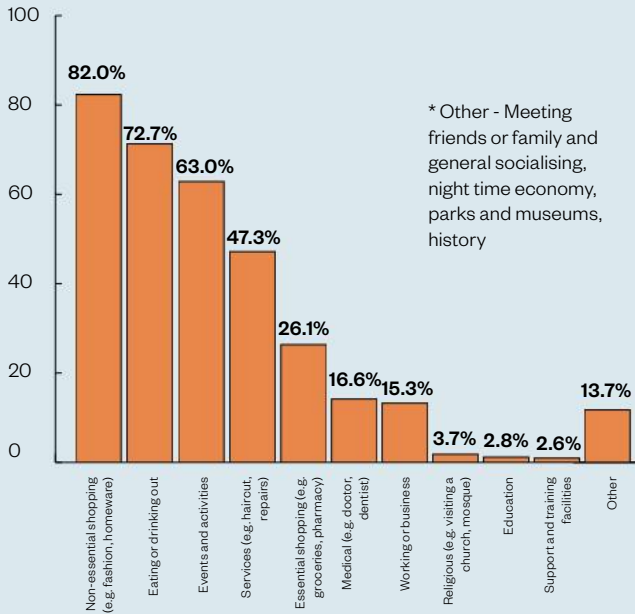
Retention of young people - offer them a good experience already when they are here as students

Accessibility and inclusivity should be an overarching and holistic goal of the Masterplan

Need for an improved pedestrianised experience and separation from cyclists/e-scooter users

What are your main reasons for visiting the city centre?

(Multiple choice question)

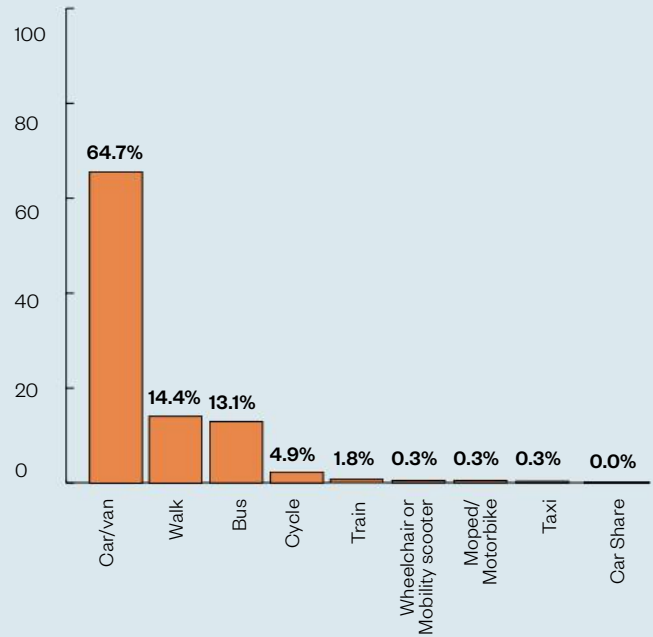


There is a wide range of reasons people visit Colchester city centre and this is generally consistent across all age groups. However, the response with the largest variation between age groups is "Eating and drinking out" - here, the largest percentage of people who visit the city centre for this purpose are 18-24 year olds (at 82%), while the age group with the smallest percentage of people who visit the city centre for eating and drinking out is 55-64 (52%).

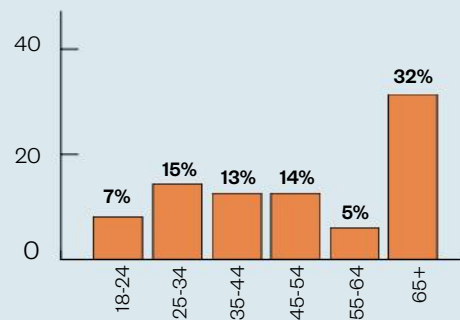
Despite the fact that 82% of respondents use the city centre for non-essential shopping, qualitative responses show that respondents think the non-essential shopping offer could be improved:

"City needs so many more chains to encourage people to visit. Other than Fenwick for the high end shoppers or Primark for the lower end and younger demographic, with very little in-between."

How do you usually travel to the city centre?



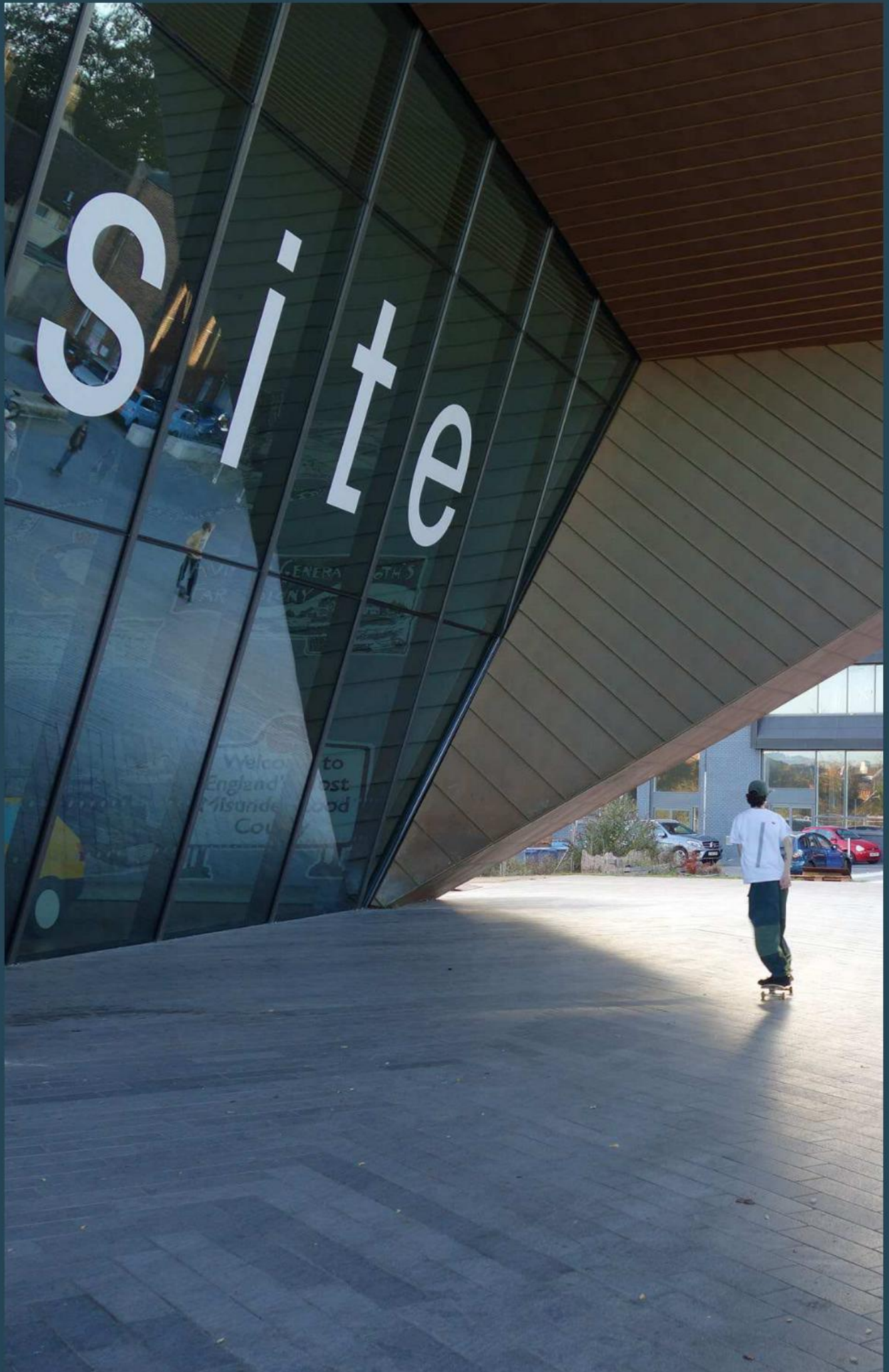
Percentage of bus users based on age:



For all age categories, transport by car or van is the most common method of transport. After walking, taking the bus is the third most common method. The age group that use the bus most as their main mode of transport is that of 65+ years. At 19.2%, this age group is also the most likely to have a physical disability, indicating a reliance on public transport.

02

Vision and Masterplan



Vision

Colchester was the UK's first city, and regained its status in 2022 to become one of its newest, too. It has all the potential to meet the twin challenges of the climate emergency and wider economic trends with bold, yet pragmatic, approaches.

Together, the proposals in this plan will support Colchester's development over the coming decades, with a respect for its past and ambition for its future.

Colchester's natural and built heritage should be source of pride for residents, and attract visitors from across the region and the country. Development of the city centre must create quality streets and spaces that provide the perfect setting for historic buildings, make a walkable and enjoyable environment for everyone and support biodiversity across. Blue and green infrastructure in the city centre should be reinforced to enhance biodiversity through improved connectivity and management.

The city centre economy should be amplified with more diverse activities, including markets, community uses, independent retail and food and drink, and workspace for the creative and digital sector. This will create more high quality jobs in the city centre and sustain other businesses in turn.

People living in the city centre also sustain local businesses and make it a lively and vibrant place. Good quality and affordable homes, tapping into the appeal of city centre living, will support local shops and services, and the transition to low-carbon lifestyles.

As many people as possible should walk, cycle or use public transport to travel into the city centre. This is critical for reducing carbon emissions, improving air quality, and making the city a more pleasant place to spend time. This means re-connecting neighbourhoods to the city centre with attractive and easy walking and cycling routes; and improving public transport, particularly bus provision and including the new Rapid Transit System.

Reducing unnecessary traffic will mean that people who still need to travel into the city centre by car, will be able to do so more reliably. They should be able to park in safe and accessible locations, or be dropped off and picked up easily. Deliveries to and from businesses, by day and night, must be fully considered, along with improving the interchanges between different modes of transport.



Key

- Actively respond to the climate emergency
- Provide a safe, healthy, green, active and accessible city centre
- Diversify city centre uses to encourage footfall
- Support the city centre economy to everyone's benefit
- Make the most of Colchester's rich heritage

Developing the Masterplan

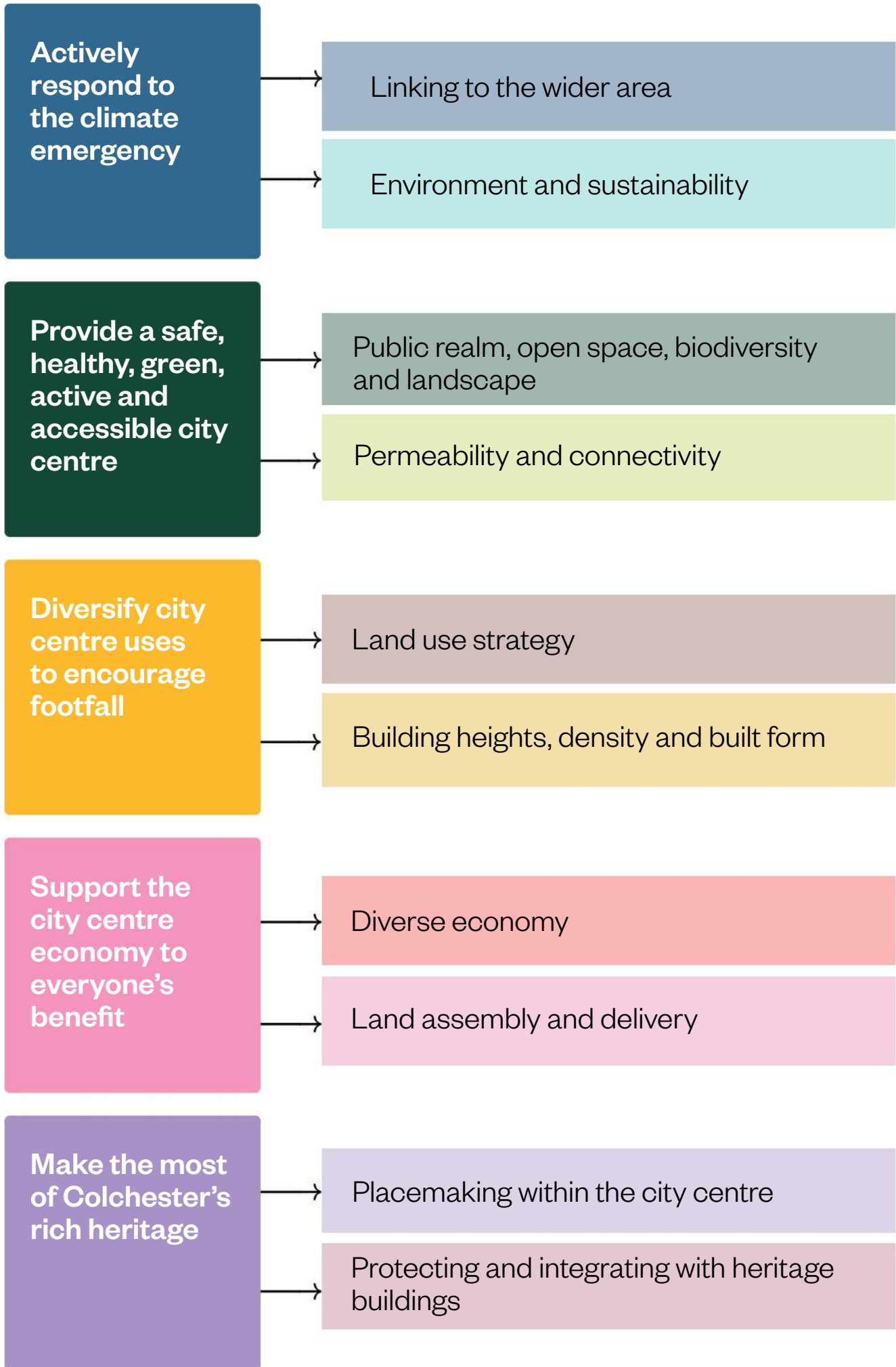
The diagram overleaf outlines the structure of the Masterplan. The column to the left lists the five layers of the City Centre Masterplan, each corresponding to a theme from the Better Colchester Strategic Plan 2020-2023. The column to the right lists the ten urban design strategies that support the masterplan; each masterplan layer aligns with two corresponding urban design strategies.

In this document, the five Masterplan layers are separated onto their own pages: taken all together they form the City Centre Masterplan.

The masterplan layers take a wider view on the city centre, considering the connections between the city centre and its immediate wider surroundings.

The urban design strategies take a more detailed view, and focus on interventions within the retail heart of the city centre. The interventions shown in the urban design strategies also work towards achieving the objectives set out in their corresponding thematic masterplan layer.

Suggested interventions include both measures and changes that can be linked to a specific city centre geographical location, as well as those that cannot, but are equally as important for implementation to achieve the Masterplan objectives.



Actively Respond to the Climate Emergency

Masterplan Layer

This masterplan layer aims to reduce pollution and carbon emissions by providing ways for nearby communities to travel to the city centre by walking, cycling and public transportation. This includes providing spaces for residents to park their cars on the periphery of the city centre and switch to more sustainable travel options while moving around the city centre.

In the context of a heavily built up and historic city centre, the measures that can have the greatest positive impact on the environment while being least disruptive to the historic fabric are related to transportation and reducing emissions from motor vehicles.

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.

The second set of strategic moves relate to environment and sustainability within the city centre. They aim to reduce congestion and emissions in the city centre, and provide modes of sustainable travel to get around the city centre.

■ Linking to communities in the wider area

1. Encouraging active travel with high quality strategic walking and cycling routes
2. Improving public transport and ensuring integration of the future Rapid Transit System (RTS)
3. Defining key city gateways as arrival points
4. Improvements to existing car parks

■ Environment and sustainability

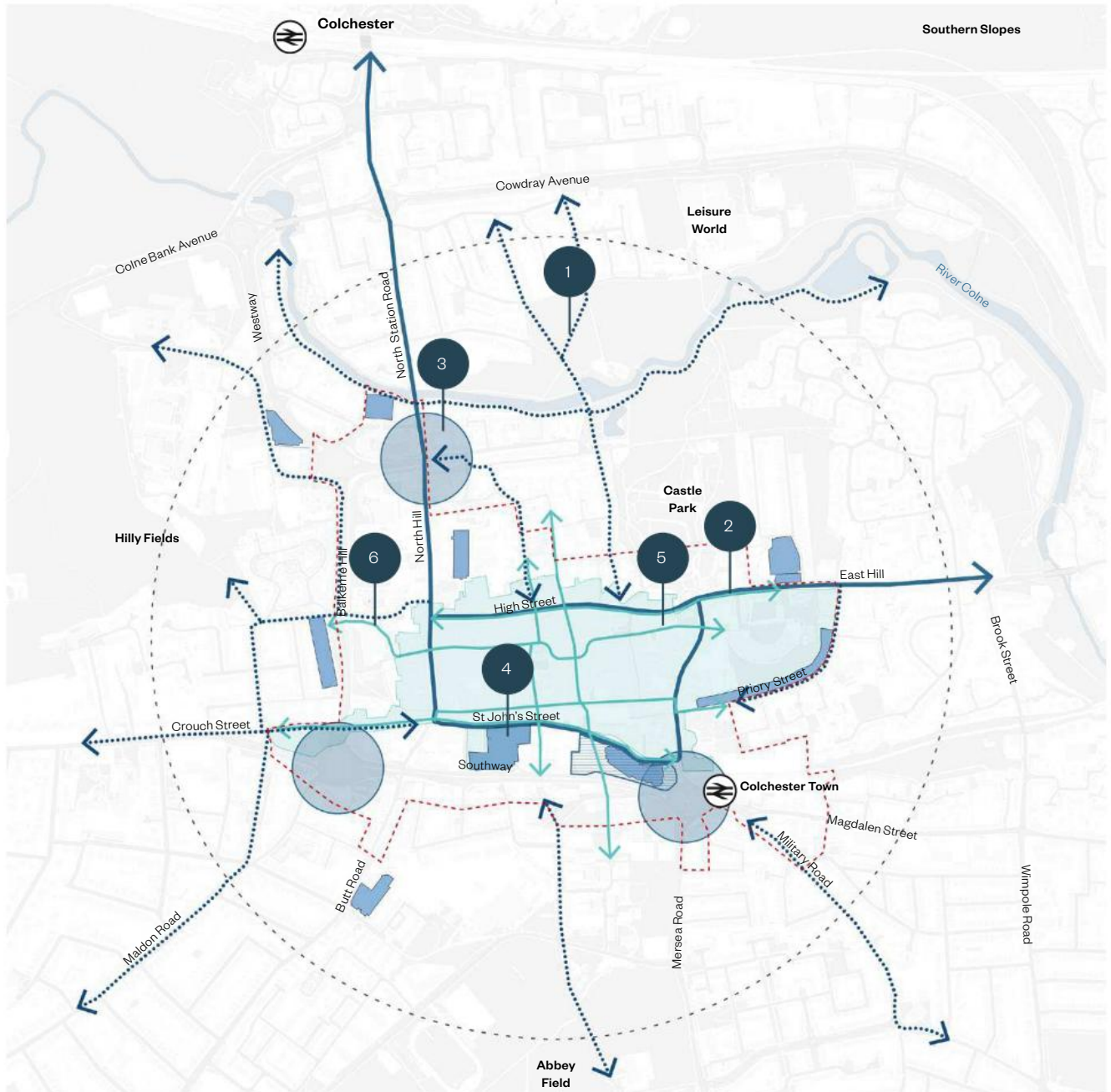
5. Implementing a car-lite city centre and a zero-emissions zone in the city centre
6. Ensuring key north-south and east-west city centre corridors provide clear, legible routes for active travel.

What We Learned

- Road traffic growth and significant congestion can occur during peak times on the limited number of routes in and out of the city centre
- A large part of the city centre is covered by an Air Quality Management Area due to emissions from road traffic
- A dispersed bus facility model in the city centre due to the its existing ring road configuration
- The Colchester Rapid Transit System proposals aiming for a 'trackless tram' connecting east to University of Essex Colchester Campus and Tendring/ Colchester Borders Garden Community
- Pre-pandemic car parking data indicates up to 800 public car parking spaces available across the city centre during peak periods
- Safety concerns and anti-social behaviours to be addressed for multi-storey car parks, such as St Mary's Multi-storey car park
- Extensive network of walking and cycling routes in and around Colchester.

What You Said

- Poor public transport options for accessing the city when travelling from outside of the city centre; the park and ride would be an alternative, but it is just as quick, easy and cheaper to drive and park in the city centre
- Traffic is a big problem at most times of the day
- There is an appetite for using car modes less and using alternative modes more
- City centre traders need to be involved in developing these proposals to ensure that deliveries and access to businesses are maintained.



- Key**
- Wider cycling routes
 - Proposed Rapid Transit System (RTS) corridor
 - City centre corridors
 - City gateways
 - Improved bus interchange zone
 - Improvements to existing car parks
 - Proposed car-lite city centre
 - Core city centre area
 - Wider area

Linking to Communities in the Wider Area

Urban Design Strategy

Suggested interventions:

1. Active travel

- Ensure safe routes into the centre and key activity destinations by walking and cycling
- Improve cycling and walking routes from mainline station to the city centre, and from city centre to University campus and Tendring/Colchester Borders Garden Community
- Wider cycling route connections (beyond those in LCWIP) - including those in Colchester Cycling Campaign's analysis shallow gradient alternative to North Hill (route through Dutch Quarter) and the shallow gradient alternative to East Hill (Rosebery Avenue through to Britannia Yard).
- Segregated cycle lanes along East Hill, North Station Road/ North Hill (narrow carriageway to 6m), and Lexden Road (upgrade from advisory to full segregation)

2. Rapid Transit System (RTS) - Ensure effective integration in order to deliver accessibility, speed and reliability

3. Buses

- Enhancement of the quality of all bus infrastructure
- Investigate opportunities to enhance night transport to support evening/night workers, as well as visitors
- Improved passenger waiting facilities and provision of additional Real Time Passenger Information (RTPI) screens to support increased bus use
- Use of technology and traditional information wayfinding to encourage use of public transport
- Investigate the potential to extend bus service timetables further into the evening and on Sundays to/from park and ride locations
- Working with bus operators to identify opportunities for rationalising services to reduce bus congestion, whilst protecting levels of service
- Potential use of land at or close to Stanwell House site as a means of expanding existing facility at Osborne Street, for bus stands to free up congestion within the city centre core
- Investigate the potential to run a frequent shuttle service from Colchester rail station through the city centre.

4. City gateways

- Areas at major road junctions that serve as regional arrival and departure points that allow for interchanges between medium or long- distance travel modes (car, RTS, buses, Demand Responsive Transport (DRT), and/or rail) with last-mile modes
- Priority city gateway: St Botolph's Circus.

5. Improvements to existing car parks

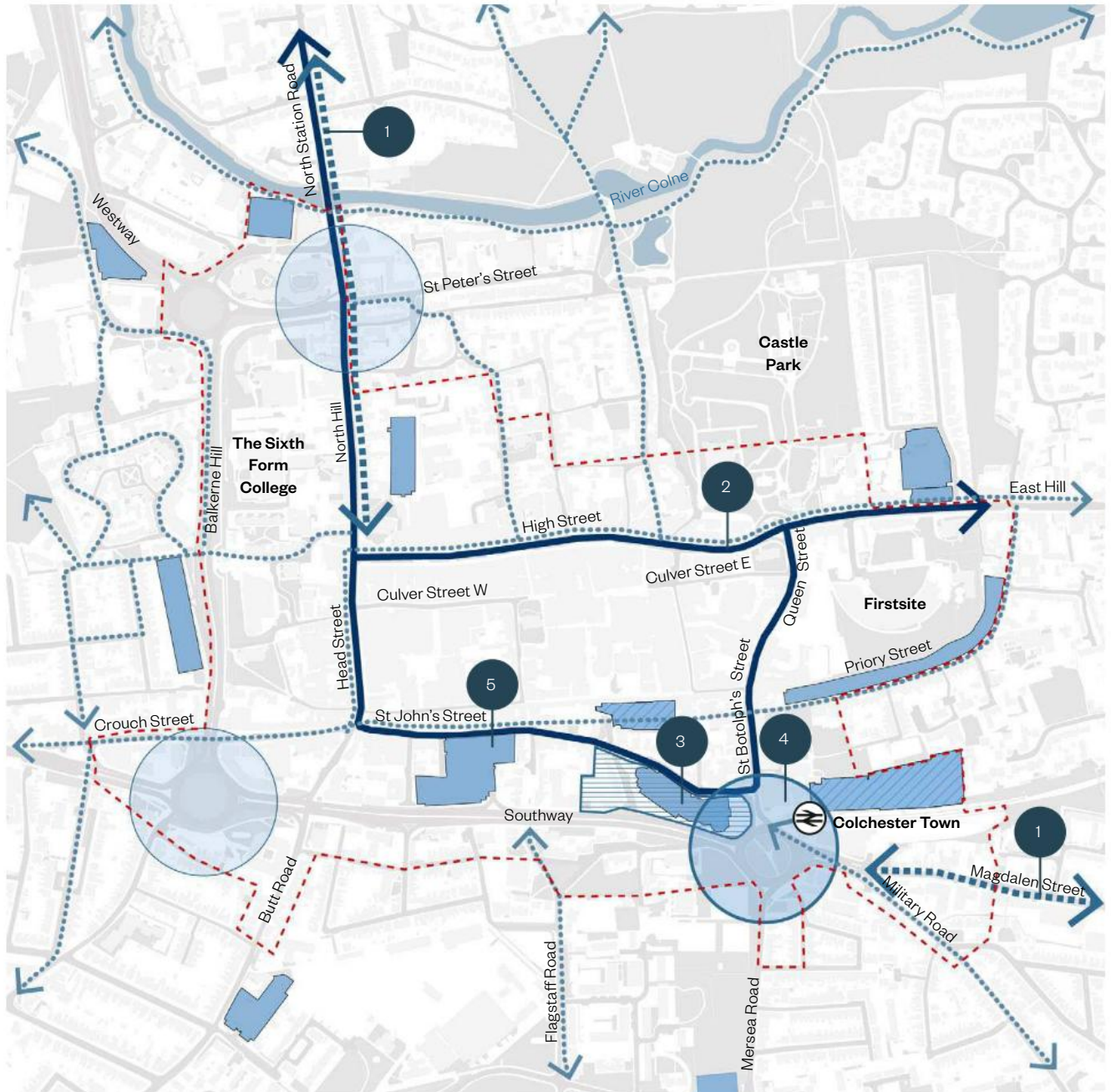
- Implement flexible parking charges (pay on exit or a linear tariff)
- Enhance car parking with attractive access forecourts and internal pedestrian routes
- Integrate electric vehicle charging infrastructure
- Expand the car club offer with additional allocated space at car parking and promotion
- Index-link parking fees with public transport, park and ride and shared transport options
- Support the use of park and ride through a reduction of long-stay parking options
- Create satellite urban logistics hub at car parks with spare capacity
- Ensure parking provision continues to meet demand when carparks earmarked for redevelopment are redeveloped

6. Accessibility and inclusivity

- Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest
- Ensure well-designed, accessible car parking at key locations.



Car sharing station, Bremen, Germany



Key

- Improved walking and cycling route
- Wider cycling route
- Future Rapid Transit System (RTS) corridor
- Improved bus interchange zone
- City gateways
- Improvements to existing car parks
- Car parks earmarked for redevelopment
- Core city centre area



Environment and Sustainability

Urban Design Strategy

Suggested interventions:

1. Car-lite access restrictions

- Allows buses, taxis, goods vehicles and cycles only within the city centre central core (including High Street and St John's Street), with access-only streets for private motor traffic
- Can help connect green spaces, leisure, sport and community hubs through active travel, and would drastically improve the pedestrian and cyclist environment
- Reducing motor traffic levels to volumes (500 vehicles per hour or lower) would meet LTN 1/20 standards for mixing cycling with motor traffic
- Long-term goal: implement a Zonal Traffic Circulation plan to the wider-area to significantly reduce through-traffic in the city centre
- Proposals to be developed in consultation with businesses and traders.

2. 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.

3. City centre corridors

- Key east-west and north-south corridors that aim to consolidate and extend pedestrian-friendly streets, create coherent active travel experiences between key sites and rationalise vehicular movement. Highest priority corridors are:
 - Balcerne Gate - Culver Street West - priority east-west corridor between St Mary's Car Park to the west, the Mercury Theatre, through to Firstsite to the east
 - Red Lion Yard - Stanwell Street - priority north-south corridor from the Dutch Quarter through the core city centre, Vineyard Gate, the improved bus interchange at Osborne Street, down to the Roman Circus to the south

4. Sustainable travel modes within the city centre

- Implement a Digital Demand Responsive Transport (DDRT) service along city centre corridors - a flexible shuttle-bus that creates routes based on demand and data from users
- Expand and enhance the existing shared micro-mobility offer (cycles for hire, e-scooters) within and around the city centre, including: integrating micromobility services / mobility hubs at car parks

5. Delivery consolidation

- Integrate parcel lockers on streets with high footfall, transport interchanges and car parks
- Create a last-mile delivery hub near Colchester Town rail station

6. Additional built fabric interventions

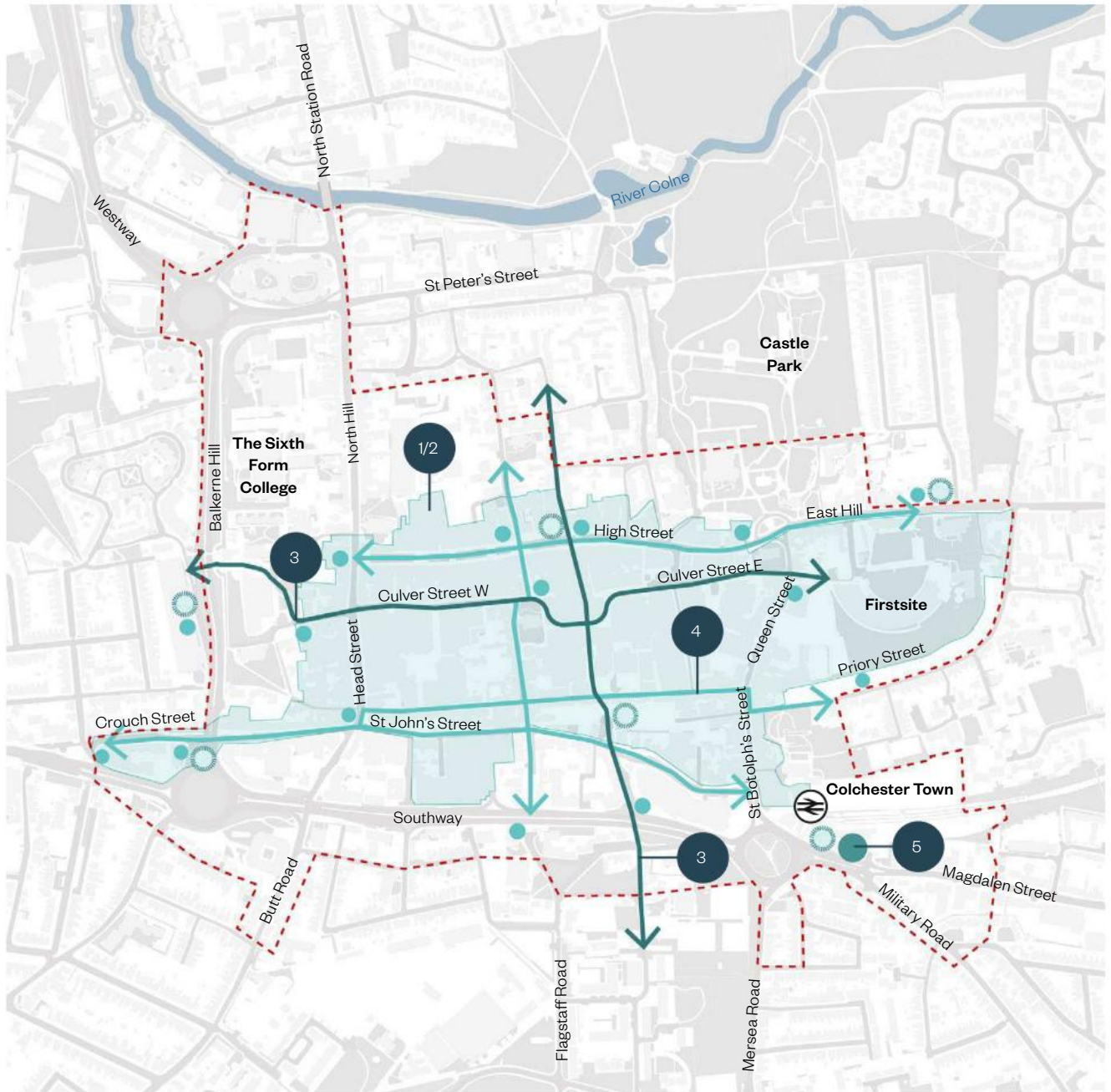
- Retrofit at scale - seek adaptive reuse of existing structures where possible, to reduce embodied carbon impacts
- New buildings to be built and older buildings to be refurbished with net zero in mind
- Review opportunities for roofspace solar panels or green roofs
- Long-term goal: zero waste zones within the city centre.



Restricted vehicular access allowing for on street spill out, Exmouth Market, London

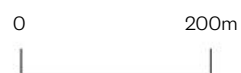


'Surrey Connect', DDRT service in Surrey introduced by Surrey County Council



Key

- Car-lite city centre
- City centre corridor
- Priority city centre corridor
- Micromobility hub location
- Parcel locker location
- Last mile delivery hub
- Core city centre area



Provide a Safe, Healthy, Green, Active and Accessible City Centre Masterplan Layer

This masterplan layer is primarily focused on integrating improvements to the public realm with increased cycle access and enhanced pedestrian experience of the city centre. This will also provide an opportunity to enhance biodiversity across the centre.

The first set of strategic moves relate to improved pedestrian and cycle permeability into and within the city centre. This is supported by providing new and improved pedestrian crossings across large vehicular routes and ensuring new pedestrian routes as part of new developments.

The second set of strategic moves, which are related to public realm, involve creating a Roman Wall Park, enhancing the river Colne as a biodiversity corridor and improving the public realm around Southway in conjunction with the proposed improved crossing points.

Public realm, open space and landscape

1. 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
2. Enhancing the river and its environment to support biodiversity
3. Public realm improvements along Southway
4. Design vision for High Street and Head Street
5. Design vision for St Bolotph's Street, St John's Street and Osborne Street

Permeability and connectivity

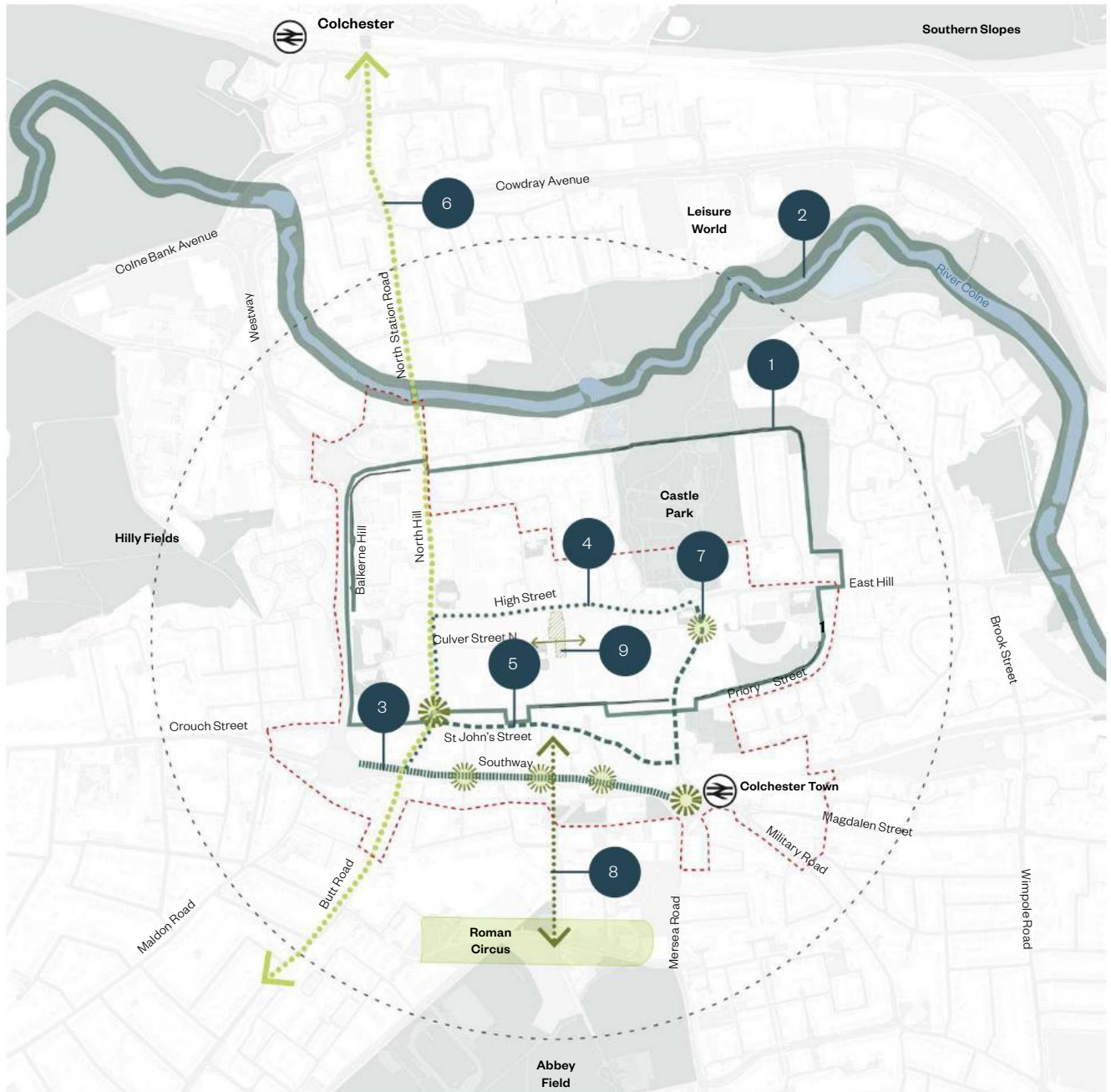
6. Improved connection to Colchester mainline station
7. Improved key junctions and introducing new pedestrian crossings
8. Improved pedestrian connectivity with the Roman Circus
9. Long-term aspiration of reinstating the Culver Street East and West connection

What We Learned

- Stark pedestrian severance across Southway
- Topography creates challenges for active travel
- Disconnected and disjointed cycling routes
- Health and disability deprivation primarily affecting residents within the city centre and areas to the east/southeast - opportunity to improve access to greenspaces
- Biodiversity needs to be considered throughout.

What You Said

- Conflict between pedestrians and cyclists/e-scooter users travelling on pavements
- Public gathering spaces are important as they offer informal, low pressure environment for interaction
- Concerns around safety in Crouch Street underpass
- Wish for segregated, continuous and direct cycle lanes and safe cycle parking distributed throughout the city centre.



Key

- Roman Wall Park
- Improved riverside and enhanced biodiversity
- Public realm improvements along Southway
- High Street and Head Street design vision
- Queen Street / St Botolph's Street and St John's Street / Osborne Street design vision
- Improved connection to Colchester mainline station
- Improved connection to Roman Circus
- Reinstated and improved links
- Improved key junctions and new pedestrian crossings
- Roman Circus
- Former Marks and Spencer
- Core city centre area
- Wider area

Permeability and Connectivity

Urban Design Strategy

Suggested interventions:

1. Accessible and inclusive city centre

- Any new intervention should comply to the highest standard of accessibility and inclusion requirements
- Implement inclusive and accessible wayfinding focussed on movement between arrival points and places of interest, including from Colchester and Colchester Town rail station to major city centre destinations.
- Specific considerations for those with dementia should be given when designing public realm interventions, and engagement with Dementia Groups should be pursued wherever possible.

2. High Street - Improved as a multi-functional, low-traffic public space which balances the needs of all users, rather than prohibiting vehicular traffic entirely - *for more detail refer to Design Frameworks in section 3*

3. Improved connection to Colchester mainline station along North Station Road - Improved pedestrian environment including wider footpaths, cycling infrastructure, signage, etc.

4. Connectivity, active travel improvements and public realm upgrade of the three city gateways in order to mark arrival and orient visitors towards the shopping core and key attractions

5. New pedestrian crossings at Southway - long term aspiration to improve connectivity with surrounding neighbourhoods. To be delivered incrementally as opportunities arise.

6. Improved public realm and pedestrian crossing at Queen Street junction with Culver Street East

7. Improve Head Street / St John's Street / Crouch Street junction

8. Improved pedestrian links

- From Vineyard Gate to Eld Lane (including lift/ accessible route)
- Explore long-term feasibility of reconnecting Culver Street East and West with landowners

9. Improved pedestrian connectivity with the Roman Circus

10. Ensure new developments make provisions for new routes that enable sites to connect well to their surroundings

- Ensure new developments include infrastructure that enables and encourages active travel.



Segregated cycle path
Lyon, France



Narrowed carriageways and improved pedestrian environment on high street - Fishergate, Preston



Key

- Improvements along High Street
- Connection to Colchester mainline station
- Reinstated and improved links
- Paths through new developments
- New pedestrian crossings
- Improved Head Street/ St John's Street/ Crouch Street junction

- Upgrade of city gateways
- Marks and Spencer
- Key site (refer to Design Frameworks)
- Core city centre area



Public Realm, Open Space, Biodiversity and Landscape

Urban Design Strategy

Suggested interventions:

- 1. Roman Wall Park to be managed to promote biodiversity** - new city park that considers the Roman Wall and its setting in its entirety with joined up existing open spaces along the walls and walking routes as close to Wall as possible
 - Ensure new developments create public access to the Wall, work with landowners to link currently disconnected areas and increase public access to both sides of the Wall, improve public realm around the Wall to enhance its setting
 - Biodiversity and nature enhancement through park setting
- 2. Develop integrated design for High Street and Head Street** as a multi-functional public space which meets the needs of priority users and businesses
- 3. Develop design vision for Queen Street / St Botolph's Street and St John's Street / Osborne Street** that integrates public transport, cycling and walking and create attractive and safe streets at all times of day and night
- 4. Develop design vision for Southway**, integrating at-grade crossings, tree planting and pavements (also unlocks potential development sites adjacent)
- 5. Continue to improve city squares and churchyards**
- 6. Continue to improve lanes within core city centre area** as level surface streets to improve accessibility for pedestrian users, in particular people with mobility and visual impairments
- 7. Biodiversity enhancements**
- 8. Introduce public realm design code** covering surfacing, lighting, street furniture and planting to ensure consistency and legibility - *further explained in relation to city centre character areas in Placemaking Within the City Centre urban design strategy.*



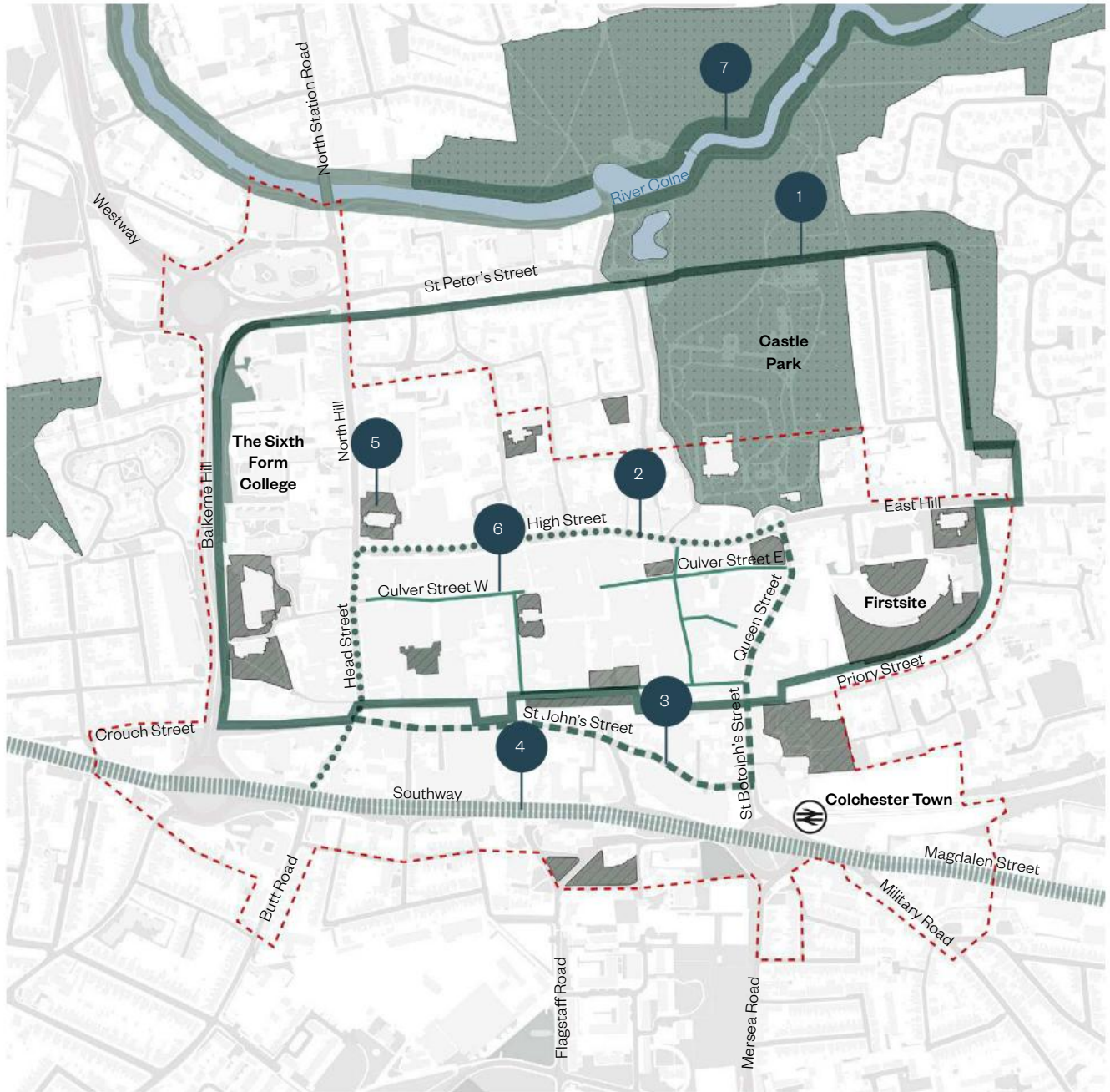
Tower of London Superbloom, London



High quality high street public realm - Eastgate Street, Chester



Transformation of a historic boulevard with a series of heritage installations along it - Princes Avenue, Liverpool



Key

- Roman Wall Park
- Southway public realm improvements
- Public realm improvements along High Street, Head Street
- Develop design vision for Queen Street, St Botolph's Street, St John's Street and Osborne Street
- Lane improvements
- Squares and churchyards improvements

- Castle Park
- Core city centre area



Diversify City Centre Uses to Encourage Footfall

Masterplan Layer

This masterplan layer and accompanying urban design strategies provide frameworks for future development in the city centre. With the appropriate land use and built form parameters, new uses such as housing can be introduced into the city centre in a contextually-sensitive and economically beneficial way.

In order to establish a vibrant mix of uses that result in an active, sustainable city centre and support both an active daytime and nighttime economy, the first urban design strategy relates to appropriate land uses of both ground and upper floors.

The accompanying urban design strategy relates to appropriate building heights, with a particular aim at informing the height and massing of any new city centre development, including new residential allocations as defined in the Local Plan.

Both urban design strategies use character areas to define appropriate uses and built form for each individual area.

■ Land use strategy

1. Achieving an appropriate and sustainable mix of uses that activates the city centre
2. Ensuring an appropriate balance of uses within the Primary Shopping Area.

More detailed development frameworks have been prepared for the following key sites:

- Former bus station site
- Britannia Yard
- Vineyard Gate

■ Building heights, density and built form

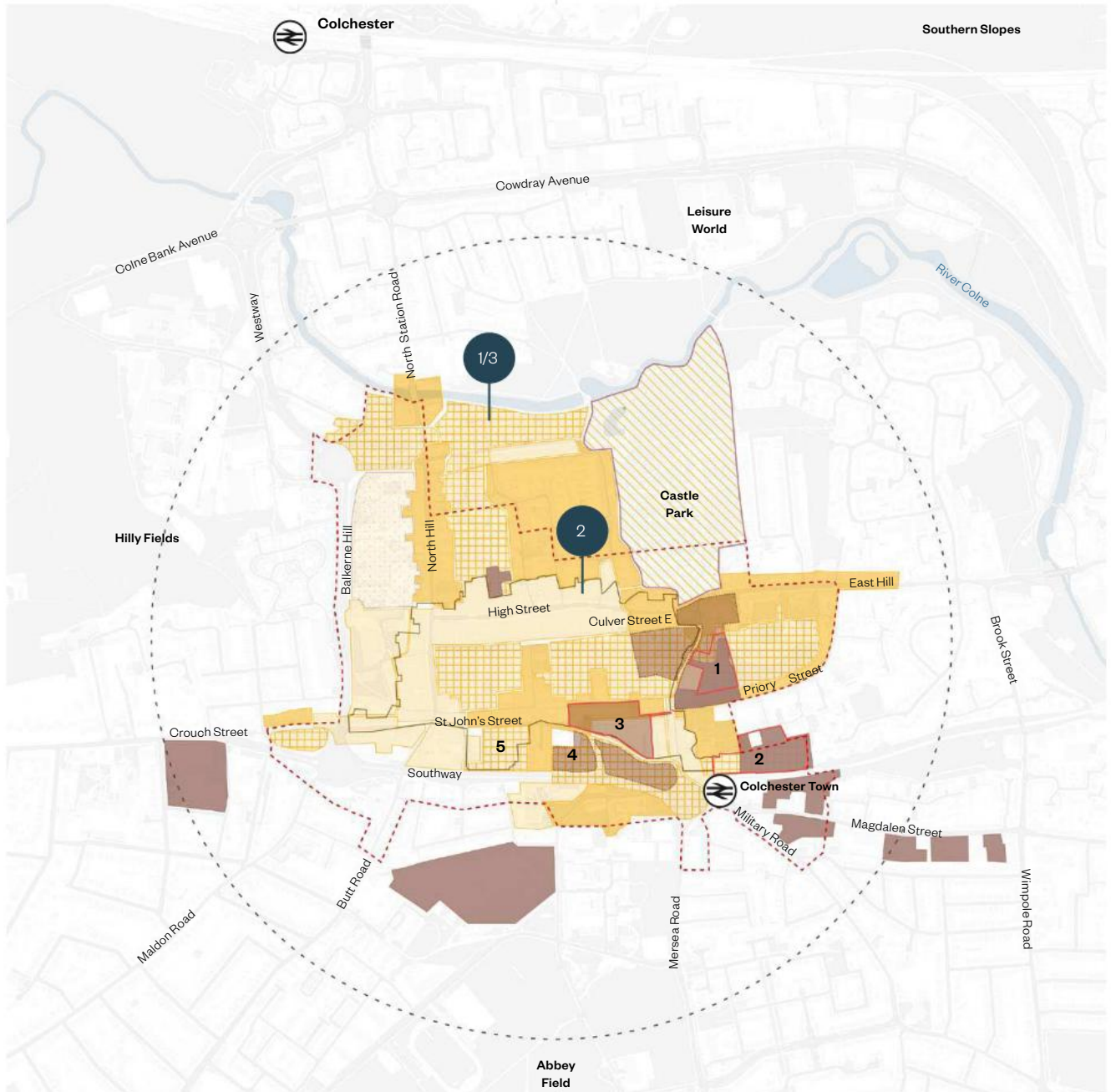
3. Ensure new developments are of appropriate city centre height and density.

What We Learned

- Areas in and near the city centre have seen population growth in families with school-age children and older people
- 55+ population will grow at faster rate than overall population during next decade
- A challenge for Colchester is to encourage residents to visit the city centre throughout the week
- Academic research on the estimated impact of working from home at the MSOA (neighbourhood) level indicates that Colchester city centre could be negatively affected by home working.

What You Said

- There was concern from some respondents related to building additional housing in the city centre; this was mostly related to impacts on traffic and the historic environment, both of which need careful consideration.



Key

- City Centre allocations as defined in the Local Plan
- New residential allocation as defined in the Local Plan
- Character areas
- Key sites for development
- Core city centre area
- Wider area



Land Use Strategy

Urban Design Strategy

The aim is to establish a vibrant mix of uses in order to ensure an active, sustainable city centre, creating both active day time and nighttime economies.

Prioritising identity areas around different uses within existing character areas to ensure a cohesive series of distinct areas are defined. The following uses within existing character areas are encouraged:

■ Retail and city centre uses, including restaurant, bar and cafe uses, cultural and community facilities, and other entertainment and leisure uses. Commercial or residential upper floor uses to be permitted, with residential use mix to be compatible with a city centre location.
Ground floor use class: E and sui generis
Potential for upper floor residential, use class: C

■ Retail centre uses should meet the requirements set out in the Local Plan:

- Maintain a high proportion of retail uses on each Primary Street Frontage within the Primary Shopping Area (70%)
- Within the Secondary Street Frontages support will be given for the continuing role of retail uses supported by other activity-generating city centre uses which enhance the vitality and activity of the area, including food and drink premises, non-residential institutions and leisure uses, at ground floor level (50%).

Potential for upper floor residential, use class: C

■ Predominantly residential with some active ground floor uses compatible with residential uses.
Use class: C3

■ New residential-led development with some active ground floor uses. *Refer to site-specific strategies for recommended use mix*

■ Predominantly cultural institutions with associated open space. Use class: F1 and sui generis

■ Predominantly commercial, business, service or community uses, with potential for commercial or residential at upper floors

■ Educational uses

■ Transport and car parking.



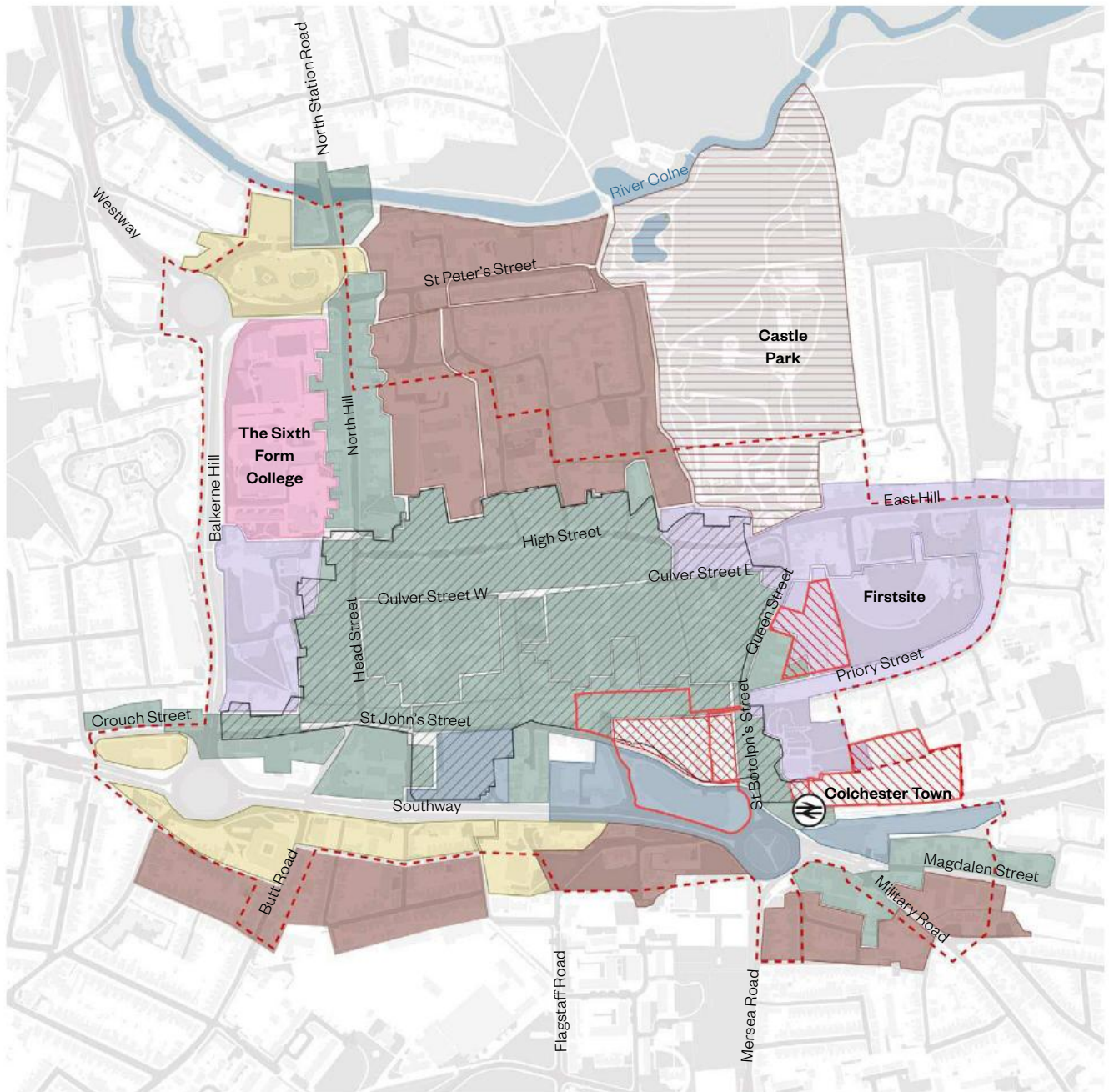
Integration of new with old, active ground floors with residential upper floors - Angel, London



Active corner in a new build within a historic urban fabric adding life to an evening on the street - Bermondsey, London

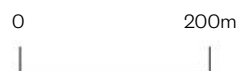


Active ground floors and outdoor seating supported by a high quality public realm - Shaw's Road, Altrincham, Greater Manchester



Key

- Retail city centre uses
- Retail centre uses that meet the Local Plan requirements
- Predominantly residential
- Predominantly cultural institutions
- Predominantly commercial, business, service or community
- Transport and car parking
- New residential-led development



Building Heights, Density and Built Form Urban Design Strategy

The building heights framework uses character areas to determine zones of appropriate building heights. These represent general guidelines to the maximum potential storey heights, and proposals would need to be justified via Landscape and Visual Impact Assessment and townscape analysis, including verified views as part of the Heritage Impact Assessment.

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 landmark should be preserved and protected.

The heights strategy follows the following principles:

- Consolidate taller scale around High Street / Head Street and within lower topographical areas which allow for screening.

Key

- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7+ storeys
- Core city centre area



Existing heights plan, extract from Appraisal Report

- Sensitive scale required within the Dutch Quarter and other low-scale residential neighbourhoods
- Ensuring appropriate heights and built form that enhance the setting of heritage assets.

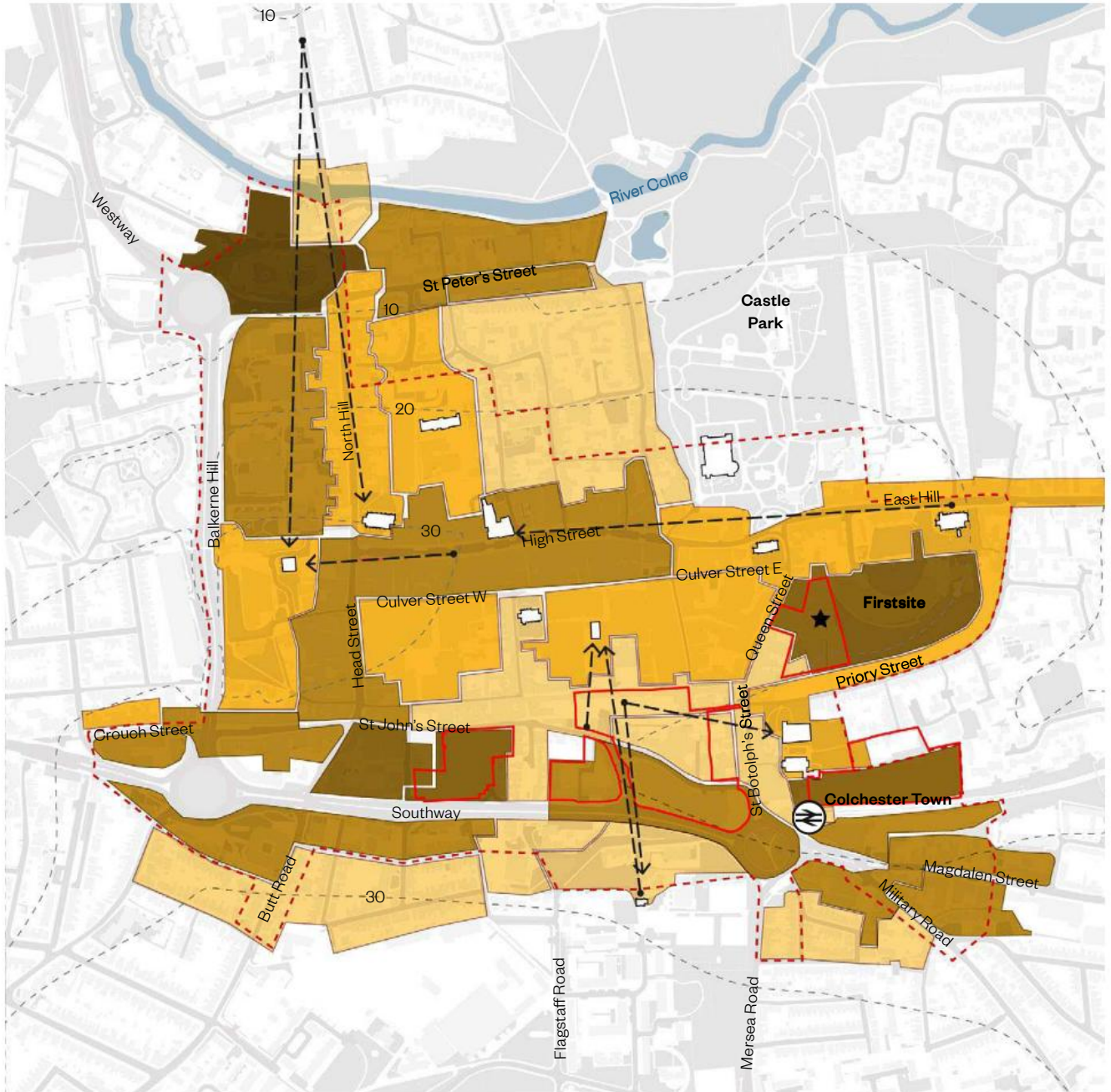
For height, density and built form with development sites, refer to Design Frameworks in section 3.



Award-winning residential development next to a historic water tower
The Avenue, Saffron Walden



Mix of old and new with a range of heights respectful of existing character - Curtain Road, Shoreditch, London



Key

- Maximum 2.5 storeys
- Maximum 3 storeys
- Maximum 4 storeys
- Maximum 5 storeys
- Maximum 7 storeys
- Key site (refer to Design Frameworks)

- Existing landmark building
- ★ Opportunity for new landmark building
- Key views
- Core city centre area



Support the City Centre Economy to Everyone's Benefit

Masterplan Layer

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.

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. The strategic moves include strengthening the two clusters of cultural spaces at either end of High Street and ensuring strong links between them. Expanding the offer of cultural events, supporting the evening economy and establishing links with the University will aid in attracting and retaining a younger workforce. The local economy can also be supported through updates to the current outdoor market. Finally, opportunities for circular re-use should form part of the city centre's future economy.

Diverse economy

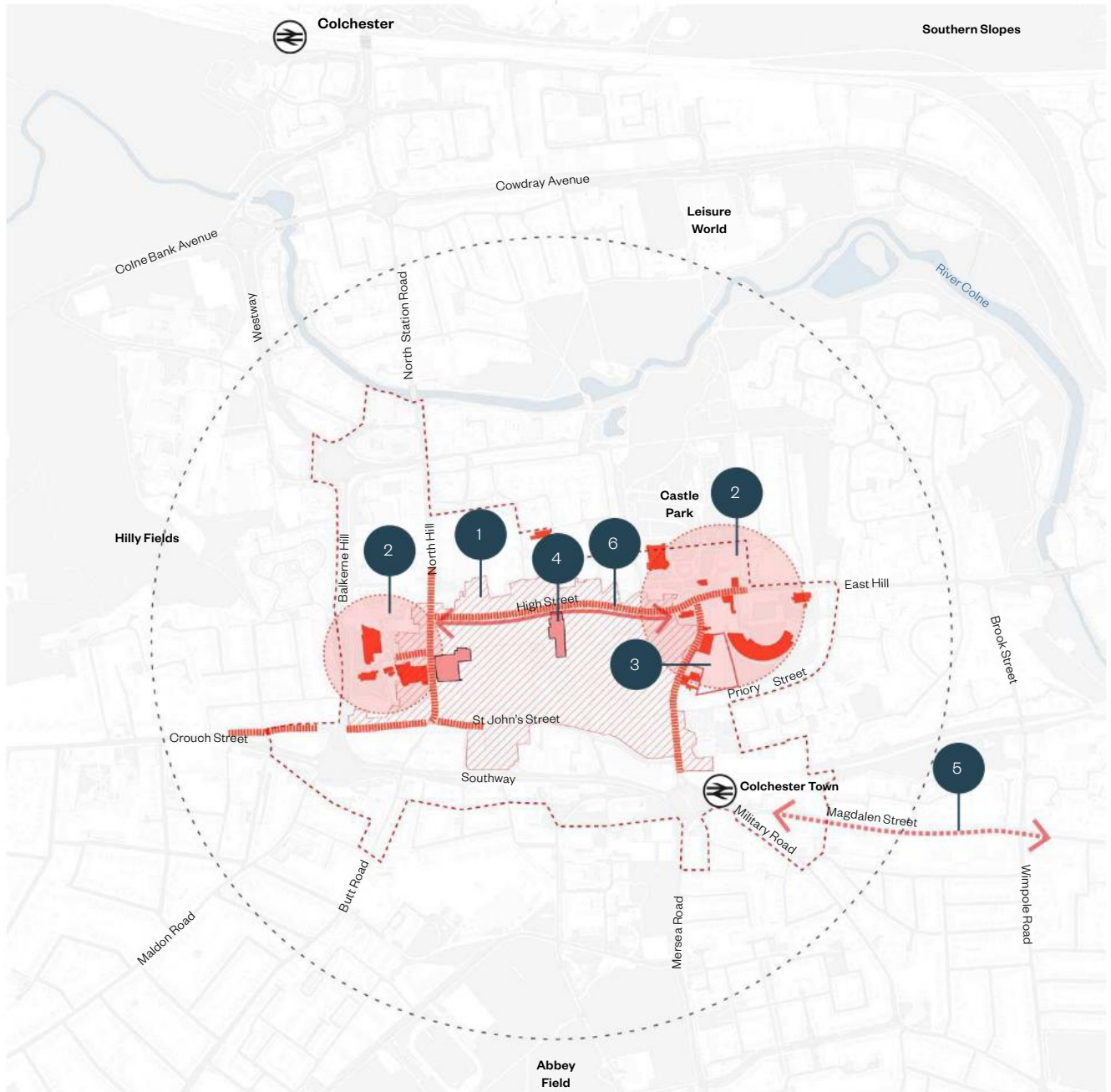
1. Uses and mix of uses along within the Primary Shopping Area to support the city centre's role at the top of the centre hierarchy
2. Support and strengthen the creative and digital clusters at either end of High Street and links between them
3. Incorporate workspaces as part of new developments
4. New uses for empty department stores
5. Support links with the University of Essex Colchester Campus
6. Support the evening and nighttime economy.

What We Learned









- Against comparators, Colchester appears to have more nighttime, retail and hospitality businesses and jobs; 30% of the city centre's jobs are in retail, hospitality, leisure and recreation - these are important for vitality but often experience low pay and poor job security
- Strong and diverse arts, cultural, digital and creative sector
- Despite a regular influx of students coming to the University or Essex, retention of young working professionals is low
- A variety of new sectors such as ICT, media, creative services and engineering have appeared in the city centre in the last five years.



What You Said

- Digital and creative sector struggling to attract high quality staff, despite availability of jobs
- Wish for a larger variety of the city centre offer
- Businesses would like to see increased spend as part of post-Covid recovery
- Closure of M&S and Debenhams are opportunities to introduce more local, independent businesses and community facilities
- Independent shops are an asset to the city and should be supported and protected
- Improved evening offer and concerns about the city centre atmosphere and safety at night
- Young adults not feeling like there is an offer suited for them in the city centre
- More activities for kids and teenagers in the city centre e.g. trampolining, festivals, concerts, sports facilities
- Dispersed offer of weekly market, positive views on monthly farmers market.



Key

-  Primary shopping area
-  Creative and digital clusters
-  Existing creative and cultural spaces within clusters
-  New development with SME workspace
-  Enhanced links between creative and digital clusters
-  Former department stores for adaptation
-  Wider links to the University of Essex
-  Evening economy areas

-  Core city centre area
-  Wider area



Diverse Economy Urban Design Strategy

Suggested interventions:

1. Diversify and enrich the city centre offer

- Uses and mix of uses along Primary and Secondary Street Frontages to abide by Policy TC3 in the Local Plan in order to support the city centre's role at the top of the centre hierarchy

2. Support the evening and nighttime economy

- Licencing and public realm improvements to enable outdoor dining and outdoor pub seating

3. Support and enhance the creative and digital economy and their activities in the city centre

- Support and enhance creative and digital clusters at either end of High Street

4. City centre activities that are suitable and accessible for families, older people

- Event and community spaces with all-ages programming – linked to heritage, tourism, green and blue space

5. Enhance the offer for children and young people

- Activities within existing arts/culture spaces aimed at young people and to attract young workforce
- Public spaces and activity spaces co-designed with and intended for teenagers and older children

6. New uses for vacant department stores in order to diversify the economy and make it more resilient, cater to a range of age groups and contribute to the evening and nighttime economy

- Potential uses: co-working, market, leisure, hotel, food/drink, culture

7. Support quality job creation and retention of graduates

- Incorporating Small Medium Enterprise (SME) and co-working workspaces as part of new developments, including the Former Bus Station Site - *see Development Frameworks for more detail*
- Apprenticeship and on-the-job training opportunities, especially linked to focus/growth sectors, BID organisations, major employers/anchors
- Potential incubator workspace linked to the University of Essex and its programmes (eg. biotech, biochemistry) where people can test ideas and businesses after graduation
- Training, apprenticeships and skills opportunities linking to tourism, hospitality, care, construction targeted at residents – potential for Colchester to act as a regional training hub for these sectors

8. Enable sharing and circular economy to happen in city centre, with a potential focus on businesses whose main activities are repairing, reuse, upcycling etc. - potential location within railway arches

- Potential for a green construction skills course or training, and/or a focus on retrofit construction skills
- Demonstrator projects to enable transition to circular economy; could be related to food or textiles

9. Updates to the outdoor market - build on existing markets (daily market and monthly farmers market) to bring in more/diverse stalls and market-day activities

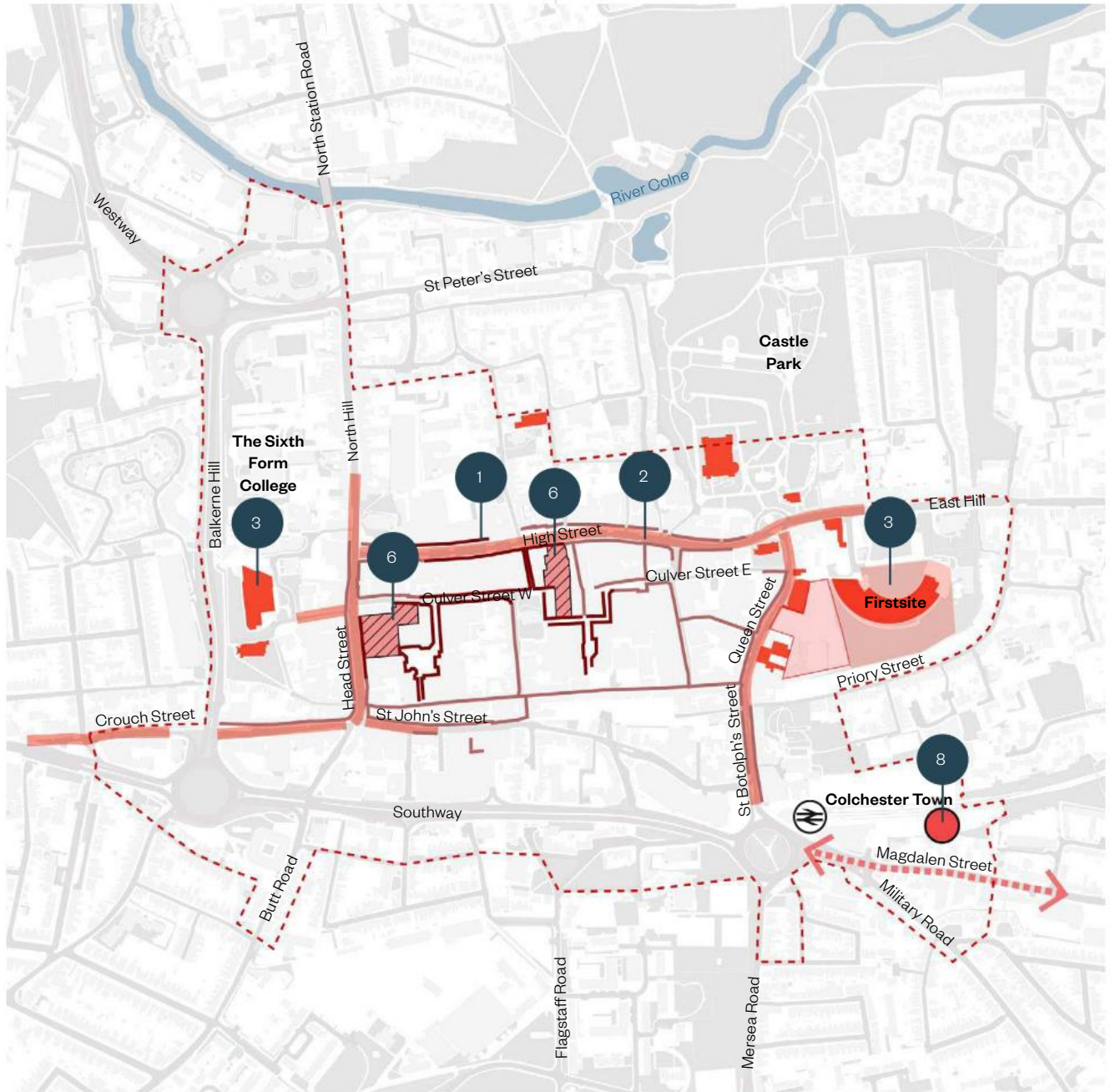
10. Reframe the importance of good, secure jobs as a business imperative, including wage charters for businesses to sign.



Office workspace in a previously dilapidated Edwardian department store - The Department Store, Brixton, London



Living wage pledge on a shop front door
Victoria Park Village, London



Key

- Evening economy areas
- Primary Street Frontage
- Secondary Street Frontage
- Existing creative and digital spaces
- New development with SME workspace
- Former department stores for adaptation

- Potential location for centre for circular and sharing economy
- Wider links to the University of Essex
- Core city centre area



Make the Most of Colchester's Rich Heritage

Masterplan Layer

This masterplan layer aims to uplift Colchester's heritage assets by improving their setting and succeed in them being experienced as a totality. It also aims to ensure new development is integrated well into the existing historic city centre.

The first set of strategic moves relate to placemaking within the city centre. This includes defining design codes that reinforce character areas, in order to create a holistic experience of Colchester's rich and varied heritage. This also involves ensuring that new development complements and integrates well with the historic fabric.

The second set of strategic moves has to do with protecting and enhancing existing heritage assets. This includes defining anchor clusters of assets and city centre thresholds, and improving the setting and connections between them.

The Roman Circus, a unique national heritage asset, should become a key city centre attraction and along with the Roman Wall Park, an anchor for the city's Roman story.

■ Placemaking within the city centre

1. Using character areas to manage change
2. Defining design guidance for key sites in heritage-sensitive areas

■ Protecting and integrating with heritage buildings

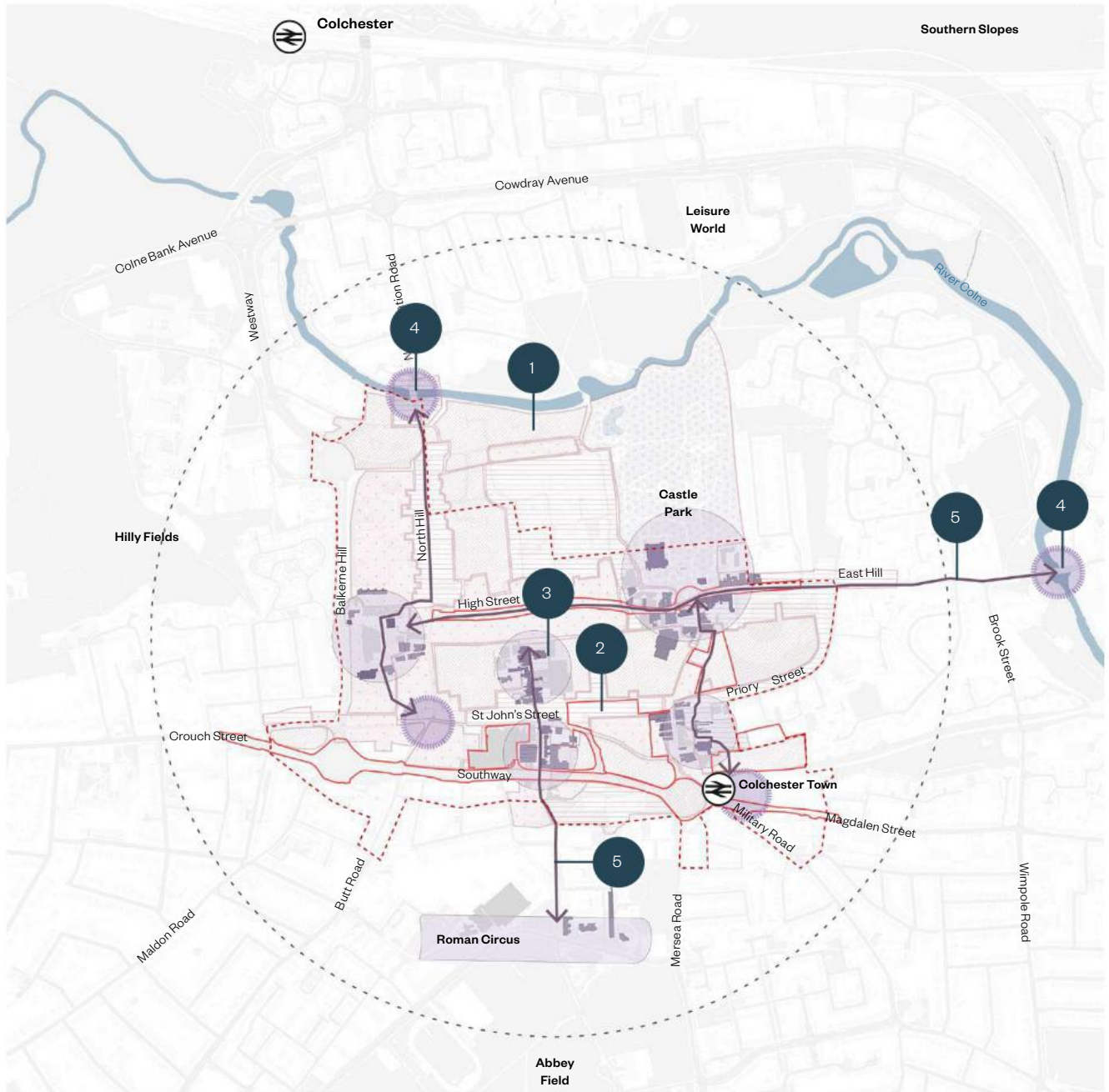
3. Reinforcing anchor clusters of heritage assets that support pedestrian footfall across the city centre
4. Reinforcing heritage significance of city centre thresholds
5. Improving routes between anchor clusters and city thresholds, including to the Roman Circus. Improve the Roman Circus' visibility and accessibility, and develop the Visitor Centre as a key attraction
6. Improving the setting of individual heritage assets and providing high quality public realm connections between them.

What We Learned







- Colchester is one of the most important historic cities of England but, despite its long history, is less visited than more high profile cathedral cities
- Heavy traffic and changing retail patterns are contemporary threats to the integrity and economic sustainability of Colchester's heritage assets
- Improvements to the public realm can help reconnect some of the fragmented parts of the city centre, allowing it to work as a unified whole.



What You Said

- Make heritage a source of pride for the city
- There should be a holistic approach to heritage, rather than focusing on bits and pieces
- Heritage can be used to encourage people to come to the city centre, as it moves away from retail
- There should be more of a focus on below-ground archaeology, such as the Roman Circus
- Implement heritage signage
- Good national examples where heritage is successfully marketed and is a large part of a city's offer, eg. York, Chester.



Key

-  Character areas
-  Heritage-sensitive key sites
-  Anchor clusters of heritage assets
-  Listed and locally listed buildings within anchor clusters
-  City centre thresholds
-  Connections between anchor clusters

-  Core city centre area
-  Wider area



Placemaking Within the City Centre

Urban Design Strategy

Placemaking within the city centre with a high degree of consideration for existing heritage should be achieved through an overall design code/design guide for the different s. These have been defined through mapping by building period which allows for connections and disjunctions between parts of the city centre that have a similar character.

Additional strategies should also support placemaking:

1. Ensure building heights, density and built form of new developments in key sites follow character area design guidance
2. Signage and wayfinding
3. Shopfront design strategy
4. Lighting strategy
5. Public art strategy including temporary commissions and installations.

The character areas within Colchester city centre are:

Medieval and post-Medieval/early modern

These are areas where timber-framed buildings are highly prominent in a mix of building styles and fabrics.

Areas of mixed historic fabric up to 1914

These are areas where no particular style or period predominates. They include a range of buildings from Roman and Medieval to modern.

Castle Park and environs

This space consists of the castle and its parkland grounds. It is a considerable contrast to the urban fabric adjacent and the two complement each other.

Predominantly post-1945

These areas are largely post-war in character. This varies from neo-vernacular to Modernist housing and slab commercial blocks.

Sixth Form College and environs

The education campus is its own enclave and largely hidden from public view.

Character areas are described in more detail in the Appraisal Report and Heritage Report appendices.



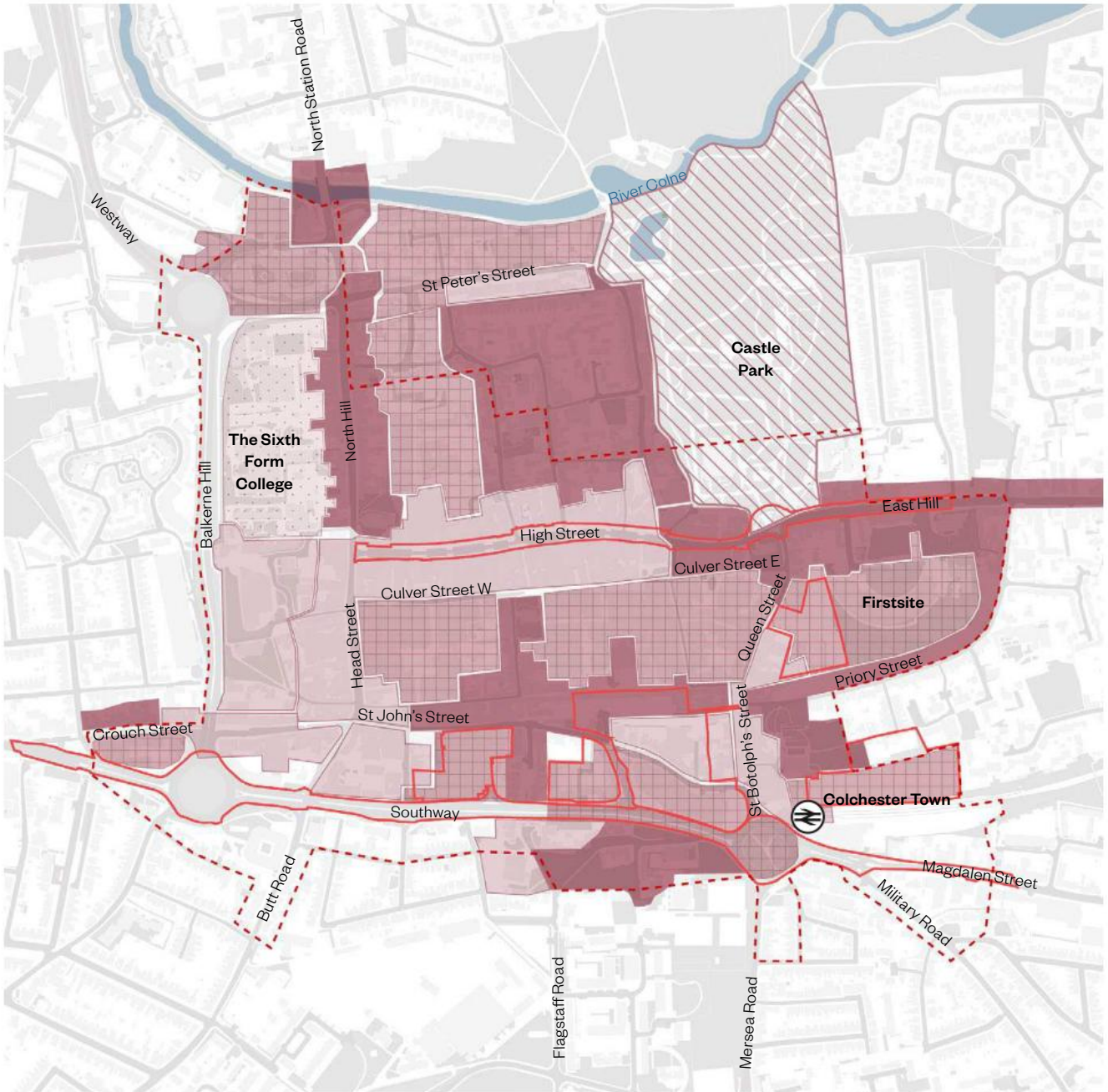
Bespoke signage within a sensitive historic setting
Zadar, Croatia



The Wood Street Altarpiece public artwork celebrating local places and stories gathered from the community - Eleanor Hill, Waltham Forest, Credit: rca.ac.uk



Lighting a historic structure and surrounding public realm
Visby Square, Sweden



Key

- Medieval and post-Medieval/early modern
- Areas of mixed historic fabric up to 1914
- Castle Park and environs
- Predominantly post-War
- Sixth Form College and environs
- Heritage-sensitive key sites
- Core city centre area

Areas with no highlighted character area do not have a predominant character.



Protecting and Integrating Heritage Assets

Urban Design Strategy

Suggested interventions:

- 1. Reinforcing anchor clusters of heritage assets** that support pedestrian footfall across the city centre; this includes new heritage-focused route from Colchester Town station through St Botolph's Priory to Castle Park
- 2. Reinforce heritage significance of city centre thresholds** at North Bridge, Southway/Butt Road/Head Gate junction and Colchester Town train station
- 3. Public realm approach and improved connectivity with the Roman Circus and development of the Visitor Centre as a key attraction;** short term improvements plus long-term vision and management strategy
- 4. Improved setting of St Botolph's Priory** within the city centre, including how Britannia Yard contributes to this - see *Design Frameworks for more detail*
 - Consider opening up to frontage of St Botolph's Priory from St Botolph's Street
- 5. Proactively work with property owners to find viable and sustainable new uses for buildings at risk and disused heritage assets**
- 6. Consider the Roman Wall and its setting in its entirety** - commission separate study on the potential of a Roman Wall Park with new public realm alongside, linking together disconnected parts of the Wall. Provide for adequate resources for maintenance and repair of the Wall.
- 7. Many of the public realm interventions would also have a positive benefit to heritage assets** - particularly looking at the churchyards as public spaces - see *Public Realm, Open Space and Landscape urban design strategy*
- 8. Consider mini heritage action zone approach for run down streets** eg. East Hill
- 9. Update existing Conservation Area Appraisals and Management Guidelines** to aid development control and set design quality expectations.

All proposals should be supported by Heritage

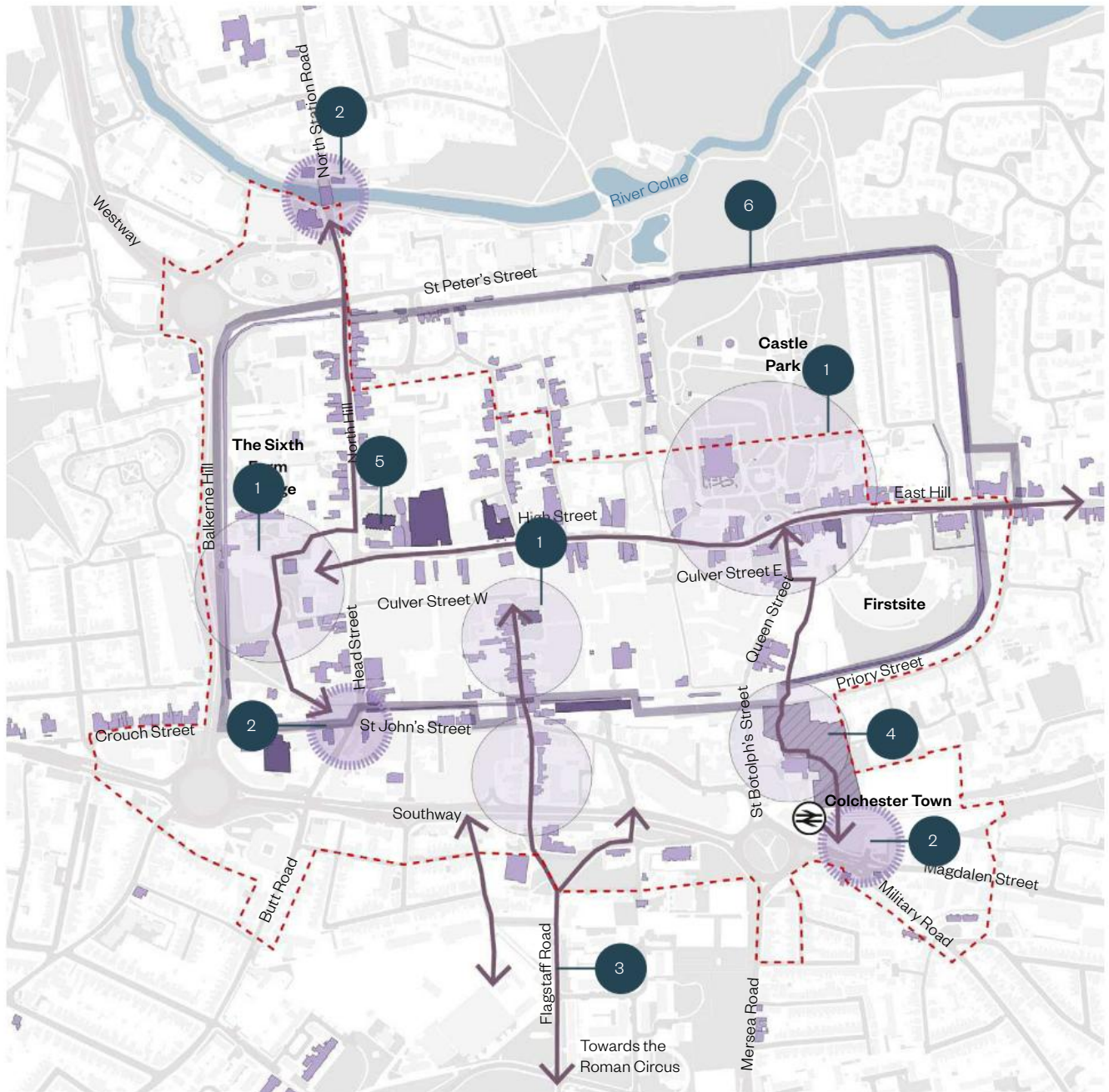
Impact Assessments to carefully consider direct and indirect impacts on heritage assets and the wider conservation area and townscape. In addition, all interventions should take into consideration the Town Wall Management Plan, Conservation Management Plans and below ground archaeology.







Creating a park and public space around the old city wall Bergamo Heritage Park, Bergamo, Italy







Food hall in a historic market building Altrincham Market, Greater Manchester



Key

-  Anchor clusters of heritage assets
-  City centre thresholds
-  Connections between anchor clusters, including towards the Roman Circus
-  St Botolph's Priory

-  Buildings at risk and disused heritage assets
-  Listed buildings
-  Roman Wall Park
-  Core city centre area



03

Design Frameworks



Introduction to Key Sites

Design frameworks have been prepared for key sites within the city centre that would benefit from either public realm improvements or are one of the city centre's few redevelopment opportunities.

The key sites are:

1. High Street

A low-traffic, people-focused street where space for walking, cycling and outdoor seating is maximised while ensuring necessary public transport, deliveries and blue badge holder access is maintained.

2. Southway and St John's Street / Osborne Street

Reconnecting communities to the south into the city centre, through frequent, at-grade crossing for pedestrians and cyclists. Creating a more attractive public realm that can catalyse the development of sites on either side and turn Southway from a 'back' to a 'front' while keeping traffic flowing.

3. Former bus station site

Public space and mixed-use development including space for creative and digital industries alongside housing. New public realm for events and casual use, including next to the Roman Wall.

4. Britannia Yard

A significant new public space that can be used for events, markets and casual use, designed to highlight the extraordinary heritage of St Botolph's Priory. New urban housing of various types, fully integrated with the existing neighbourhood south of Priory Street.

5. Vineyard Gate

Public open space next to the Roman Wall, an attractive walking and cycling route through to Queen Street, and fine-grain, tight-knit new homes and business space as infill in and around existing buildings.

6. St Botolph's Circus

Reclaiming space for people, interchange between different travel modes, and to mend the street frontage to the south of the circus through new mixed-use development.

Key sites 3-6 have been allocated in the Local Plan as City Centre Allocations in Policy TC3.



Southway with the Osborne Street NCP car park to the right



Britannia Car Park with St Botolph's Church and St Botolph's Priory in the back ground

Key

- Key sites
- Core city centre area



High Street

Planning and Design Framework

The High Street is an arrival point in the city centre for many people, as well as the civic heart of the city. It must be a generously designed place to dwell by day and night, with an active street life.

This design framework also considers Culver Street, an important counterpart to the High Street, as a largely vehicle-free route east-west, and should be considered in tandem with the development of the High Street.

Public realm and connectivity improvements

1. Continue to improve High Street as a multi-functional, low-traffic public space which balances the needs of users. For suggested design approaches, see following page.
2. Enhance crossing between West Stockwell Street and Pelham's Lane, improving accessibility of Dutch Quarter as low-traffic, lower-gradient alternative to North Hill for pedestrians and cyclists.
3. Seek to reinstate 24 / 7 public pedestrian connection between Culver Street East and West as a long-term aspiration.
4. Improve public realm along Culver Street East and West as level surface street with improved lighting and improved pedestrian crossing to Firstsite.
5. Improve setting of All Saints Church (Natural History Museum) including increased public access

6. Improve wayfinding with high quality signage along High Street and Culver Street East and West.

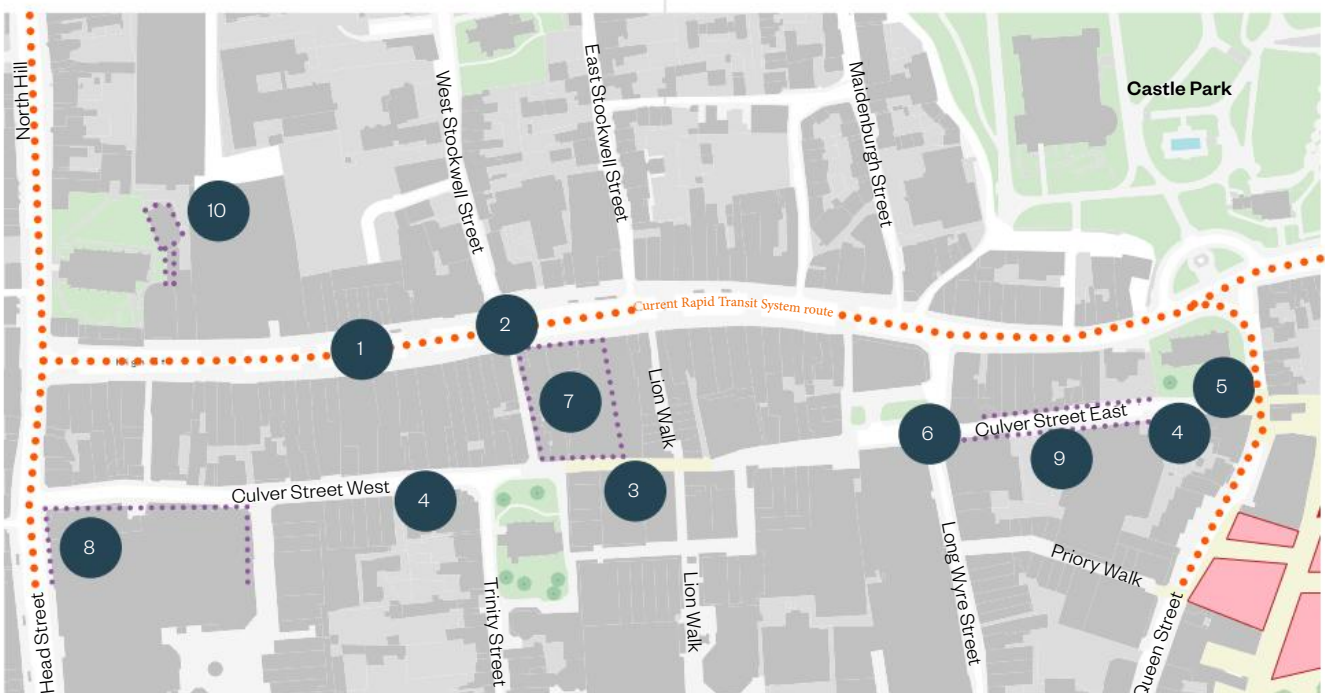
Trinity Square already has planned public realm improvements including increased public access.

Development / redevelopment sites

7. Encourage reuse of vacant department store structure (former M&S) for appropriate new uses, such as indoor market; workspace / co-working space; community uses.
8. Ensure new use or redevelopment of former Debenhams site increases active frontages on Culver Street West.
9. Improve Culver Street East to create more street level activity, screening service yards with active frontages.
10. Secure restoration and conversion of Grade 2 listed St George's Hall for long-term viable new uses which allow public access.

Key

- Reinstated public pedestrian connection
- Current Rapid Transport System route
- Development / redevelopment sites



High Street

Streetscape Design Considerations

A detailed design study for improvements to the highways layout and public realm on the High Street should be undertaken prior to the installation of additional infrastructure relating to the Rapid Transit System. This design study should assess the opportunities for improved sustainable transport along the High Street, particularly in a car-lite city centre environment which could include some limited east-west connectivity. The following design considerations should be addressed:

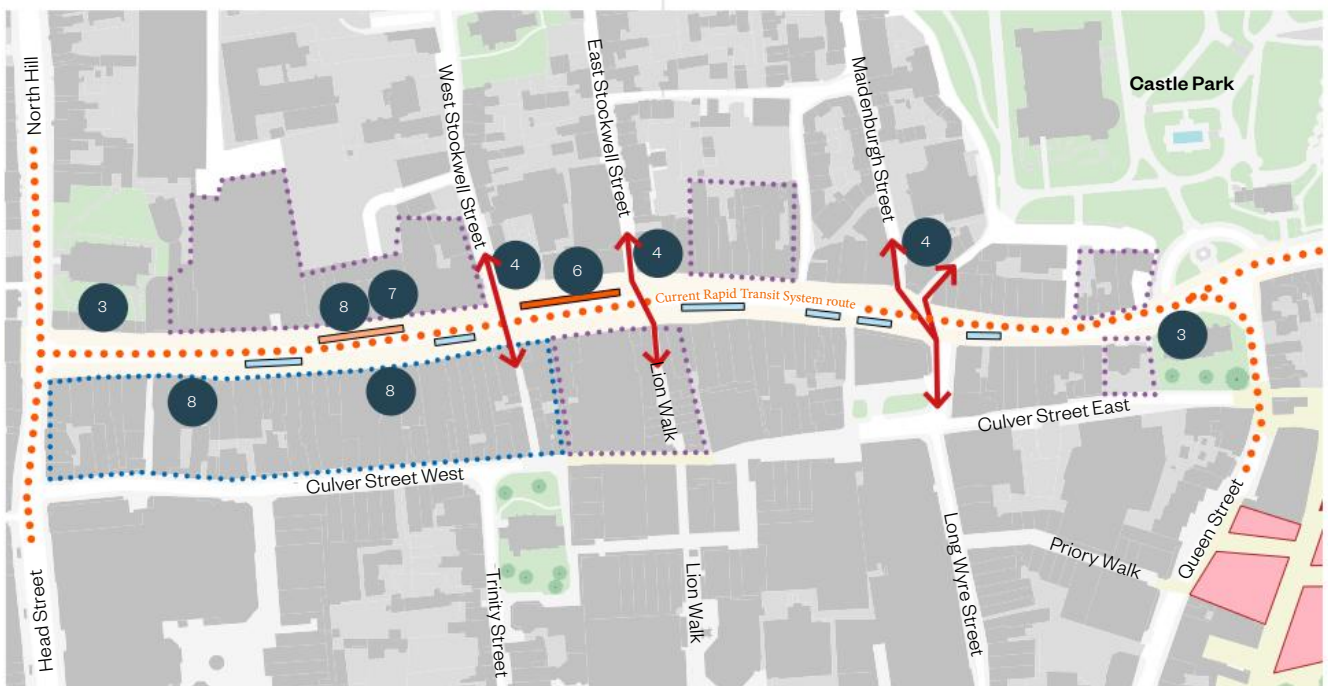
1. Achieving dwell time and making a pleasant pedestrian environment should be the priority on the High Street. Pavement (footway) space should be maximised in order to accommodate more outdoor seating, both public and outside food and drink venues, as well as opportunities for tree planting where feasible.
2. To maximise pavement space, bus stops, drop-off bays and on-street blue badge parking should be staggered so that space for vehicles is never greater than the equivalent of two lanes (6m). A further detailed study should be conducted to ensure that sufficient blue badge parking is provided.
3. Ensure footway at each end of the High Street is widened for the first 30-40m to avoid loading bays dominating the gateways to the High Street.
4. Current footway build-outs and signalled crossings do not generally align with where side streets meet the High Street so are not intuitive for pedestrians -

this should be addressed.

5. Cycle contraflow (east to west) is challenging to achieve while maintaining loading access from High Street to businesses on the south side of the street. Consider using Culver Street for east-west cycle route.
6. Consolidate bus stops into fewer zones as part of rationalisation of bus and RTS services. Bus stops between West Stockwell Street and George Street are located at the widest point along the High Street, so are the preferable location for retaining bus halts.
7. Taxi and blue badge parking / drop-off currently on south side of the street which results in passengers exiting into the path of oncoming traffic. Consider use of current loading bay area outside the Town Hall for taxi and drop-off.
8. Where businesses do not require High Street loading, footway should be built out to the maximum width. Encourage businesses to use alternative loading access, if this transition is possible.

Key

- Bus stop
- Taxi and blue badge drop off
- Loading / blue badge parking
- Proposed build-outs and signalled crossings
- Premises with rear loading yards or access to undercroft loading areas
- Premises with loading access from Culver Street West



High Street

Precedent Studies

Integration of vehicles into high quality streetscape

Foregate Street and Frodsham Street, Chester

Design features include:

- Stone surfacing to carriageway raises the visual quality of the space and gives visual cue to vehicles that pedestrians have priority
- Low raised kerb is good for visually impaired user safety and does not intrude visually
- Vehicle access and loading included but in limited locations
- Bus access integrated
- Some areas have no kerb level change at all but very careful design for visually impaired users which has resulted in good feedback from this part of the community



Integration of vehicles into high quality streetscape Fishergate, Preston

Design features include:

- Carriageway narrowed to the minimum necessary
- High quality surface materials with good use of colour and texture differentiation to further reduce the apparent carriageway width
- Regular pedestrian crossing points made visually apparent by use of contrasting surfacing
- Low raised kerb is good for visually impaired user safety and does not intrude visually
- Good quality street trees added which will mature to a significant scale, strengthening the urban character of the street
- No bus integration

Photo credit: Planit-IE



Southway and St John's Street / Osborne Street

Planning and Design Framework

Southway is a barrier for pedestrian and cycle access from southern neighbourhoods of the city into the city centre. It is an unattractive and unsafe environment for all users apart from those in vehicles.

Addressing this severance will have a substantial impact in shifting residents to use walking and cycling to access the city centre, and will 'unlock' the development potential of sites either side of Southway.

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.

Public realm and connectivity improvements

1. At-grade signalled pedestrian and cycle crossings at junction with Butt Road / Headgate.
2. At-grade signalled pedestrian and cycle crossings between Chapel Street North and South. This could include removing the turn lanes for vehicles turning into Chapel Street South, increasing footway width.
3. Improvement to public realm outside Headgate Theatre and up to St John's Street.
4. Signalled pedestrian crossing between Abbeygate and St John's Green and up to Roman Circus. Likely to require steps and ramp due to level changes, not suitable for cycle use.
5. At-grade signalled pedestrian and cycle crossing between Stanwell Street and St John's Green and



At-grade crossing at the eastern end of Lexden Road by Rawstorn Road

- up to the Abbey Gatehouse.
6. Improvement to bus facilities - refer to City Centre Transport Plan.
7. Potential bus / rapid transit stop locations on Southway could potentially be achieved by removing turn / filter lanes.
8. Implement high quality wayfinding signage at all junctions (1,2,4,5) and on St John's Street.

Development / redevelopment sites

The strategic approach is not to seek immediate redevelopment of existing multi-storey car parks due to their embodied carbon value, demolition costs and the continued need for parking for a significant proportion of city centre users and businesses. However, in time, subject to satisfaction of these issues and after modal shift in transport habits, these sites could come forward for mixed use development.

9. St John's multistorey and ground floor retail: Upgrade to form best-in-class parking facility with attractive entrances and street frontage allowing 24 / 7 secure and attractive access for all. Reallocate space, including ground floor units, to include micro-mobility hire; car club spaces; electric car charging; drop-off and pick-up; parcel pickup; waiting areas for delivery drivers. Install PV panel canopy at roof level.
10. Stanwell House: site may have the potential to address the need for improved bus waiting /



Example of four-lane arterial road with high quality tree planting, public realm and surface crossings

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.





If the site is not required for that purpose, retain and adapt existing building to reduce embodied carbon impacts. Structure is likely to be suitable for E class ground floor uses (workspace, retail, cafe / bar / restaurant) with residential uses (compatible with city centre location and proximity to night-time economy activity) above. If extended or redeveloped at higher density, up to 15m to parapet height, with set-back upper storey, would be appropriate.

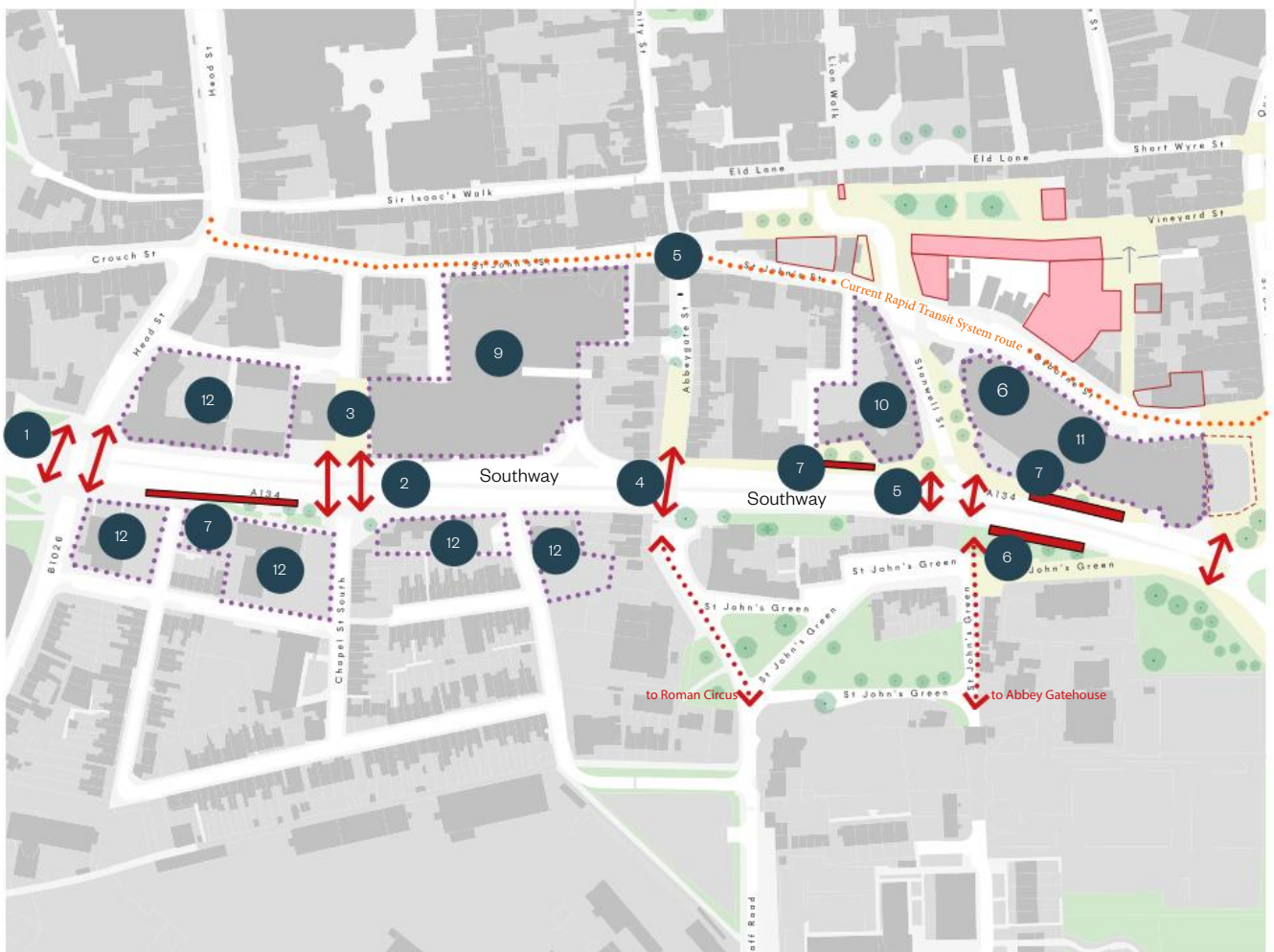
- 11. Osborne Street car park and ground floor bingo hall: Encourage change of use of ground floor space to create active frontages on all sides (retail, food and drink, workspace / coworking, community or cultural uses). Encourage operator to upgrade parking to form best-in-class parking facility including micro-

mobility hire; car club spaces; electric car charging; drop-off and pick-up; parcel pickup; waiting areas for delivery drivers; PV panel canopy at roof level. Explore moving vehicle entrance to Southway.

- 12. Sites with potential for intensification / redevelopment to a range of uses. Seek adaptive reuse of existing structures where possible, to reduce embodied carbon impacts. Ensure active ground floor uses (community or commercial) to Southway and to all sites on the north of Southway.

Key

-  New at-grade pedestrian and/or cycle crossing
-  Potential bus stop locations, subject to further studies
-  Current Rapid Transport System route
-  Development/ redevelopment sites

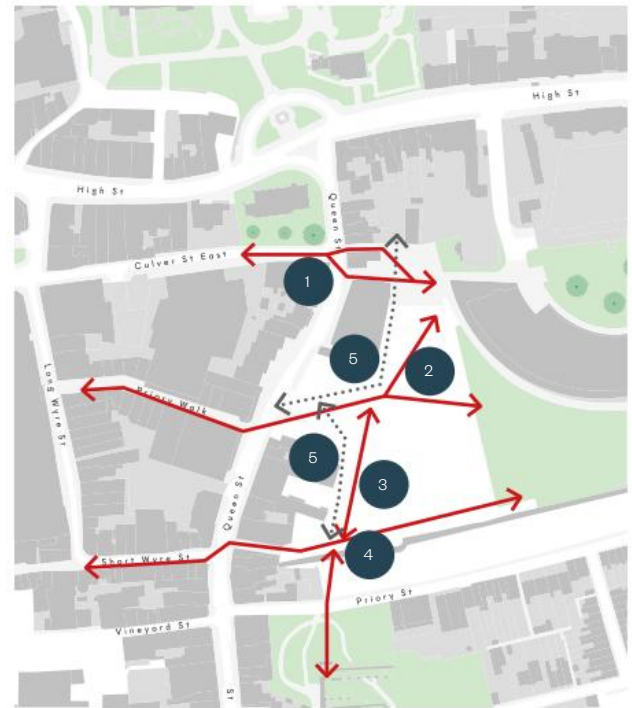


Former Bus Station Site Design Principles

The former bus station site has been identified as a priority area for regeneration for over fifteen years. Adjacent to important heritage assets and the green space of Berryfields, it is at the heart of the creative and digital cluster created by Firstsite, the Minories, 37 Queen St, the Centre for Immersive Innovation in the former bus depot, and the Curzon. It is also adjacent to the vibrant economy of Queen Street which includes bars and restaurants open late into the evening, as well as a wide range of shops and services serving the diverse communities of Colchester.

The development of this site should include a wide range of uses at ground floor level while also being suitable for residential uses that are compatible with a vibrant city centre location. Creative and digital uses are encouraged. Public realm at the north and south ends of the site will enhance the setting of Firstsite and the Minories to the north; and the Roman Wall to the south, creating attractive areas for ground floor food and drink uses to spill out.

Movement network

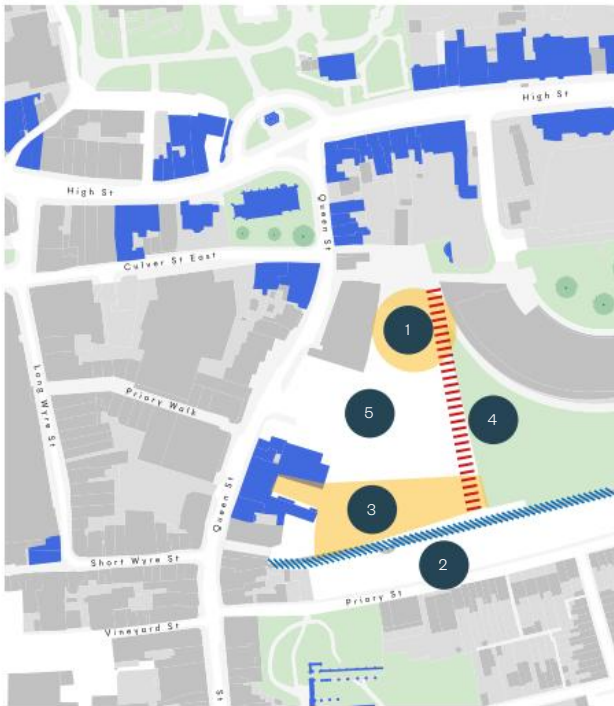


1. Improve pedestrian and cycle link from Firstsite to Culver Street East. Consider if no. 15 Queen Street might be redeveloped to improve visibility of Firstsite and more generous entrance to the public realm outside the gallery at this important gateway.
2. Ensure intuitive pedestrian/cycle movement from Priory Walk to entrance of Firstsite.
3. Pedestrian link being created at the former Bus Depot to be retained and continued, to retain potential new access to Berryfields.
4. New fully accessible pedestrian link through the Roman wall from Priory Street, to connect into St Botolph's Priory and Colchester Town Station.
5. Vehicle access to the rear of 1-13 and 37-49 Queen Street, required to be maintained, for accessible parking, deliveries and servicing only. To be strictly controlled for authorised users only and with improved boundary treatments and lighting.

Key

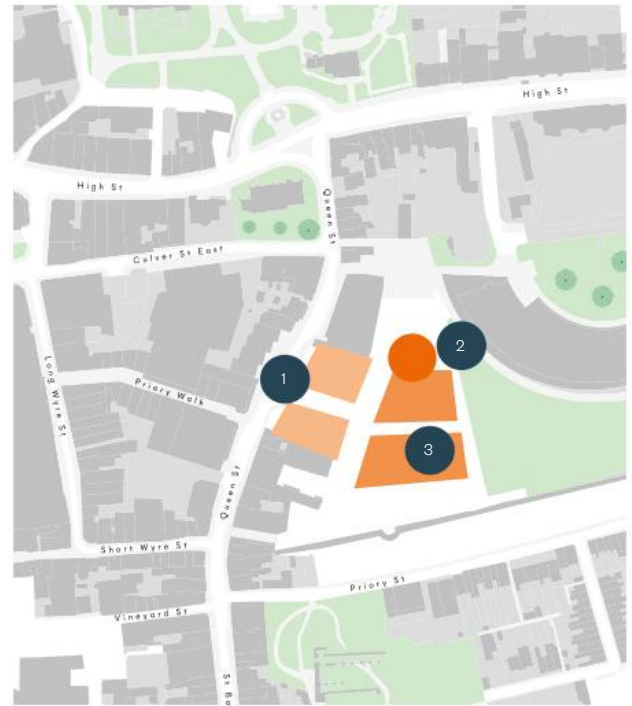
- Listed buildings
- |||| Active frontage and pedestrian links
- ≡≡≡ Roman Wall
- ↔ Pedestrian/cycle connection
- ↔ Vehicle access/servicing

Public realm and heritage setting



1. Expand existing public realm to create larger multi-functional square, ensuring the balcony of the Curzon cinema retains its view of Firstsite.
2. Ensure proposals do not cause significant harm to the setting of the City Wall and retain public access along the full length of the wall adjacent to the site, with appropriate landscaping and heritage interpretation.
3. Integrate courtyard at the rear of 37 Queen Street into the new public realm while ensuring security and safety.
4. Create active frontage and pedestrian link points to Berryfields open green space, to ensure that increased public access and use remains possible in the future, and to ensure an attractive setting to the green space is maintained.
5. Public realm design to allow for necessary delivery, servicing and accessible parking requirements without being vehicle dominated.
6. Enhance the setting of listed buildings around the site.

Height and massing



1. Frontage to Queen Street to broadly follow existing building heights set by Curzon, Priory Walk and the former Bus Depot development: approx. 12m from pavement level to parapet line. Set-back additional upper storeys may be accommodated with appropriate design and assessment of visual impact on the street.
2. Potential for taller building (up to 20m) as a visual landmark facing the public realm outside Firstsite, subject to exceptional design and vertical proportions in order to be seen as an elegant feature in the cityscape.
3. Development on the main part of the site to be a maximum of 15m to parapet line. Set-back upper storeys may be accommodated with appropriate design and assessment of visual impact in long-range views, including from Priory Street and St Botolph's Priory.
4. All detailed applications concerning the key sites will be subject to Heritage Impact Assessment and townscape analysis.

Former Bus Station Site

Site Strategy

Use mix

- Active ground floor uses to Queen Street - full range of E class uses would be suitable
- Active ground floor uses to new north-south street - flexible and affordable E class uses with creative / cultural uses preferred such as:
 - Affordable workspace for start-up and grow-on businesses in the creative and digital sector
 - Space for cultural and creative end-users such as media / film (e.g. Signals Media); live music; independent galleries
- Cafe, restaurant and bar end-users - public realm adjacent to the City Wall, and outside Firstsite / Curzon, to be used for outdoor seating
- Residential upper floor uses suitable for a city centre location, in line with the adopted site allocation policy, and in proximity to night-time economy activity
- All residential uses to be car-free except for provision of on-site blue-badge parking at appropriate ratios - consider an allocation for residents use of annual parking permits to Priory Street car park
- Car club and micro-mobility hire provision on-site
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios



Example of attractive, varied street scene including a range of building scales and architectural

Design and public realm

1. Multifunctional public square suitable for outdoor performances and events as well as informal day-to-day use including by young people
2. Public realm must be activated by active frontage uses adjacent to City Wall
3. Potential visual landmark / taller structure facing square
4. New frontages to Queen Street must contribute positively to the varied streetscape
5. Positive building frontage to green space
6. Servicing and delivery areas to be attractively landscaped to ensure a good setting to Berryfields Park

Related wider area improvements

7. Improved public realm on Queen Street including crossings from Culver Street East, Priory Walk and Short Wyre Street
8. Roman Wall Park
9. Rapid Transit System route



Example of shaded south-facing terraces encouraging active use

Key

- Public realm
- Proposed massing
- Potential taller structure/ landmark
- Current Rapid Transport System route










Britannia Yard Design Principles

Britannia Yard has the potential to make a real contribution to the city centre and substantially improve the setting and appreciation of one of Colchester's most important heritage sites.

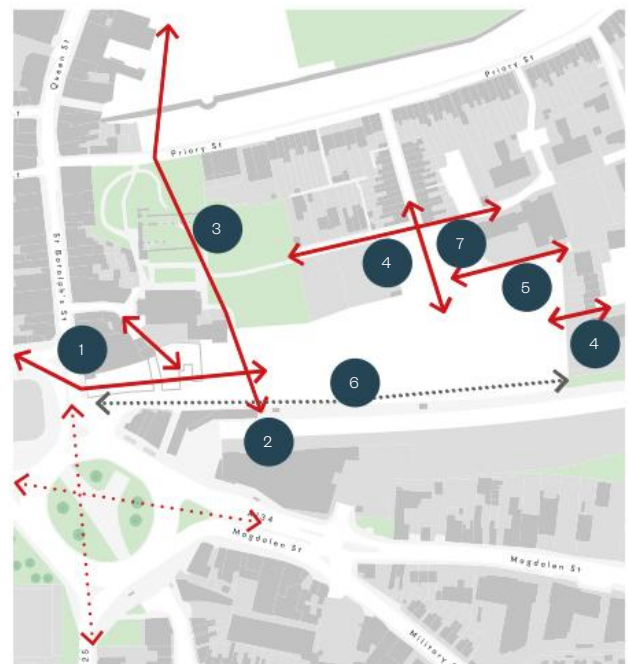
St Botolph's Priory is a spectacular and important site which deserves to be celebrated and widely visited by tourists and residents, but currently suffers from a poor quality setting.

The design strategy is guided by the site of the Scheduled Ancient Monument and uses this to create a high quality public space that can link Colchester Town Station up to Priory Street and beyond. New housing will 'complete' the neighbourhood between Priory Street and the railway line.

Key

-  Pedestrian/cycle connection
-  Vehicle access/servicing
-  Listed buildings
-  Scheduled Ancient Monument (SAM)
-  Public realm
-  Roman wall
-  St Botolph's Circus

Movement network



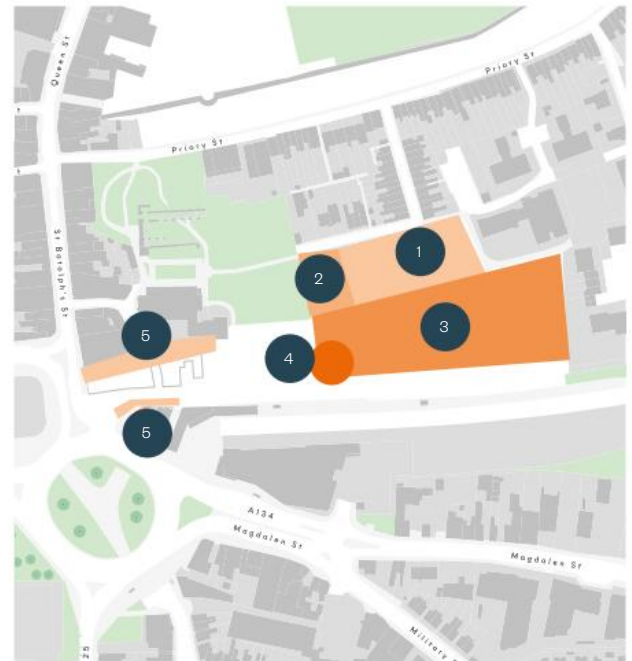
1. Ensure clear and intuitive pedestrian and cycle link from Osborne Street into the site including improved crossing over Queen Street.
2. New pedestrian and cycle entrance/exit into Colchester Station.
3. 'Quietway' for pedestrians through St Botolph's Priory up to Firstsite.
4. Create pedestrian and cycle links from St Julian Grove and Nicholson's Grove.
5. Integrated existing pedestrian paths around the north-east of the site.
6. Vehicle access and servicing for new development from Queen Street.
7. Retain resident parking provision for existing residents and add EV charging points.
8. Integrate with proposal for St Botolph's Circus

Public realm and heritage setting



1. No intrusive groundworks or building foundations in area of Scheduled Monument - use public realm to help interpret heritage site and improve understanding of its significance. Exact extent of the developable area will be defined by further archaeological evaluation and a Heritage Impact Assessment.
2. Consider how better visibility for the western frontage of St Botolph's Priory could be achieved through redevelopment of unlisted buildings on Queen Street.
3. Use public realm to create good visibility into site from Queen Street.
4. Use public realm to buffer new housing from noise of railway line.
5. Integrate with redesign of St Botolph's Circus.

Height and massing



1. Mews-style 2-3 storey development on the northern part of site.
2. Townhouse typologies of up to 4 storeys / 12m adjacent to Priory Park.
3. Mansion block typologies up to 5 storeys / 15m on south part of site - site levels drop down so overall impact of height on long range views is mitigated.
4. Articulation of corner could include slightly higher massing or feature, subject to design and view considerations with regard to the setting of the Priory and St Botolph's Church.
5. Create appropriate enclosure and screening of flank walls and service yards.
6. All detailed applications concerning the key sites will be subject to Heritage Impact Assessment and townscape analysis.

Britannia Yard Site Strategy

Use mix

- Active uses fronting new public square, including re-provision of Chinese Community Association premises
- Potential for E class ground floor uses if new development fronting public realm (or shared resident facilities e.g. co-working space, party / event space, shared laundry)
- Potential market function for new public realm, including provision of permanent / semi-permanent kiosks - consider use of railway arches for storage or E class uses
- Potential drop-off and taxi / delivery hub functionality to part of public realm, as part of transport mode interchange
- Residential to ground level except onto square and street, including:
 - Terraced family homes
 - Family apartments / maisonettes
 - 1 and 2 bed apartments
 - Independent retirement living
- All residential uses to be car-free except for provision of blue-badge parking at appropriate ratios
- Car club and micro-mobility hire provision on-site
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios



Reference for mansion block scale housing that could be appropriate for the south side of the site

Design and public realm

1. Multifunctional public square, integrating heritage interpretation
2. Potential arcade / small-scale retail to 'wrap' existing buildings
3. Positive building frontage to St Botolph's Priory Park
4. Blue badge resident parking, servicing and delivery access
5. Private shared courtyard gardens to block interiors, private gardens to terraced housing
6. Low rise, high density mews housing
7. Contemporary higher-density housing
8. Potential long-term opening from Queen Street to Priory, to give greater visibility to the important frontage of the Priory
9. Improvements to St Botolph's Priory Park including additional play provision for all ages
10. Retained resident parking for existing residents with EV charging

Related wider area improvements

11. Reconfigured St Botolph's / Southway junction
12. Roman Wall Park
13. Osborne Street / bus station / NCP reconfiguration and improvement
14. Rapid Transit System route / interchange
15. Walking and cycling infrastructure supports links to St Botolph's Circus and city wide active travel.



Reference for apartment buildings organised around multi-functional landscaped routes and yards, as suggested for the south side of the site

Key

- Public realm
- Proposed massing
- Potential taller structure/ landmark
- Current Rapid Transport System route



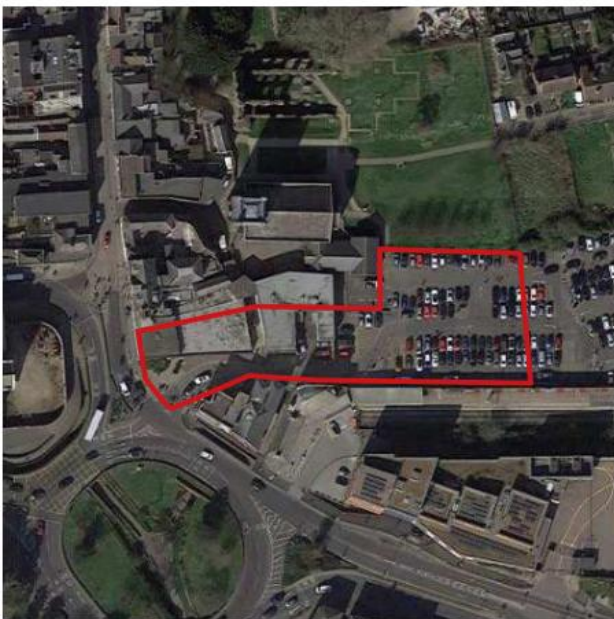
Britannia Yard

Public Realm

Scale Comparators

The main part of the public realm proposed in the site strategy is broadly equivalent to Culver Square. This scale of space offers opportunities for a range of uses. The brief and design approach should be explored through the further development of the site masterplan.

Britannia Yard - Public realm as shown on indicative masterplan



Senate House lawn, Cambridge



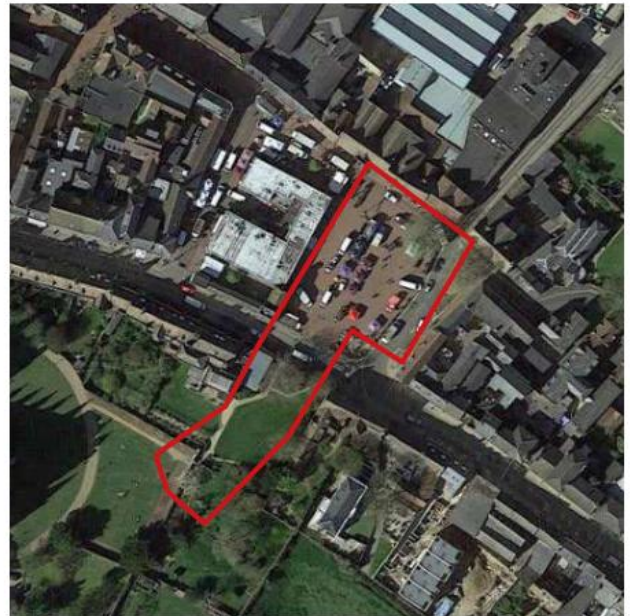
Culver Square, Colchester



The Blue Market, Bermondsey



Ely Market Square



Vineyard Gate

Design Principles







Vineyard Gate sites adjacent to the Roman Wall and the remarkable range of buildings above it, which create a unique and memorable vista.

Currently the setting of the Roman Wall is poor and improving this must be a priority for this site, as well as integrating a good quality walking and cycling route from east to west as part of the Local Cycling and Walking Infrastructure Plan.

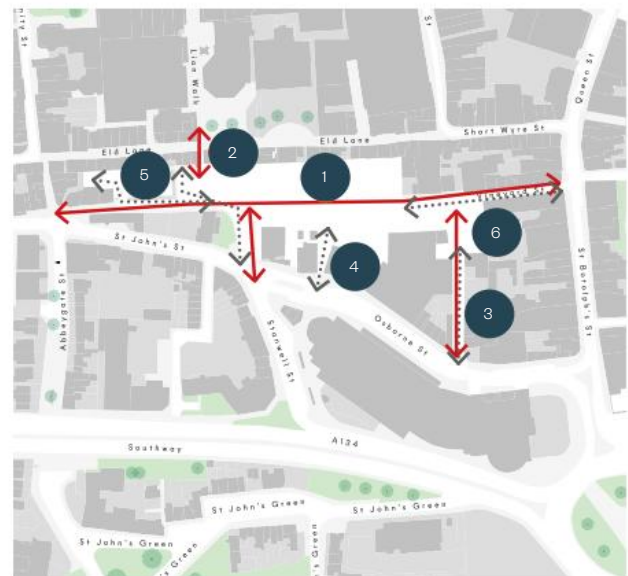
South of this route, the area traditionally had a tight knit grain of workshops around yards with living accommodation above, and much of this character survives albeit in a poor condition. Development should restore and enhance the best of this character through tight-knit and carefully designed infill development. This can mend the currently 'gappy' street frontage to Osborne Street, and create a new, unified frontage to the north facing the new public realm at the foot of the Roman Wall.

Uses should include commercial and residential suitable for an active city centre location.

Key

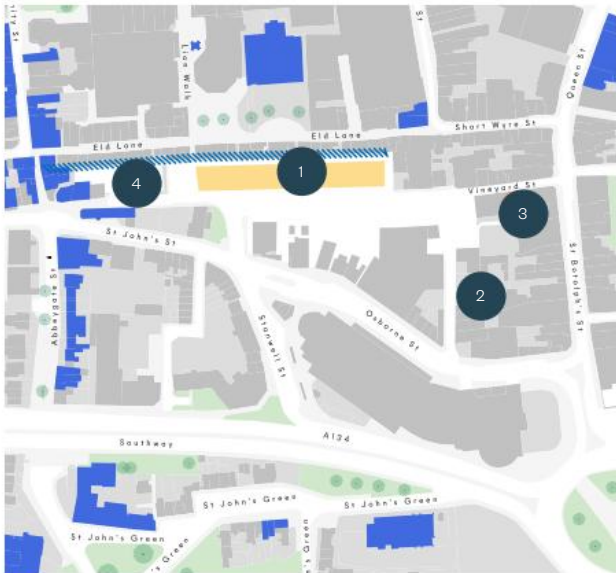
-  Pedestrian/cycle connection
-  Vehicle access/servicing
-  Listed buildings
-  Public realm
-  Roman wall
-  St Botolph's Circus

Movement network



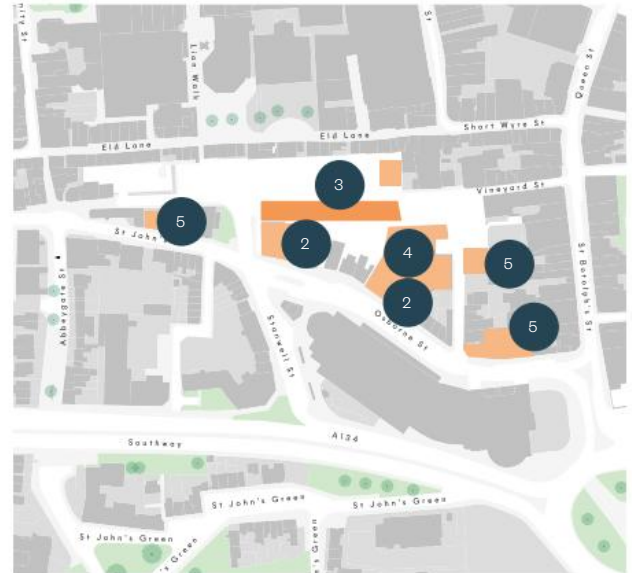
1. Key pedestrian and cycle link from Sheregate Steps to St Botolph's Street along Vineyard St.
2. Vertical connection to Lion Walk (replace/refurbish stairs/lift).
3. Create north-south pedestrian and cycle link connecting Osborne Street to Vineyard Street along Arthur Street (new steps/ramp required).
4. Retain servicing access for existing commercial occupiers (with appropriate access control).
5. Retain servicing access to Lion Walk undercroft (with appropriate access control).
6. Retain short-stay delivery driver waiting area off Vineyard Street.

Public realm and heritage setting



1. Improve setting of the Roman Wall and create new high quality public realm alongside the wall. Consider selective demolition to expose the important bastion at the east end of the site.
2. Maintain working yard character along Arthur Street but encourage improvements to surface materials and boundary treatments.
3. Resurface Vineyard Street as accessible level surface lane (pedestrian and cycle priority).
4. Acquire further parking areas at the west end of the site to enable a comprehensive approach to provision of blue-badge and business parking/ servicing, including electric vehicle rapid charge points (for commercial vehicles) and regular charging points (for employees).

Height and massing



1. Level change from Osborne Street to Vineyard Street is approx. 1 storey.
2. Redevelopment and infill along Osborne Street and St Johns Street to a max of 9m to parapet/ eaves line along street frontage. Additional set-back upper storey may be accommodated in places with appropriate, high quality design and assessment of context.
3. Development at the upper level to be a maximum of 12m to parapet/eaves line. Additional set-back upper storey may be accommodated subject to appropriate, high quality design and assessment of long-range views including setting of Roman Wall.
4. Retain and reuse existing buildings, including steel/ concrete framed industrial structures, where possible, to reduce embodied carbon costs and retain a varied, characterful development pattern.
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.
6. All detailed applications concerning the key sites will be subject to Heritage Impact Assessment and townscape analysis.

Vineyard Gate

Site Strategy

Use mix

- Active E class uses at ground level fronting streets and public realm. Due to the development constraints and pattern, units will be small and suitable for independent businesses. Appropriate uses could include:
 - Small-scale independent retail
 - Cafe, restaurant and bar uses
 - Workspace, including workshop/studio space or office space
- Cafe/restaurant uses onto Roman Wall Park to be encouraged.
- Residential upper floor uses suitable for a city centre location in proximity to night-time economy uses and nearby transport interchange. Suitable for 1-2 bed apartments, not family housing.
- All residential uses to be car-free except for provision of on-site blue-badge parking at appropriate ratios. Consider an allocation for residents use of annual parking permits to NCP carpark.
- Car club and micro-mobility hire provision on-site.
- Secure covered cycle storage, including e-bike lockers and charging points, to be provided at above-minimum ratios.

Wider improvements outside the site boundary should be sought, including to repair and restore historic buildings atop the Roman Wall on the south side of Eld Lane to enhance the setting of the wall and townscape quality.



Example of quality public realm and active uses next to historic walls

Design and public realm

1. Roman Wall Park to be a high-quality public space including hard and soft landscaping, seating and features encouraging multi-generational use e.g. public chess, table-tennis, boules
2. Small-scale mews-style infill/new build to terminate currently untidy flank walls and side yards - may require further site acquisition
3. Well-landscaped blue-badge parking and delivery/servicing for existing businesses at the west end of the site including EV charging
4. Improved landscaping to Vineyard Street and adjacent parking area
5. New steps up from Arthur Street to Vineyard Street, including a ramp if space allows
6. Refurbished/reconfigured lift and stairs to Eld Lane - retain as much existing structure as possible to reduce embodied carbon impacts
7. Mixed-use, mid-rise development
8. Opportunity for servicing yards to be integrated with public realm

Related wider area improvements

9. Osborne Street / bus station reconfiguration
10. Improvements to NCP carpark
11. Rapid Transit System route / interchange
12. Surface crossings to Southway



Example of mixed-use mid-rise development



St Botolph's Circus

Design recommendations

St Botolph's Circus is an important gateway to the city centre which is currently dominated by traffic and has a poor environment for pedestrian and cycle movement. It does not allow space for modal interchange between transport modes and increases the severance between the New Town neighbourhood and the city centre.

The plan shown here reflects the latest proposals for the roundabout itself, prepared by Essex Highways. The design recommendations set out below form the recommendations from the masterplan consultant team to maximise the public realm benefits of the project and create a high quality gateway to the city centre.

1. Ensure redesign of the junction balances the needs of all users according to the user hierarchy. Cycle tracks and pedestrian routes to be as direct as possible, following desire lines, and prioritised over vehicle movements. This will encourage active travel and reflect best practice guidance.
2. Maximise new street tree planting lining the highway, placing trees near the outer edge of the footway/ public realm area to create more enclosure of space, minimise the visual impact of the highway and provide usable public realm between trees and buildings. This will also ensure trees are sufficiently spaced away from buildings and can therefore be of species that will grow to substantial scale, creating good canopy cover and visual impact - for example London Plane trees as found elsewhere in the city centre.
3. Generous public realm at north-east corner of circus providing improved gateway to rail station.

Integrate micro-mobility hire and additional cycle parking.

Longer term urban design principles to be considered as part of wider redevelopment of Osborne Street and Britannia Yard:

4. Vehicle entry to Britannia Yard will change function substantially when this site is redeveloped. Create more continuous active frontage and pedestrian experience around this important corner, and reduce vehicle movements to essential access and servicing only.
5. Area to the east of the NCP carpark has potential to be used for bus layover or related facilities, but should present a strong built frontage to the public realm on all sides.

Related wider area improvements

6. Osborne Street / bus station reconfiguration
7. Improvements to NCP carpark
8. Rapid Transit System route / interchange
9. Surface crossings to Southway
10. Vineyard Gate development site
11. Britannia Yard development site



Tall street trees lining carriageway reduce the visual width of the street



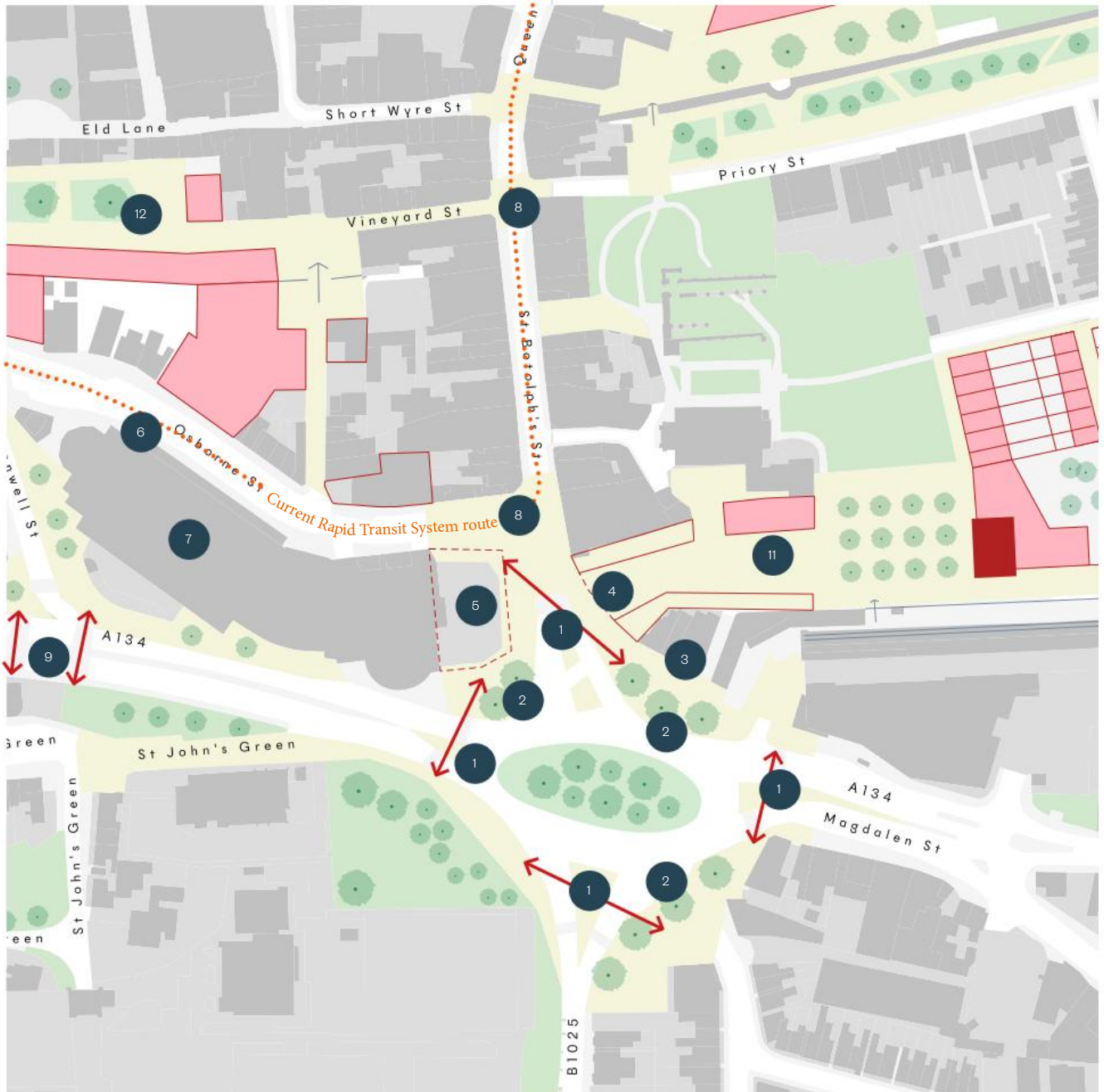
Creating people-friendly public realm between trees and buildings, mitigating the impact of traffic

Indicative Design Principles for St Botolph's Circus

(Junction layout reflects Essex Highways proposals)

Key

- Public realm
- Proposed massing
- Potential taller structure/ landmark
- Current Rapid Transport System route



04

Delivery Recommendation



Delivery Plan

We have developed a separate masterplan delivery outline for Colchester City Council and Essex County Council with information on partnership, financing, and delivery options as well as the high-level actions/process required to implement the initiatives contained in the masterplan.

As the two biggest landowners involved in the masterplan sites, an immediate action will be for Colchester City Council and Essex County Council to determine a suitable partnership arrangement between themselves. They will then need to establish the most effective working arrangements with other parties critical to delivering the masterplan (e.g. business improvement district, community groups, developers).

The pace and process for delivering the masterplan will be affected by these partnerships and arrangements. Based on the current funding and financing arrangements available, we might expect an outline delivery timescale as summarised in the table below (more actions are included in the separate delivery outline). The councils will need to determine more detailed actions as the masterplan progresses, as funding, financing, and partnership circumstances and opportunities are likely to evolve over time.

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.

	Site 1 High Street	Site 2 Southway	Site 3 Former Bus Station Site	Site 4 Britannia Yard	Site 5 Vineyard Gate	Site 6 St Botolph's Roundabout
Immediate	Determine CCC/ECC working arrangements and external stakeholder roles					
	Receive LUF allocation (CCC)					
Short term	Community and stakeholder consultations (starting imminently but ongoing throughout)					
		Determine interchange land requirements		Deploy LUF for archaeological works		Review roadworks consolidation options
		Review Stanwell building options	Create development briefs and confirm development approach; market test options			
Medium term		Deliver car park improvements	Submit and process planning applications			
	Deliver public realm improvements					
Long term		Construct Southway pedestrian crossing	Deliver new development			Construction

Glossary

Accessibility. Accessibility can be viewed as the “ability to access” and benefit from some system or entity. The concept focuses on enabling access for people with disabilities, or enabling access through the use of assistive technology.

Active Ground Floor Use. A use that attracts pedestrian activity and activates the surrounding space, such as a bar, a shop, a library.

Active Travel. Journeys made by modes of transport that are fully or partially people-powered, irrespective of the purpose of the journey. It includes walking, wheeling, cycling, scootering.

Air Quality Management Area (AQMA). An area where air pollution levels have exceeded the national air quality objectives. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there and put together a plan to improve the air quality - a Local Air Quality Action Plan.

Baseline Appraisal. An analysis of the current situation to identify the starting points for a programme or project, setting benchmarks against which future progress can be assessed or comparisons made.

Biodiversity. The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable.

Blue Badge Parking. Parking bays set aside exclusively for holders of a valid disabled persons’ parking permit (Blue

Badge).

Building Density. In the context of this document, the number of residential units in a given land area.

Built Form. The height, volume and overall shape of a building as well as its surface appearance.

Car Club. Short-term car rental service that allows members access to locally parked cars and pay by the minute, hour or day.

Car-lite. Using less private transport and using more public transport like trains, buses or other active modes such as walking or cycling.

Climate Emergency. A situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

Community Use. Use which has the primary purpose of serving the educational, religious, recreational, or governmental needs of the general community, including but not limited to educational and cultural institutions, public parks and buildings, community centres, schools.

Conservation Area. An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. In conservation areas there are some extra planning controls and considerations in place to protect the historic and architectural elements which make the place special.

Cycle Contraflow. Cyclists are

allowed to ride in both directions on a street that is one-way for cars.

Demand Responsive Transport (DRT). A flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. DRT can complement fixed route public transport services and improve mobility in low-density areas and at low-demand times of day.

Disabled. A person with a physical or mental impairment, and the impairment has a substantial and long-term adverse effect on the person’s ability to carry out normal day-to-day activities.

Electric Vehicle (EV). A vehicle that uses one or more electric motors for propulsion.

Heritage. Heritage is a broad concept and includes the natural as well as the cultural environment. It encompasses landscapes, historic places, sites and built environments, as well as bio-diversity, collections, past and continuing cultural practices, knowledge and living experiences. It records and expresses the long processes of historic development, forming the essence of diverse national, regional, indigenous and local identities and is an integral part of modern life.

Heritage Asset. A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local

planning authority (including local listing).

Listed Building. Listed Buildings are buildings and structures defined by the Secretary of State as being of “special architectural or historic interest”. They include buildings and structures that are deemed to be of importance on a national scale.

LTN 1/20 Standards. A document from the Department for Transport (DfT) that sets out standards expected of cycle infrastructure – cycle lanes, cycle networks, junctions, etc.

Micro-mobility. Transportation using lightweight vehicles such as bicycles or scooters, especially electric ones that may be borrowed as part of a self-service scheme in which people hire vehicles for short-term use within a town or city.

Modal shift. The shifting of travel modes that humans go through based on a range of variables. For example, switching a car journey for a bike journey. Modal shift plays an important element in the discussion around creating more sustainable transport systems.

Park and Ride. A system for reducing urban traffic congestion, in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport.

Placemaking. Placemaking is a multi-faceted approach to the planning, design and management of public spaces and more broadly urban environments. Placemaking capitalizes on a local community’s assets, inspiration, and potential, with the intention

of creating spaces that improve urban vitality and promote people’s health, happiness, and well-being.

Public Realm. External urban spaces that are publicly accessible.

Rapid Transit System (RTS). In the context of this document, the Colchester RTS proposals refer to a ‘trackless tram’ providing a fast, reliable, frequent, convenience and comfortable service that is integrated with other modes and sustainable in operation.

Real Time Passenger Information (RTPI). RTPI systems provide a countdown of live predictions of when a bus is expected to arrive.

Scheduled Ancient Monument. A scheduled monument is a nationally important archaeological site or historic building, given protection against unauthorised change.

Supplementary Planning Document (SPD). Documents which contain guidance that expands on the policies within Local Plans, showing how councils expects planning policies to be addressed by planning applications, and how the policies will be implemented by the council when making decisions on planning applications.

Transport Interchange. A facility allowing commuters to transfer between differing modes of public transport.

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Colchester City Centre Masterplan SPD Public Consultation – 19 June to 31 July 2023

106 Responses/Comments from 44 Respondents

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Executive Summary			
Mr Gary Plummer [7759]	Object	CCC has ignored a major part of the survey results from "we made that", in as much as in the comments over 200 people supported a return of traffic to the high street with free on street parking. No observations for more cycle lanes and only a few for full pedestrianization. Therefore, the masterplan is flawed from the start, and CCC must take notice of these results, as their masterplan fly's in the face of it.	All feedback from the early engagement has been considered through the drafting of the Masterplan.
Ms Elaine Peaston-Jones [7765]	Object	To raise profile of a fading city and encourage visitors you intend to build houses on car parks? Words fail me. You should be encouraging retailers as this lack is what stops people shopping here. Less parking and more residents would not encourage me or anyone at all. Less parking and more inner city housing will also put off visitors. I started reading the plan with excitement - finally something is happening to the once lovely town of Colchester. I am now disheartened as this is an excuse to build more houses in an already overcrowded city. Such a shame.	The Masterplan reflects the Council's Car Parking Strategy . The principle of development has already been established through the allocation of Vineyard Street and Britannia Car Park are set out in the Section 2 Colchester Local Plan.
The Coal Authority [7770]	No comment	The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the	Noted.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>environment in mining areas.</p> <p>As Colchester City Council and Essex County Council lie outside the defined coalfield, the Planning team at the Coal Authority has no specific comments to make.</p>	
Natural England [7773]	No comment	<p>Whilst we welcome this opportunity to give our views, the topic of the Supplementary Planning Document does not appear to relate to our interests to any significant extent. We therefore do not wish to comment.</p> <p>Should the plan be amended in a way which significantly affects its impact on the natural environment, then, please consult Natural England again.</p>	Noted.
Ted Benton [687]	Object	Sustainable never defined for this context. Climate emergency is only one aspect of environmental sustainability. CCC declared climate and nature emergency, biodiversity loss absents from Masterplan. Green spaces not mentioned for importance to urban ecology and biodiversity. CCC need to develop biodiversity database and integrated plan for its conservation. Colchester does have rich heritage, but it is not exclusively built heritage.	It is agreed that biodiversity, ecology and nature have been omitted as a theme from the Masterplan. The Masterplan will be updated to consider these themes throughout. The need to enhance biodiversity in the City Centre needs to be added to the key themes that underpin the Masterplan as a whole.
Nicholas Chilvers [6092]	Object	<p>'City Centre. Over Reliance on retail and hospitality' – agree.</p> <p>'Providing spaces to park on periphery' - nice idea, but where? No suggestions made. Unrealistic. Any spare space has been used and built on.</p>	The City has always evolved and proven resilient to change by its ability to adapt. Parking solutions are under investigation as part of the on-going review of the parking strategy. There is vacant land close to the city centre e.g.,

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		'Diversify away from retail. Extend cultural' - We have good cultural offer. What are we missing? Ideas please	behind the magistrates' courts and adjacent to Aldi on Magdalen Street. The Council will carefully consider the siting of car parks for user convenience and to encourage footfall.
Nicholas Chilvers [6092]	Object	<p>Vision</p> <p>Diversify - sounds reasonable but...</p> <p>More Markets - that sector is dying in provincial towns. unless in prime position, traders aren't interested</p> <p>Community Uses - Give examples of activities that aren't already catered for.</p> <p>Independent food and drink - Colchester has more than average.</p> <p>High quality jobs in creative and digital sector - will depend on whether invest in business in a 'car lite' centre. Haven't noted self-employed sector, rural workers, "white van man" and others to contribute to local economy</p> <p>Improving public transport - Yes, easily said but don't expect much.</p> <p>Transport Interchange - need to explain what that means. How and where.</p>	<p>Markets provide colour and animate streets. They may not make a substantial direct economic impact, but they do pull shoppers into the centre with uplift in spend across the centre. Markets, suitably sited and run, are proving to thrive in many locations and provide low-cost accessible food and goods to a diverse range of communities, particularly those who lack access to a car and cannot shop in out of town locations. Markets also provide an important low-cost stepping stone for start-ups and entrepreneurs looking to try out new business ideas.</p> <p>Community Uses could include Dementia friendly venues and daycare. Minority community centres e.g. for Nepali community. Agreed Food and Beverage sector is a strength of the City Centre.</p> <p>Many jobs in digital and creative sectors are for the self-employed, rural workers</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>are not of direct relevance to the city centre masterplan whilst “white van man” provides important services to building construction and maintenance sectors in the City Centre.</p> <p>The creative and digital sector is a strength of the Colchester economy with over 5,000 PAYE jobs and numerous freelancers working in the sector locally. Growth of the sector in Colchester is held back by lack of suitable workspace, as identified in the recent South East Creative Economy Network (SECEN) study into jobs growth across the south-east, and the city centre is identified as a key location to address this as businesses in this sector prefer a busy collaborative environment with other services and meeting places nearby.</p> <p>Transport interchange involves a hub for changing from one mode to another St Botolph’s has the town railway station, bus station and the city centre is well served by the soon to be Rapid Transit System and the interchange involves easy access from one mode to another.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			Consideration will be given to the inclusion of a glossary.
Sharon Burns [7790]	Object	<p>Agree with comments made by Sir Bob Russell</p> <p>Why have details not been delivered to every household / council taxpayer? Consultations will be meaningless.</p> <p>In a council meeting, one of your councillors mentioned that you had been 'shunted towards management companies'.</p> <p>You do not have the consent of the majority of the population of Colchester because most are oblivious to your plans.</p> <p>You should produce a fully costed plan and not waste hard working taxpayers money.</p> <p>Councils are going bankrupt, and many are not in a good financial situation. I understand Councillors can be imprisoned if Councils go Bankrupt.</p>	<p>Consultation on the City Centre Masterplan has been extensive and attempted to reach as many people as possible. The Council has used a variety of new methods to engage and will continue to explore other methods in the future. The plan was front loaded with multiple direct engagement sessions. The draft plan was consulted on using a variety of channels including face to face meetings including hard to reach groups.</p> <p>The City Centre Masterplan is not a costed action plan. Most of the interventions will be delivered through the development process and not funded by the public sector (except public realm and highway interventions).</p>
Alan Murrells [7796]	Object	<p>First, there are 3 documents to read and cross reference. The first can only be read online (SPD) and the other two are downloadable (Transport Plan - 133 pages and Screening report - 13 pages). That's a lot of reading material. I realise that whoever wrote it all must be very proud of themselves, but do you seriously expect many members of the public to read all that? That's what I call drowning the public in data. As far as</p>	<p>Consultation on the City Centre Masterplan has been extensive and attempted to reach as many people as possible. The Council has used a variety of new methods to engage and will continue to explore other methods in the future. The document seeks to knit together a range of complex issues</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		my comments about the proposal are concerned, there are two things which I think are worth spending money on.	and it is lengthy and complex as it is intended to be a planning tool to shape future development proposals. Documents were available to view on the Council's website, Consultation Portal and hard copies were available at the Town Hall, Colchester Library and at the public consultation events.
Colchester Cycling Campaign [677]	Support	Broad agreement with thrust of Masterplan, especially in relation to improving infrastructure for active travel. Fully support aim on page 6 Agree with success criteria. Walking and cycling must be made as attractive as possible and given clear advantages over private motor transport All schemes must have high score using LTN1/20 Level of service tool Each scheme should bear in mind: 1. Decarbonising transport 2. Vienna Declaration 3. Compliance with LTN 1/20	Noted. All detailed interventions will be subject to design modelling and consultation and will need to achieve compliance with statutory framework.
John Hawkins [7799]	Object	1. Masterplan consultation highly superficial and leads to biased responses. 5. Public Consultations are being done piecemeal with	All feedback from the early engagement has been considered through the drafting of the Masterplan.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		repeated consultations when the results are not in tune with the Council's wishes. None of the consultations are honest to set out disadvantages and advantages in way the general public can clearly understand	The City Centre Masterplan Consultation was aligned with the St Botolph's design proposal to prevent piecemeal consultations. The consultation involved front loading and extensive engagement using multiple channels.
Historic England [7585]	Object	<p>General Comments</p> <p>Lack of evidence underpinning the Masterplan Design Framework - informed and respond to historic environment (i.e. HIA for each site). Scale and massing too prescriptive. Should be agreed later and presented as individual Development Briefs for each site (informed by HIA, Conversation Area Appraisals and Management Guidelines). Remove reference to massing, building heights.</p> <p>Document should define heritage</p> <p>Improvements/enhancements to heritage assets should be considered (not just setting)</p> <p>Masterplan should mention Heritage at Risk in Colchester</p> <p>Layers should work together harmoniously</p>	<p>The major strategic site allocations (Local Plan policy TC3) have been subject to examination through the local plan adoption process. Detailed proposals will need to be supported by Heritage Impact Assessment and Townscape Appraisal.</p> <p>The Masterplan is a high level strategic document and has been supported by an appropriate level of analysis as summarised in the baseline evidence section which draws on a detailed heritage assessment.</p> <p>Scale and massing are a complex and controversial issue. The guidance should be seen as strategic only and each detailed proposal needs to be supported by LVIA/Townscape Appraisal including verified views.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>Site specific sections of the Masterplan show design principles only, not full detailed masterplans, and set indicative upper limits to heights to encourage appropriate forms of development to be proposed.</p> <p>Consideration will be given to the inclusion of a glossary.</p> <p>Heritage assets as well as setting is subject to National Planning Policy Framework (NPPF) guidance and Local Plan Policy DM16 which provides detailed criteria for assessment. The City Centre Masterplan does not need to repeat adopted policy.</p> <p>As part of the Heritage baseline assessment, consideration will be given to the Colchester Heritage at Risk Register.</p>
Historic England [7585]	Support	<p>VISION (PAGE 6)</p> <p>We are pleased to see the importance given to heritage as a source of community pride and a positive asset for the local economy.</p>	Noted.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Sir Bob Russell [4177]	Object	<p>No economic impact assessment should be no further discussion until an independent one undertaken.</p> <p>Planning for the next 100 years is risible. Even 10 years forecast would be ambitious. Can only make forecasts on knowns not guessing.</p> <p>Lack of economic impact assessment is astonishing. It is negligence. Failure to recognise loss of two surface car parks (FIO identified annual loss of income of £820,000) will have serious determinantal effect on economic viability of City Centre.</p> <p>Sometimes “doing nothing” is better than “doing something”.</p>	<p>A Supplementary Planning Document (SPD) provides further guidance to policies set out in a Local Plan. The Colchester Local Plan covers the period 2017 to 2033.</p> <p>The Masterplan reflects the Council’s Car Parking Strategy and existing site allocations in the Section 2 Colchester Local Plan. The parking strategy suggests there is an over provision of 500+ spaces in council car parks alone. The loss of these surface car parks has been subject to full examination via the Local Plan process.</p> <p>Detailed Business Cases with economic assessments have been prepared for the schemes which are being delivered through the Town Deal and Levelling Up Fund. The Masterplan is a planning framework and process, not an explicit and complete action plan. It identifies likely and possible opportunities for land use.</p> <p>Through the planning application process, an economic assessment</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>would be provided to consider individual and cumulative impacts.</p> <p>An Economic Impact Assessment for the Masterplan as a whole accordingly offers limited value, at this time.</p>
Mr Dorian Kelly [7438]	Object	<p>Wide ranging holistic masterplan is very important to Colchester to provide protection against unsuitable development and help transition from retail based shopping area to city centre leisure and tourism experience. This does not provide this and is whole entire purpose.</p> <p>Hope to see another draft as soon as practicable.</p> <p>Areas of city not included in masterplan, generally privately owned such as Priory Walk, Culver Square and Lion Walk.</p>	<p>The Masterplan provides an overarching vision for the Colchester City Centre.</p> <p>Detailed design frameworks have been provided for key site allocations within the City Centre, as set out in the Section 2 Colchester Local Plan. These are sites for comprehensive redevelopment and in public ownership. Strategic guidance applies to the remainder of the city centre. The High Street and Southway and St John/s Street/Osborne Street have been included in addition because these form part of key regeneration areas.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Colchester Civic Society [7807]	Object	<p>Consultation</p> <p>Experience of meetings and timing were inadequate, leaving no time for real discussion or questions.</p> <p>Rather than being consulted, Colchester Civic Society have been briefed. Promised meeting with senior members of City Council to discuss concerns but never happened.</p> <p>An asset based community development approach has not been embraced by consultation process.</p> <p>Referred to as major consultee, not been given status and feel let down by City and County Council.</p> <p>Masterplan does not represent acceptable approach to building sustainable, mutually supportive communities for the future.</p>	<p>Consultation on the City Centre Masterplan has been extensive and attempted to reach as many people as possible. The Council has used a diverse variety of new methods to engage and will continue to explore other methods in the future. The aim of the masterplan is to provide a spatial framework. Engagement of local community groups should of course continue through the further stages of the development of individual projects and initiatives.</p> <p>We have consulted widely with community groups including Colchester 360 and hard to reach youth groups, neural diverse and dementia groups. The Colchester Civic Society has been afforded exceptional engagement (prior to, during and post drafting). The City Centre Masterplan seeks to foster new urban communities that are inherently sustainable. The submission fails to explain what aspects of the approach are unsustainable.</p> <p>The masterplan has identified many strong and important assets within the</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			city, both in terms of place-based assets, as well as economic, social and environmental assets. This has formed the foundation of the masterplan process, focusing on the spatial and place based as that is the purpose of the masterplan.
Our Colchester - Business Improvement District (BID) [7809]	Object	<p>Not against Masterplan in full, but do not and cannot support some aspects of it.</p> <p>Plans as proposed, does absolutely nothing to promote or enhance retail operations in the City Centre, presents more challenges to current operations and does nothing to entice new enterprise with many more barriers to trade.</p> <p>How will impact on business be monitored by who?</p> <p>Is there Future Transport Strategy?</p> <p>CCTP needs to be submitted to bus companies, what impact/weight will their comments have on Masterplan?</p>	<p>Retail is an important sector, and this is recognised and supported through the masterplan. The Local Plan policy position that seeks to maintain a high proportion of retail uses within the primary shopping area, and within the secondary street frontages, is reaffirmed in the masterplan's land use strategy.</p> <p>The City Centre Masterplan seeks to create a flexible environment for businesses to prosper and adapt to changing market conditions. More detail is required concerning the perceived barriers to trade in the plan. It needs to be remembered that the plan is principally intended as a planning document to shape future development and builds on policies in the adopted local plan. It cannot introduce new policies as a Supplementary Planning Document.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>It is widely accepted and indeed has been voiced by the BID through the engagement process, that the nature of retail is changing and the physical environment needs to change to support this shift, including better quality public realm encouraging dwell time; creating space for more diverse city centre businesses, including leisure and cultural activities; and addressing mobility and transport issues. The masterplan is intended to support this fully.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The Transport Plan involved bus companies as part of the engagement. As part of ongoing recommendations, a review of future bus capacity will also be undertaken.</p>
1 - Setting the Scene			

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Nicholas Chilvers [6092]	Object	<p>Can't argue with general aims and objectives</p> <p>Lots of assumptions made by We Made That, not taken enough time to understand the needs of the majority of Colchester's residents.</p> <p>Only listened to those who have taken time to engage, many with own special interests.</p> <p>Most Colchester residents need a car - to dampen that ambition will drive people and money away. We all want Colchester to be a nice prosperous and safe place.</p>	<p>Noted.</p> <p>All feedback from the early engagement has been considered through the drafting of the Masterplan.</p> <p>The Masterplan reflects the Council's Car Parking Strategy. It is intended to promote choice for car users, reduce congestion and improve air quality.</p>
Nicholas Chilvers [6092]	Object	<p>'increase in high paid jobs in centre' - look at it from businesses point of a view. Why? What is in it for them? What is centre's USP?</p> <p>'increase evening economy and vibrancy of venues' Positives and negatives. look at it from potential housing tenant's point of view. City after dark is not a nice place.</p> <p>'aim to decrease vehicle movements in the centre' worthy aim. How and consequences is problematic.</p> <p>'ingrained transport habits for residents in wider city area and reluctance to adapt model shift' Colchester has hill on three sides, edge of town development, no formal southern circular road. St Botolph's and Southway under strain. Public transport</p>	<p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>Supporting job creation in the city for the digital and creative businesses is intended to build on the success of the Queen Street Creative Business Centre to diversify the city centre economy from retail, food and beverage. These sectors tend to be low paid, and Colchester City Council has a higher</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>impractical. Infrastructure hasn't been provided to keep up with housebuilding. City cut in half by railway and river.</p> <p>Masterplan can't be read in isolation - link to transport plan.</p>	<p>than expected proportion of low paid jobs.</p>
<p>Nicholas Chilvers [6092]</p>	<p>Object</p>	<p>No mention of need to level up Southeast. Facilities are in the north or west.</p> <p>Should include public services and commerce to SE to reduce need to cross town. Middlewick willacerbate problem</p> <p>No mention of polluted Brook St or Mersea Rd.</p> <p>'More robust economic environment including more evening activities' No suggestion how or what. Shows how little WMT understand Colchester. Most working and family residents want to get home and relax. Students and young workers have limited funds.</p> <p>Seasonal and weather factors.</p> <p>'Reference to Policy TC3 housing in town centre' Carless development will not attract tenants with prospects. Will add to crime and social problems that already exist.</p> <p>Well paid jobs where parking is reduced, and traffic is slim.</p>	<p>The Rapid Transit System will provide a reliable and efficient link from Southeast to Northwest Colchester via the City Centre. The City Centre Masterplan is a planning document and not a fully funded action plan. Change will be delivered incrementally through the development process.</p> <p>The principle of development has already been established through the allocation of Middlewick Ranges are set out in the Section 2 Colchester Local Plan.</p> <p>Brook Street and Mersea Roads are not within the study area, but the City Centre Masterplan seeks to encourage active and sustainable transport to reduce congestion and improve air quality.</p> <p>The City Centre Masterplan is linked to related policies principally the</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Tenants that move into properties on car parks won't have deep pockets and won't replace spend that car park users do.	Colchester Local Plan and wider strategies including the Car Parking Strategy.
Colchester Cycling Campaign [677]	Support	<p>Transport (General)</p> <p>Agree with baseline transport appraisal. Mention should be made to air pollution not only above UK legal limit but above UN Limit. Consider particulate pollution from other sources too.</p> <p>Support aims 5&6 (pg. 34) Zonal traffic circulation should be short term goal and date set or it will never be achieved.</p> <p>Provide data on congestion in greater city is drag on economy</p> <p>Climate Change section lacks sense of urgency. Importance of building resilience into all new and existing thinking. More emphasis on climate change is needed in masterplan to support intended changes. Resilience also needs to be considered.</p>	<p>Noted.</p> <p>Air pollution legal limits will be reconsidered and updated accordingly.</p> <p>The Council are also preparing a Climate Change and Active Travel Supplementary Planning Documents (SPDs) which provide further guidance for development across Colchester and respond to the climate emergency. (Now adopted)</p>
Historic England [7585]	Object	<p>Masterplan boundary should be extended. Area should include the area defined by the historic settlement core including the entirety of the walled Roman and medieval town and key arteries i.e. East Hill and East Street. Align with Town Centre Conservation Area.</p> <p>Rational for sites included in Masterplan unclear. Priory</p>	<p>The focus of the Masterplan is the core city centre area, as defined by the Primary and Secondary Shopping Area in the Section 2 Colchester Local Plan.</p> <p>The key major city centre redevelopment sites are included in</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Walk and part of St Runwalds Car Park allocated in Local Plan not included. Incorporate projects from Town Deal.</p> <p>Baseline Appraisal</p> <p>Pg 18 - New allocation sites provide opportunity to link Castle Park and Abbey Field via St John's Abbey site and St Botolph's</p> <p>Pg 20 - Largely agree but key findings should be expanded to better represent the importance of City's heritage. Archaeology, Roman Circus, Castle, Jumbo. Garrison Area Conservation Area.</p>	<p>scope of the City Centre Masterplan. Other sites in private ownership will be considered against the core principles set out in the plan. It is simply not possible to provide detailed briefs for the whole City Centre indeed most of the remainder of the plan area will not be encouraged to be comprehensively redeveloped give the conservation area status and the consideration of sustainability with embedded carbon in existing city centre fabric. Further consideration will be given to City's heritage within the baseline appraisal.</p>
Our Colchester - Business Improvement District (BID) [7809]	Object	<p>Success criteria (pg. 10)</p> <ul style="list-style-type: none"> -how agreements on any monitoring and evaluation is carried out -insist these strategies are agreed before any works start -who will carry out evaluations -what happens if effects are negative on city <p>Disruption to businesses during time of change and construction, implore ECC fully engage with them ahead of any works.</p>	<p>The City Centre Masterplan will be subject to periodic review to ensure that it remains up to date and appropriate. The implementation of the plan will be led by the development process with the exception of the major redevelopment sites which are currently in public ownership and subject to comprehensive redevelopment.</p> <p>Any evidence of negative outcomes will result in amendments to the City Centre Masterplan. The Council's Economic Growth team will lead on monitoring</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Delivery of RTS will be most significant driver to economy of City Centre. Timing of sale of development at Vineyard Gate and Britannia Car Parks should be delayed until the major schemes have been delivered.	and evaluation through periodic City Centre Health Checks. The importance of the RTS is acknowledged.
2 – Vision and Masterplan			
Colchester Civic Society [7761]	Object	<p>Initial Comments following Walking Tour with Council:</p> <p>National Cycle Routes to be indicated in Masterplan (High Street and Head Street)</p> <p>Potential route from Head Street as in current planning application</p> <p>Improvements to cycle routes from Mercury to High Street.</p> <p>Importance of Public Hall</p> <p>Views of Town Hall Spire must be maintained</p> <p>Public realm around Jumbo should have been included in Masterplan</p> <p>Untidy mess of pavements which lower visual quality of city. Masterplan should include need for higher specifications in public realm</p> <p>Directional signage – appearance of signs in the city should be under the control of one body</p>	<p>Improvements to walking and cycling routes are shown on page 37, consideration will be given to whether these need to be updated further.</p> <p>Page 38 ‘Environment and Sustainability – Urban Design Strategy’ sets out interventions for the city centre corridors. This identifies Balcerne Gate – Culver Street West as a priority east-west corridor and the aim for these is to consolidate and extend pedestrian friendly streets, create coherent active travel experiences between key sites and rationalise vehicular movement.</p> <p>Street signage is essentially under the control of the highway authority but with partnership working a unified approach to deliver a shared strategy is possible.</p> <p>A detailed design framework was not included for the Jumbo/Mercury Theatre area because the quantum of funding</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Masterplan should have included revising St Botolph's Circus area and suggest replanning to ensure best use of land</p> <p>Masterplan should have included recommendation for better presentation of the Priory.</p>	<p>available and end use of Jumbo remains undecided. We aspire to higher specifications but remain hostages to funding and cannot commit with financial uncertainty. The quality of the public realm is highlighted as an important issue in the City Centre Masterplan.</p> <p>The presentation of the Priory forms part of the Levelling Up Fund (LUF) proposals and work will be jointly undertaken with Historic England. The Masterplan does include a detailed design framework for the St Botolph's area.</p>
Ted Benton [687]	Object	<p>Alarming suggestion for river through city and wider green environment.</p> <p>Authors no knowledge of riverside green spaces for public amenity, enjoyment and biodiversity enhancements.</p> <p>Monitored ecology and wildlife of these green spaces for 50 years.</p> <p>Loss of biodiversity by northern extension of Riverside Estate, mowing for grassland o river edge.</p> <p>Walks during covid, intensity of public use led to new</p>	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p> <p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>ideas about management. Since 2020 large areas of grassland managed by CCC for biodiversity (extends to Castle Park)</p> <p>Local experts monitoring - increase in birds using river as wildlife corridor</p> <p>River and habitat important for exceptional assemblages of dragonflies, butterfly fauna.</p> <p>Rowan Wall important botanical site</p>	
Nicholas Chilvers [6092]	Object	<p>pg.30</p> <p>Traders taking in deliveries by night is unrealistic</p> <p>Need to define 'interchanges' and where would be sited</p> <p>pg. 34</p> <p>'Parking on periphery of city'</p> <p>Sensible but some roads from existing CPs are grotty and unattractive (Butt Road and Mersea Road)</p> <p>'Improving public transport and integrating with RTS'</p> <p>Natural development, RTS does nothing for the south and west. Like P&R, doesn't serve whole city. No progress on improving public transport in recent years</p>	<p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The planned route for the Rapid Transit System (RTS) within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		800 spare car park spaces. Data should be in public domain. Women and those with larger cars don't like using multi-story CPs.	<p>and university. Further details can be found online.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The Masterplan reflects the Council's Car Parking Strategy.</p>
Nicholas Chilvers [6092]	Object	<p>pg. 36. 'Working with bus operators'. Who will lead on that? No control or levers.</p> <p>Extending bus interchange into Stanwell St to east congestion is worth developing.</p> <p>Bus station isn't necessary - users catch and drop off at other convenient locations</p> <p>'Demand response transport with last mile modes' explain in plain English</p> <p>Car Club. Nice thought but unrealistic.</p> <p>Adequate car parking, accessible at key locations, improve CP</p> <p>Looks obvious but seems at odds with what is planned</p> <p>Reduce long stay parking to maximise P&R</p>	<p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The Masterplan involved bus companies as part of the early engagement. A review of future bus capacity will also be undertaken.</p> <p>A further park & choose site is also being progressed on the A133 as part of the Tendring Colchester Border Garden Community transport measures. This would utilise the proposed Rapid Transit System and provide additional park and choose</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>P&R only used by those from A12 or A120. Value to city very limited.</p> <p>Satellite urban logistics hub. Explain.</p> <p>Car lite centre. Traders and businesses will have strong view</p>	<p>expansion to the east and southeast of the city.</p> <p>The Masterplan reflects the Council's Car Parking Strategy.</p>
Nicholas Chilvers [6092]	Object	<p>Pg.40. Safety concerns at Balkerne Hill/Crouch St underpass. Where is evidence? Existing set up is preferred</p> <p>Pg. 42. New pedestrian crossing along Southway. Has there been assessment of extra congestion and pollution?</p> <p>Maintaining good flow trumps extra north/south crossing</p> <p>Pg.44. Unlocking potential sites for development along and adjacent Southway. Which and for what purpose?</p> <p>Pg. 52 & 54. Stock town planning objectives. Cultural - what are we missing?</p> <p>Markets - Colchester doesn't have reputation for a good market, undermined by car boot sales and discount retailers</p> <p>High Tech and digital - Why invest in a car cite city centre as opposed to off centre site with car park?</p>	<p>The proposed scheme at Crouch St/Balkerne Hill associated with the replacement of the existing subway will not be progressed at this time with no current timeframe to review the scheme.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p> <p>The masterplan reflects a vision for Colchester, including longer-term aspirations for Southway. Any future proposals would include requirements for further transportation assessments and modelling to be undertaken as part</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Same applies to diverse economy</p> <p>Pg. 58. Placemaking - define this term</p>	<p>of any more detailed design development.</p> <p>The Masterplan reflects the Council's Car Parking Strategy.</p>
Environment Agency [7777]	Support	<p>Support approaches including Zero Emission Zone, car lite access restrictions and pedestrian corridors.</p> <p>Welcome more consideration to green corridors within the city for their benefits to the environment particularly for biodiversity and tackling climate change.</p> <p>Encourage tree planting, green walls and roofs especially along transport corridors. Provide multi functional benefits. Recommend where possible trees that are planted are native species.</p>	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
Environment Agency [7777]	Object	<p>Biodiversity Net Gain is an approach to development which aims to leave nature in a measurably better state than beforehand.</p> <p>Local Plan sets out local councils targets for BNG for new development as the government target of 10%. We would welcome more active consideration to biodiversity and these development targets to be included in this document.</p>	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
Environment Agency [7777]	Object	<p>Water Pollution</p> <p>We suggest a policy that encourages the use of SuDS in Urban Areas because water pollution can be</p>	<p>Policy DM24 of the Section 2 Colchester Local Plan set outs the requirements for Sustainable Urban Drainage Systems across the</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>exacerbated by run off from urban areas.</p> <p>Pg.44 encourage use of river through point 7 develop riverside access and amenities.</p> <p>We would strongly encourage that measures be put in place to see water quality and habitats are protected for wildlife.</p>	<p>administrative area. Supplementary Planning Documents (SPDs) cannot set out new policy.</p> <p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p>
Environment Agency [7777]	Object	<p>We encourage water efficiency measures and SuDS and consideration should be given to the stressed groundwater resource within this area. SuDS are also an effective measure to water resourcing issues.</p> <p>A policy should consider rainwater harvesting and infiltration should be used to aid aquifer recharge. Any policy to support this should encourage the review of groundwater quality as well as the potential river pollution.</p>	<p>Policy DM24 of the Section 2 Colchester Local Plan set outs the requirements for Sustainable Urban Drainage Systems across the administrative area. Supplementary Planning Documents (SPDs) cannot set out new policy.</p>
Friends of Castle Park [7779]	Object	<p>Concern that river running through the park could be animated and developed as a social and economic driver.</p> <p>River is an important wildlife corridor, supporting a wide range of wildlife including otters, kingfishers, cormorants, heron, egret. Fish feeding birds testify health of river in supporting fish population. Wide range of dragonflies, all add to rich diversity of wildlife.</p>	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Path through park following river, pedestrian bridges over river, the life on the river is enjoyed and appreciated by many. Opportunities for people to appreciate the natural world is a vital resource.</p> <p>River is calm and beautiful place - great benefit. River through Castle Park is far from inanimate.</p>	
Ted Benton [687]	Object	<p>Improve access to the River Colne - confusing as already much used and valued riverside paths on both sides of the river (East Street and North Hill) except for cricket pitch.</p> <p>Existing routes include two local nature reserves, two pedestrian bridges and significant areas of grassland managed by CCC since 2020 to favour biodiversity.</p> <p>Paddle boarding, swimming and canoeing - unsafe given levels of pollution, presence of Weil's disease and clearance of marginal and overhanging vegetation for moorage, staffing and disturbance to habitats.</p> <p>Requirement to demonstrate biodiversity net gain in planning, Plan takes no account of biodiversity.</p> <p>Take these suggestions out of the plan at this stage.</p>	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p> <p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
Dr Linda Mahon-Daly [6249]	Object	<p>2 Animating the river as a social and economic driver</p> <p>Currently area supports a wide range of birds, mammals and invertebrates, - all of which would be significantly harmed by paddle boarding canoeing</p>	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>swimming etc.</p> <p>1. Roman Wall Park - new city park that considers the Roman Wall and its setting in its entirety</p> <p>no detail on management, no reference to biodiversity. Opportunity for sympathetic management to enhance public enjoyment, as well as biodiversity. Options need to be considered and the relevant experts consulted.</p> <p>Biodiversity and nature should not be an afterthought but integral part of the plan</p>	<p>and enhancing our biodiversity. This will be omitted from the Masterplan.</p> <p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
Mrs Susan Allen-Shepherd [1494]	Object	<p>I agree with the principle, but Colchester seems to forget that it has a large rural hinterland. Unless public transport is improved for those visiting their city, the plan is at odds with reality. Tiptree with a large population of over 10,000 does not have an adequate bus service to Colchester. Instead of large lumbering buses being used out of peak hours, a fleet of smaller vehicles that run more frequently is required. A town bus service of every 10 minutes is good. Outside the town every 20 minutes would be acceptable, but the best we have ever had is 30 minutes and it is now reduced to 60 minutes outside peak times. This is inconvenient for appointment times (you even need an appointment to do simple banking transactions). With an infrequent bus service this leads to killing time. What if it is raining? Can you afford to go to a cafe to kill time? Rural residents contribute to the facilities in Colchester, but an</p>	<p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>infrequent bus service in incompatible with busy lives. Tiptree has no bus service after early evening, so a trip to say the theatre is not possible without a car, and night taxi rates are not affordable for frequent trips.</p>	
<p>Christen Avent [7792]</p>	<p>Object</p>	<p>St Marys Carpark should be included in Masterplan. Council and Police aware of anti-social behaviour and the impact this has on residents and local businesses.</p> <p>Masterplan perfect opportunity to address this long term, creating a safe car park for residents and visitors to use.</p> <p>Anti-social behaviour almost every week, wakes children, prevents sleeping, danger to those who's gardens back onto the car park. ASB from drivers but have known a murder to take place inside car park.</p> <p>Urge you to implement stricter security measures. Something must change to safeguard residents of St Marys, families and individuals who visit vibrant city.</p>	<p>The Council have established a taskforce with Essex Police to address issues in St Mary's Car Park. The entrance to the car park will be closed overnight from 10pm on Friday, Saturday and Sunday nights. Temporary Heras fencing will block the entrance and only let vehicles out of the car park, and not in, after 10pm.</p> <p>St Marys Car Park is located outside of the core city centre area within the Masterplan.</p> <p>Further consideration will be given to how the Masterplan can address these issues.</p>
<p>Dan Simpson [7793]</p>	<p>Object</p>	<p>The Council are aware of the constant and continual anti-social behaviour that is experienced in St Mary's Car Park and the impact this has on the neighbouring residents and local businesses. The masterplan was the golden opportunity to address this is the long term and creating a safe car park for residents and visitors to use when visiting the cultural area of Jumbo, Balcerne Gate and the Mercury Theatre.</p>	<p>The Council have established a taskforce with Essex Police to address issues in St Mary's Car Park. The entrance to the car park will be closed overnight from 10pm on Friday, Saturday and Sunday nights. Temporary Heras fencing will block the</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>I'm disappointed to see St John's listed for safety improvements but not St Mary's. The anti-social behaviour that continues to blight the neighbourhood of St Mary's almost every week, so I urge you to take the opportunity to fix it once and for all.</p>	<p>entrance and only let vehicles out of the car park, and not in, after 10pm.</p> <p>St Marys Car Park is located outside of the core city centre area within the Masterplan.</p> <p>Further consideration will be given to how the Masterplan can address these issues.</p>
<p>Colchester Natural History Society [7794]</p>	<p>Object</p>	<p>Masterplan sets out a clear vision for the future development of Colchester city centre for years to come.</p> <p>CNHS would like to see importance of biodiversity emphasised in the Plan and the place of biodiversity in Colchester's future strengthened.</p> <p>Castle Park and adjacent riverside open spaces hugely important for biodiversity, rich in wildlife, enjoyed and valued by local residents and visitors.</p> <p>Proposed Roman Wall Park includes grassland and wetland by Land Lane, Riverside and Kings Head Meadow - much is managed for biodiversity following discussions with CNHS. Any new park should have clear aims to enhance biodiversity.</p>	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
<p>Eight Ash Green</p>	<p>Object</p>	<p>Too much emphasis on green policies. Understand important but maybe should not be driver for every decision.</p>	<p>The City Centre Masterplan sets out five themes, covering a wide range of issues covering the climate emergency,</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Parish Council [31]		<p>Emphasis on walking and cycling to City Centre. Only practical if you live nearby and are fit enough to do so. Those outside centre the transport links are more important.</p> <p>Recent projects leave a lot to be desired. Shambolic traffic solution in Tollgate shows lack of common sense.</p> <p>Rapid Transit - is this going to happen?</p> <p>Bus station currently inadequate for size of city and should be reconsidered</p> <p>Free and regular shuttle between North Station and City Centre would be worthwhile.</p>	<p>accessibility, diversifying the city centre, supporting the economy and heritage.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The planned route for the Rapid Transit System (RTS) within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre and university. Further details can be found online.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The Masterplan involved bus companies as part of the early</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			engagement. A review of future bus capacity will also be undertaken.
Colchester Cycling Campaign [677]	Support	<p>Cycling and walking each should have a separate layer in the plan to pull together all the issues that are currently spread through document</p> <p>Main points are:</p> <ol style="list-style-type: none"> 1. Need for contraflow cycling in High Street 2. Need for contraflow in Queen Street/St Botolph's Street <p>If can't be progressed immediately, masterplan must not rule them out.</p> <p>Support new pedestrian/cycle link across Southway, would prioritise Headgate/Butt Road and St Botolph's</p> <p>Support improved pedestrian links across Balkerne Hill South</p> <p>Dispute level of cycling infrastructure is reasonable (pg. 19) propose "level of cycling infrastructure has potential"</p> <p>Support improvements to cycle access to City Centre Military Road - agree valuable part of cycle network but wonder how can be achieved</p>	<p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p> <p>The specific route/contraflow suggestions made in the representation are worthy of consideration but require detailed options studies and modelling to establish feasibility and this was not in the scope of the masterplan commission. They are not ruled out by the masterplan.</p>
Colchester Cycling	Object	The Roman city centre grid is largely still in place and provides the basis for the most convenient and easily	In partnership, Essex County Council and Colchester City Council have

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Campaign [677]		<p>achievable cycling network.</p> <p>The one-way system instituted 60 years ago to control motor vehicles destroyed city centre permeability for cyclists. Access is needed not simply into the centre but across the centre, as shown by the high number of cyclists who ride on the footway or carriageway northwards on St Botolph's/Queen Street and westwards on High Street.</p> <p>At present people from much of New Town, Mersea Road, Shrub End and the new garrison estate have to make considerable diversions to cycle to High Street, North Hill and East Hill. The current proposals do not address these issues. See the importance of having direct routes in Gear Change and Local Transport Note 1/20.</p> <p>Thought needs to be given to greater use of cargo bikes or provision of this kind of delivery system: https://www.youtube.com/watch?v=IRqKOztzLDs</p>	<p>produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city, including the locations highlighted.</p> <p>There is work underway currently funded through Active Travel and Town Deal Funding to make improvements to the existing active travel network. Further design development and future bids will be made to secure funds from Active Travel England. Colchester Cycle Campaign continue to be engaged as part of the LCWIP design development programme.</p> <p>As part of the recent successful Levelling Up Funding Bid, improvements will be made to the St Botolph's Junction, which will support improvements to active travel access</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>from the south to the city centre and also improved accessibility to this important transport interchange.</p> <p>The specific route/contraflow suggestions made in the representation are worthy of consideration but require detailed options studies and modelling to establish feasibility and this was not in the scope of the masterplan commission. They are not ruled out by the masterplan.</p>
Colchester Cycling Campaign [677]	Object	<p>SHEEPEN ROAD</p> <p>The masterplan area should include the roundabout at the northern end (bottom) of Balkerne Hill and the length of Sheepen Road. It should include medium-term improvements to or replacement of the subway beneath Southway. Thousands of students and workers inhabit the Sheepen Road area each day, but the current emphasis is car-reliant, to wit Sheepen Retail Park, Colchester Institute and various uses.</p> <p>Map on pg. 34 needs to show East Hill as cycle route.</p> <p>Can't see needs for cyclists to be included on a better link between Priory Walk and First site (pg. 72)</p>	<p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city, including the locations identified.</p> <p>There is work underway currently funded through Active Travel and Town Deal Funding to make improvements to the existing active travel network. Further design development and future bids will be made to secure funds from Active Travel England. Colchester Cycle Campaign continue to be</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			engaged as part of the LCWIP design development programme.
Sarah Simpson [7798]	Object	<p>St Mary's car park should be included in Masterplan. Car park is closest the entertainment hub and will be part of the one of the key corridors. Other car parks are being sold and the remaining car parks need investments and improvements to ensure they are fit for purpose.</p> <p>Council, North Essex Parking Partnership and police are well aware of constant and continual anti-social behaviour at St Marys Car Park and impact on residents and businesses.</p> <p>Masterplan opportunity to address this in the long term and create safe car park for residents and visitors</p> <p>Disappointed to see St Johns listed for safety improvements but not St Marys.</p>	<p>The Council have established a taskforce with Essex Police to address issues in St Mary's Car Park. The entrance to the car park will be closed overnight from 10pm on Friday, Saturday and Sunday nights. Temporary Heras fencing will block the entrance and only let vehicles out of the car park, and not in, after 10pm.</p> <p>St Marys Car Park is located outside of the core city centre area within the Masterplan.</p> <p>Further consideration will be given to how the Masterplan can address these issues.</p>
St Mary's Residents Association [7801]	Object	<p>Why has St John's car park been included for potential safety improvements instead of St Mary's car park?</p> <p>St Mary's Car park will form one of the key corridors. Anti-social behaviour and dangerous driving must be resolved to make car park attractive and safe place to park for visitors and residents. St Johns closes at 7pm which has resolved must ASB, but St Marys still issues at least weekly.</p> <p>Residents suffer on regular basis, reporting issues since</p>	<p>The Council have established a taskforce with Essex Police to address issues in St Mary's Car Park. The entrance to the car park will be closed overnight from 10pm on Friday, Saturday and Sunday nights. Temporary Heras fencing will block the entrance and only let vehicles out of the car park, and not in, after 10pm.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>2016. Lack of management and control leads to loss of peaceful use of homes and amenity means residents are unable to use their homes as a place of peace and safety.</p> <p>Policy back safety measures such as barriers, so can't understand why not included in Masterplan.</p>	<p>St Marys Car Park is located outside of the core city centre area within the Masterplan.</p> <p>Further consideration will be given to how the Masterplan can address these issues.</p>
Peter Evans [7803]	Object	<p>Survey doesn't give opportunity to make any personal comments and some of the questions were not helpful.</p> <p>Disappointed on overall scope and imagination of the Plan. Concentrates on properties owned by the City and County. It is more important to give other property owners and developers, a steer to as to what the City wants and will accept it planning terms.</p> <p>Much attention given to sustainable solutions and encouragement of cycling, but public transport is not given appropriate attention.</p> <p>Not intended to include Osborne Street. Is not acceptable, is either a complete Masterplan or it is nothing.</p> <p>Older people, young families and those with disabilities cannot be expected to take up cycling.</p> <p>Osborne Street Bus Station needs to be improved by devoting extra space to it and keep ordinary traffic out as much as possible</p>	<p>Consultation on the City Centre Masterplan has been extensive and attempted to reach as many people as possible. The Council has used a variety of new methods to engage and will continue to explore other methods in the future.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The Masterplan involved bus companies as part of the early</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			engagement. A review of future bus capacity will also be undertaken.
Mrs Karen Maxwell [7784]	Object	<p>Objection to possible development as noted on page 44 section 7 of the masterplan "Develop riverside access and amenities - e.g. paddleboarding, swimming, canoeing"</p> <p>and also on page 40 section 2 "Animating the river and using it to its full potential as a social and economic driver"</p> <p>- wildlife in the area that would be disturbed if these developments went ahead. There are two pairs of breeding swans, otters, kingfishers, cootes and much more.</p> <p>-If area was to be used for social activities e.g. BBQs this would produce a fire risk as the rewilded areas become tinder dry during the summer.</p> <p>- create car parking issues along Guildford Road and Wakefield Close</p> <p>-cause noise and pollution issues</p> <p>-Riverside walks are used as a peaceful area for people to walk their dogs.</p>	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p> <p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		-Activities available already in Dedham and Nayland.	
Historic England [7585]	Object	<p>Rephrase "protecting and integrating with heritage building" (page 33)</p> <p>Consider historic fabric and character when making additional built fabric interventions (pg. 38) subject to appropriate appraisal.</p> <p>Pg 42 - Pedestrian connectivity with Roman Circus should encompass wider area via St John's Green and St John's Abbey Gatehouse. Improvements to Roman Circus as a heritage destination, not just connectivity.</p> <p>Disappointed with retention of existing lift and stairs to Eld Lane in Vineyard Gate redevelopment, recommend a more appropriate link to enhance the Scheduled Monument's setting.</p> <p>Suggest reviewing and relocating proposed blue badge parking away from Town Wall to preserve its setting.</p>	<p>The City Centre Masterplan needs to be read in concert with the adopted policies of the Colchester Local Plan. In particular Policy DM16 which requires Heritage Impact Assessment's (HIA's) to be undertaken and sufficient supporting information to be submitted to allow the significance of Heritage Assets' to be understood and impacts (direct and indirect) to be quantified.</p> <p>Improvements to the Roman Circus are set out in a dedicated SPD and the Circus itself is not in scope of the City Centre Masterplan which does seek to improve connectivity and a joined up approach to the historic environment and individual Heritage Assets.</p> <p>The City Centre Masterplan is not a funded action plan but a policy document to identify interventions to deliver the strategic plan objectives. Improved connectivity and accessibility are included so whilst the replacement of the existing Eld Lane steps/lift is not</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>explicitly suggested nevertheless it would be encouraged should this be an opportunity arise in the future.</p> <p>Regarding Vineyard Gate, the level change is very challenging and a fully accessible solution is required. The masterplan recommends the replacement or refurbishment of the stairs and lift – detailed options for the upgrading and/or replacement will need to form part of the next level of detailed design proposals.</p>
Historic England [7585]	Object	<p>Pg 44 - proposals affecting scheduled Monuments, or their setting will require a Heritage Impact Assessment. Enhancing accessibility should consider conserving or enhancing heritage assets.</p> <p>Pg 48 - Support maximising vitality and diversification through mixed uses and residential accommodation which can strengthen the character of historic town centres through sustainable street layouts and reuse of historic buildings</p> <p>Pg 50 - Lack of evidence informing building heights, density and built form. Disagree with taller scale around High Street/Head Street. Maximum indicative heights premature. Informed by HIAs for each proposed development site.</p>	<p>Policy DM16 of the Colchester Local Plan requires a Heritage Impact Assessment to be undertaken in support of all applications affecting designated Heritage Assets. The enhancement and better revealing the significance of Heritage Assets is a requirement of the Colchester Local Plan policy DM16.</p> <p>This point is accepted. The mapping of potential storey heights was intended as a general guide only to be justified by character appraisal, Landscape and Visual Impact Assessment (LVIA) and townscape analysis to demonstrate the contextual appropriateness of proposals</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Pg 56 - supportive of two strategies but consider more could be done to protect and celebrate city's heritage.	<p>as part of a wider Heritage Impact Assessment (HIA).</p> <p>The whole of the city centre is a designated Conservation Area and subject to the statutory protection therein. In addition, the density of listed buildings and Scheduled Monuments imposes a further statutory requirement to preserve the settings of these designated Heritage Assets.</p> <p>Para. 4.14 of the Colchester Local Plan and para.7.85-7.90 ensures that the city's heritage lies at the heart of the Development Plan. Detailed proposals to promote the conservation and enhancement of the City Centre Conservation Area should form part of detailed Conservation Area enhancement and management proposals in accordance with s.71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.</p>
Historic England [7585]	Object	<p>Pg 60 - Improving visibility, accessibility and future expansion of Roman Circus visitor centre.</p> <p>Ensure adequate resources for wall repair and maintenance and Town Wall Management Plan actions.</p>	These proposed amendments will be considered further and references to other documents added if considered necessary and appropriate.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Relevant Conservation Management Plans should be referred to in text and additional Plans prepared for other heritage assets</p> <p>Below ground archaeology should be referred to in the text</p>	
Sir Bob Russell [4177]	Object	<p>Anti car approach will drive people away, towards Ipswich, Chelmsford and out of town retail locations. Should be promoting marketing strategy "visit City of Colchester with car parks covering all parts of the city centre..."</p> <p>Naive to think significant number of people will switch to walking, cycling and scooters or public transport.</p>	<p>The Masterplan reflects the Council's Car Parking Strategy. It is not anti-car but intended to promote choice of mode and to reduce congestion for car users to improve accessibility for all. The Air Quality Management Areas (AQMAs) are a statutory consideration, and the City Centre Masterplan needs to align with improving air quality to be consistent with adopted development plan objectives which seek to promote sustainable modes of transport and active travel as set out in the Colchester Local Plan Policies, ENV5, TC4 and DM20.</p>
Sir Bob Russell [4177]	Object	<p>Map pg. 7&31 - six new street level crossings. Traffic lights do not keep traffic flowing (page 64 bullet 2). Insulting people's intelligence to say traffic will be kept flowing when so many traffic lights are proposed</p> <p>"animated river" and "new Roman Wall Park" pg. 40 and 44</p> <p>Anyone with knowledge of Colchester appreciates River</p>	<p>The masterplan reflects a vision for Colchester, including longer-term aspirations for Southway. Any future proposals would require further transportation assessments and modelling as part of any more detailed design development.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Colne as wildlife corridor. Anything other than retain would be contrary to Biodiversity SPD. All references to "animated river" should be struck from masterplan.</p> <p>What is meant by "New Roman Wall Park"?</p> <p>Pg 19 - erroneously quotes (24,176 people on both) for Travel Patterns for Colchester, living outside and inside the city. Figures from Factsheet 2011 need updating.</p> <p>Pg 27 - Statistics for travel to city centre - cycling in 4th place yet significant sums of public money being allocated.</p> <p>Pg 34 - "trackless trams" and "Rapid Transit System" descriptions</p>	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p> <p>Additional wording will be added to provide clarity to the New Roman Wall Park proposal.</p> <p>The Travel Patterns for Colchester data will be reviewed and updated accordingly. Census data has not been used as this was not published at the time of the baseline study was undertaken.</p> <p>The City Centre Masterplan needs to align with relevant policies in the Colchester Local Plan Policies SG6, TC4 and DM20. Improvements to the active travel network to support walking and cycling is secured through successful funding awards (specifically allocated by the government for active travel), providing additional money into the city to support these improvements and does not take</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>any funding away from existing maintenance and improvement funding.</p> <p>Consideration will be given to the inclusion of a glossary.</p>
Sir Bob Russell [4177]	Object	<p>Masterplan proposes reduction in buses.</p> <p>Masterplan fails to address not all buses using City Centre are allowed to drop off and pick up passengers at all stops. Every bus circulating City Centre should stop at every stop.</p> <p>Masterplan silent on need for providing proper place of Express coaches and tourist coaches.</p>	<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The stopping patterns of bus services is not a matter that can be controlled. Further work is required to identify the optimal location for a new transport hub within the St Botolph area, but potential locations are identified.</p>
Mr Dorian Kelly [7438]	Object	<p>New section to make point that all new development or refurbishment within Heritage Centre to cover</p> <ul style="list-style-type: none"> - no square off block designs must incorporate innovative design features - natural material finishes - signage brightness, colouring and form in keeping with character. Lighting restrictions proposed - Maintenance of approved street art (S106/CIL) 	<p>Planning applications are required to explain the rationale behind the detailed design of new development to explain how it will respond to and reinforce local distinctiveness as part of the supporting Design & Access statement, Character Appraisal and Heritage Impact Assessment. The City Centre Masterplan as a prospective Supplementary Planning Document (SPD) cannot create new policies, rather it builds upon policies within the Colchester Local Plan. The Colchester</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<ul style="list-style-type: none"> -Mixed use developments, ground floor should be animated by retail, leisure or cultural and not residential -fully wheelchair and visually impaired accessible -may not diminish, belittle or damage any tourism asset -resident balconies do not overlook main thoroughfare -building hoardings facing public right of way for longer than 3 months, should include design for suitable street artwork 	<p>Local Plan contains detailed design and heritage policies (including SP7, DM15, DM16) and these provide criteria against which proposals can be fully evaluated.</p> <p>Street Art cannot be funded by s.106 as a result of a ministerial statement. At the present time Colchester City Council does not operate a Community Infrastructure Levy (CIL) tariff.</p>
Mr Dorian Kelly [7438]	Object	<p>New section to address environment with reference to:</p> <ul style="list-style-type: none"> -all applications take into account Colchester Green Infrastructure and Biodiversity Strategies -tree and planting integral part of all design, provided with funded maintenance plan -engineering grade solar panels, wind turbines, green roofs must be incorporated where unobtrusive and practical -gigabit internet as standard 	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p>
Mr Dorian Kelly [7438]	Object	<p>THE RIVER through the park area.</p> <ul style="list-style-type: none"> • The privately owned river in the Lower Park to the east of the weir successfully had kayaking and canoeing for some years, but the river has changed and now has 	<p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>kingfishers</p> <p>and otters that it did not then. So for the sake of biodiversity and preservation, such activities are not to be permitted between the Weir and East Bridge water extraction plant.</p> <ul style="list-style-type: none"> • The World War 2 defence blocks on the south bank need to be further protected and interpreted. • The section of river from North Bridge to the weir could possibly be used for water activities - there have been duck races in the past - but it need aerating to be rid of algae. • (Not in masterplan area): Clean up the Colne Bank water sports area. 	<p>and enhancing our biodiversity. This will be omitted from the Masterplan.</p>
<p>Essex County Council [7806]</p>	<p>Object</p>	<p>Ensure GI is incorporated within the plan as far as possible, not just within the environment and landscape sections.</p> <p>Multifunctional greenways used to connect fragmented green spaces across the city, but also along active travel routes.</p> <p>Ensuring continuous access for pedestrian/cyclists along the river</p> <p>Welcome consideration of solar and green roofs -</p>	<p>It is agreed that biodiversity, ecology and nature have been omitted from the Masterplan. The Masterplan will be updated to consider these themes throughout.</p> <p>Policy DM24 of the Section 2 Colchester Local Plan set outs the requirements for Sustainable Urban Drainage Systems across the administrative area. Supplementary Planning Documents (SPDs) cannot set out new policy.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		bus/bike shelters. Green walls opportunity for air quality, cooling and greening.	The Council are also preparing a Climate Change and Active Travel Supplementary Planning Documents (SPDs) which provide further guidance for development across Colchester and respond to the climate emergency.
Essex County Council [7806]	Object	<p>Understand the number of homes that would be created and number of affordable/independent and affordable to rent homes that will be delivered as part of masterplan. Details of size and tenure.</p> <p>What additional infrastructure is being considered to ensure environment supports mobility and safety for communal areas and public realm?</p> <p>Consideration on tenure for affordable housing options and use. Although homes are affordable, cost of living in city centre is high.</p> <p>Some homes are high density, consideration around types of affordable tenure and unit mixes can sometimes cause ASB close to city centre, need to ensure effective management</p> <p>Has consideration been made to future proof retail units?</p> <p>Design of open space should not include anti rough sleeping devices.</p>	<p>The Masterplan does not identify housing allocations. It does respond to strategic allocations set out in the Section 2 Colchester Local Plan Policy TC3 Town Centre Allocations. The Section 2 Colchester Local Plan provides the policy framework for each allocation. Further details regarding affordable housing will be determined through the planning application stage.</p> <p>The City Centre Masterplan as a Supplementary Planning Document (SPD cannot introduce new policies.</p> <p>Noted.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Colchester Civic Society [7807]	Object	<p>Colchester Civic Society disappointed that Masterplan, does not guide future of city as a whole for next 10 to 15 years, 100 years is nonsense.</p> <p>Masterplan should stipulate minimum and maximum size of footprint of flats.</p> <p>More beneficial to look at whole city holistically, rather than concentrate on local authority owned land</p> <p>Privately owned property and land in city is under used or contains poor 20th Century architecture.</p> <p>Focus on reuse council land through change of use with no detailed appraisal of impacts</p> <p>No real improvements to City Centre to attract quality stores or uses</p> <p>Fearful of opening up discussions with utility services, owners of properties/land</p>	<p>The City Centre Masterplan will need to be kept up to date with revisions to the development plan and the wider policy framework which provides the supporting context. The reference to 100 years will be removed.</p> <p>The City Centre Masterplan provides frameworks for the major city centre redevelopment sites allocated in the Colchester Local Plan Policy TC3. These sites are comprehensive redevelopment sites in public ownership and the plan seeks to provide transparency, engagement in this detail and confidence for the public. There are no further comprehensive redevelopment sites for major re-development in the city centre.</p> <p>The scope of the City Centre Masterplan is defined and cannot include the whole of the wider city centre for practical/resource reasons although gateways and key linkages to the hinterland are identified. The City Centre Masterplan cannot introduce new policy. The issue of flat sizes is covered by national policy (National Described Space Standards</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>2015) and housing standards generally are captured by the Colchester Local Plan policies DM10 and DM12.</p> <p>The shortcomings of some buildings are noted, and the City Centre Masterplan seeks to encourage contextually appropriate development. City Centre uses are captured by the Colchester Local Plan Policy SG6. The City Centre Masterplan is a strategic policy document and not a funded action plan, although the exceptional levels of public funding secured under the Town Deal and Levelling Up Fund (LUF) present opportunities for unparalleled interventions. Wider inward investment is likely to be encouraged by enhancements to the environmental quality of the Colchester City Centre and its economy.</p>
Colchester Civic Society [7807]	Object	<p>Financial implications of loss of car parks any other proposals have not been assessed.</p> <p>Car parks should not be removed before Public Transport issues resolved. People should have a choice between multi storey or open surface car parks.</p> <p>No firm and financially worked out proposals for improvements to bus services proposed.</p>	<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The Masterplan involved bus companies as part of the early engagement. A review of future bus capacity will also be undertaken.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Issue of bus station is avoided, not acceptable.</p> <p>No plans for integrated transport system for next five years.</p> <p>No thought of additional Park and Ride or finding ways of improving existing.</p> <p>Tourism is vital to economy but basic bus stop on East Hill is apparently all that is required to welcome tourists arriving by coach.</p> <p>Heritage workshop was farcical, incredibly disappointing.</p>	<p>The planned route for the Rapid Transit System (RTS) within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre and university. Further details can be found online.</p> <p>A further park & choose site is also being progressed on the A133 as part of the Tendring Colchester Border Garden Community transport measures. This would utilise the proposed Rapid Transit System and provide additional park and choose expansion to the east and southeast of the city.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
David Beattie [7808]	Object	<p>Latest draft as unsatisfactory as first. Repetitive and platitudinous. Long on aspirations and short on concrete proposals.</p> <p>Omission of bus station, despite long standing public demand. co-ordination of public transport is vital. Lack of service between North Station and City Centre but no firm recommendation, merely suggestion that potential for service should be investigated.</p> <p>Plan drafted without benefit of economic impact assessment. Closure of Debenhams and Marks & Spencer as opportunities, should be dire warnings.</p> <p>Plan reverts to perceived need to promote evening and nighttime economy - admits sector offers worst paid and least secure jobs.</p> <p>Pg 67 & 68 - Chester examples not relevant.</p> <p>Support shop front design strategy suggestion (pg. 58)</p> <p>Support proposals to turn East Hill and East Street into mini heritage zone (pg. 23 &60)</p> <p>Animating River Colne - not thought through. Summer months river choked with algae and duckweed. Pollution. Effect on wildlife. Sluice gate health and safety hazard.</p>	<p>The Masterplan involved bus companies as part of the early engagement. A review of future bus capacity will also be undertaken.</p> <p>The Rapid Transit System will offer an improved service between the city centre and North Station. Further details can be found online.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>Detailed Business Cases with economic assessments have been prepared for the schemes which are being delivered through the Town Deal and Levelling Up Fund. The Masterplan is a planning framework and process, not an explicit and complete action plan. It identifies likely and possible opportunities for land use.</p> <p>Through the planning application process, an economic assessment would be provided to consider individual and cumulative impacts.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>An Economic Impact Assessment for the Masterplan as a whole accordingly offers limited value, at this time.</p> <p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p>
Walk Colchester [1046]	Object	<p>Support references to sustainable transport options and walking and cycling. Wants to be seen how manifest in practise the gains for walkers are specifically. Often walking lumped with cycling and treated as if the needs are the same.</p> <p>Leisure walking should be treated as equally important to utilitarian walking.</p> <p>Consideration should be given to desirable off road routes and their improvements</p> <p>Footway widths - instances were width compromised by LCWIP plans</p> <p>Footway paving choices - support call for design code. Accessibility must be priority.</p>	<p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city. This review includes both cycling and walking routes on shared and separate corridor alignments.</p> <p>Agree that further mention should be made of leisure walking and off road routes, this will be updated in the Masterplan.</p>
Walk Colchester [1046]	Object	<p>Accessibility</p> <p>Don't rely on building regs and architects to ensure</p>	<p>Measures and improvements associated with highway infrastructure follow the latest design standards,</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>compliance with Part M.</p> <p>Commit to working with British Standard and Inclusive Mobility.</p> <p>Masterplan is thin on a disability access perspective.</p> <p>Aspiration of inclusive access repeated but little what is meant, who aimed at and what solutions</p> <p>No mention of specific inclusive access issues</p> <p>No mention of topography issues for disabled people within city centre.</p> <p>Plan would benefit from inclusive access section and supporting map</p> <p>Include development of a user oriented map of all Blue Badge parking in city centre.</p> <p>No recognition of north to south access issues</p> <p>Accessibility and building redevelopment/planning consent - CCC should not exempt itself</p>	<p>including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process. All recent measures introduced under the Active Travel funded programme of improvements has included engagement with accessibility groups as part of the scheme development process. It is intended to continue this practice going forward.</p> <p>It is agreed that inclusive accessibility should be further highlighted in the Masterplan.</p> <p>Wider work also looks at improving the accessibility of the city centre and wider urban area. Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city. This review includes both cycling and walking routes on shared and separate corridor alignments.</p>
Walk Colchester [1046]	Object	<p>Retention of older buildings</p> <p>Support retention was scope for refurbishment.</p>	<p>The whole of the City Centre Masterplan is designated as a conservation area There is a statutory presumption in favour of the</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Concern wholesale redevelopment of Osborne Street area (number of buildings should be retained)</p> <p>New build residential accommodation in city centre, storey height to 4 maximum does not help residents feel connection with ground and open space. All flats should have immediate connection with outdoors.</p> <p>Local design code for all newly built accommodation</p> <p>What accessibility standards are being built into new accommodation and how policed?</p> <p>Creation of cafe culture, restaurant and bar life - residents need to eat ordinary food too. Extremely short of food retail in city centre.</p> <p>Wide clear walking passages through public realm are important for all walkers but vital for visually impaired walkers. Sitting of street furniture, benches, bins etc align and don't compromise clear passages. Green public realm must include trees and planting of significant size</p>	<p>preservation of all buildings that contribute positively to the character and appearance of the designation. In terms of Osborne Street, there are a number of locally listed Non Designated Heritage Assets which attract statutory protection, and any application would need to carry out a detailed townscape appraisal and Heritage Impact Assessment to explain the impact of any proposal on the significance of the Conservation Area and Non Designated Heritage Assets. The number of storeys proposed as part of any application would need to be fully justified on the basis of Landscape and Visual Impact Assessment (LVIA), Townscape Appraisal and Heritage Impact Assessment.</p> <p>Accessibility standards are principally set out in Building Regulations. Colchester City Council will consult with accessibility groups on all major proposals and public real works to ensure that opportunities to enhance accessibility are maximised. Biodiversity Net Gain and Canopy Cover enhancement are enshrined at the heart of the Colchester Local Plan (policies</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			CC1 and ENV1) and the greening of the city centre is a major consideration in the evaluation of proposals
Walk Colchester [1046]	Object	<p>Actively respond to the climate emergency</p> <p>Strongly support Active Travel goals in principle. Needs and desires of walkers as distinct from cyclists.</p> <p>RTS - not sure what will look like or how will operate.</p> <p>Buses - support possibility of frequent shuttle service, advocate extension of this into city centre</p> <p>City gateways - concern implications for disabled network users.</p> <p>Improvements to existing car parks - support but hope to reduce car parking provision overall in future</p> <p>Move away from giving estimated journey times and return to distances - not inclusive</p> <p>Car lite - support in High Street</p> <p>City Centre corridors - unclear why north to south walking corridors reduced by the plan. Attention to pick up/drop off points and policies for e-scooters</p>	<p>Local Plan policies place the climate emergency at the heart of the development process. Policy CC1 sets out a framework for the assessment of proposals.</p> <p>The planned route for the Rapid Transit System (RTS) within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre and university. Further details can be found online.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Walk Colchester [1046]	Object	<p>Provide a safe, healthy active and accessible city centre</p> <p>Largely agree. Detail of actual plans that any scheme will be judged on.</p> <p>Kings Meadow - quite green route, why would we not promote?</p> <p>Lateral connections are important too not simply in/out town</p> <p>New public transport initiatives must not compromise existing accessibility</p> <p>Improve pedestrian links - yes to Vineyard Gate to Eld Lane, but not here alone.</p> <p>Queen Street/St Bots Street and St Johns Street/Osborne St - Disability related issues here.</p> <p>VI users are not arguing for level surfaces (kerb free). Kerbs are important for navigation for VI walkers supported by guide dogs or white cane users.</p> <p>Riverside access and amenities</p> <p>-opposed to human leisure activities on the Colne. Not wide or deep enough.</p>	<p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>As part of the recent successful Levelling Up Funding Bid, improvements will be made to the St Botolph's Junction, which will support improved accessibility within this area.</p> <p>Measures and improvements associated with highway infrastructure follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process. All recent measures introduced under the Active Travel funded programme of improvements has included engagement with accessibility groups as part of the scheme development</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Doesn't need to be 'animated' in the way suggested</p> <p>Public realm design code - disability must be a key component</p>	<p>process. It is intended to continue this practice going forward.</p> <p>Wider work also looks at improving the accessibility of the city centre and wider urban area. Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city. This review includes both cycling and walking routes on shared and separate corridor alignments.</p>
Walk Colchester [1046]	Object	<p>Diversify City Centre Uses to Encourage Footfall</p> <p>Support mix of heights, some suggestions are too high e.g. First Site and Curzon</p> <p>Shopping is also for food, not just leisure.</p> <p>Our market is not great. How can we attract more interesting mix?</p> <p>What new uses for empty department stores?</p> <p>No mention of independent shops and food retailers.</p> <p>Shopfront design strategy, public art strategy - agree.</p>	<p>Appropriate City Centre uses are set out in the Colchester Local Plan Policy TC3: Town Centre Uses. The introduction of use class E has removed many changes of use from planning control such that owners can pivot in a more agile manner to respond to market demand. However appropriate uses outside class E will be encouraged to diversify the offer and attractiveness of the city centre.</p> <p>The market is responding to vacant department store floor area with proposals approved for the former Debenhams. Colchester City Council</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Mini heritage action zone - include East Street.	<p>will seek to support such initiatives. The City Centre Masterplan is intended to be a strategic planning document. Planning is concerned with the development of land, and we cannot control the businesses that occupy premises or the mix these are matters outside scope of the City Centre Masterplan.</p> <p>A Heritage Action Zone for East Street is outside the scope of the City Centre Masterplan study area.</p>
Our Colchester - Business Improvement District (BID) [7809]	Object	<p>Constraints and Opportunities Private Car</p> <p>Disappointed removal of traffic as major retailers likely move out towards retail parks, as an opportunity. Retain any retailer in City.</p> <p>Servicing and deliveries</p> <p>Ill-conceived opportunity - traffic restrictions still allow deliveries during overnight.</p> <p>Lots businesses unable to influence when deliveries are delivered overnight unworkable</p> <p>Service to book/manage kerbside deliveries is unworkable - remove reference.</p>	<p>The City Centre Masterplan is intended to increase choice of transport modes and to improve the environmental quality of the City Centre. This should serve to attract customers and inward investment. There is no intention to restrict access for car users but hopefully to improve accessibility by reducing congestion and the quality/convenience of parking.</p> <p>There are no planning restrictions on the hours of servicing for the vast majority of City Centre businesses and any restrictions would need to be the subject of detailed consultation and engagement by Essex County Council</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Growth areas and transport</p> <p>free parking at major retail hubs outside city centre - real concern, no remedy in masterplan.</p> <p>Placemaking urban design strategy (pg. 58)</p> <p>Do the 5 documents referred to in this section exist?</p>	<p>Highways. The City Centre Masterplan is principally intended to be a strategic planning document for new development and cannot be applied retrospectively to existing traders.</p> <p>The threat posed by town centre uses outside the city centre to the vitality and viability of the City Centre is a matter that can be considered as part of the Local Plan Review.</p> <p>Policy SP6 of the Colchester Local Plan sets out a strategy for placemaking reinforced by Policy DM15: Design and Amenity.</p>
3 – Design Frameworks			
Mr Gary Plummer [7759]	Object	<p>The city centre has two fully pedestrianized shopping precincts as does not need a low traffic High street. Adding additional street level crossing to Southway will increase congestion. The former bus station would be better suited to return as a bus station.</p> <p>Brittania and vineyard car parks should not be developed into housing, Colchester is already unrecognizable due to over development. St. Botolph's roundabout is only a black spot due to ECC and CCC forcing more traffic towards it, because of the number of bus lanes and traffic orders on the High street.</p>	<p>The Masterplan does not identify housing allocations. These are allocated in the Section 2 Colchester Local Plan at Policy TC3.</p> <p>The principle of development has already been established through the allocation of Britannia Car Park and Vineyard Gate as set out in the Section 2 Colchester Local Plan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mr William Jolliffe [6783]	Support	<p>As a Colchester cyclist of 65 years, I read with great pleasure the Colchester Borough Councils Masterplan for the Town Centre. It looks great to me. I've always thought that now Stane Park has come Tollgate Stanway is finished as an out of town hub welcoming mainly motor cars. The centre of Colchester could easily become car free apart of course for buses, taxis, bicycles and of course pedestrians walking. I am probably it would seem at this present time in a minority for the hopeful demolition of Crouch Street Subway. Essex County Council's proposal of cycle lane is great. It would reunite Crouch Street east to west as it was prior to 1975. So once again I trust your wonderful masterplan gets complete approval and finally rid Colchester centre free of motor cars, think how tranquil it would be and safer.</p>	Noted.
Forestry Commission [7762]	Support	<p>Thank you for consulting the Forestry Commission on your new Masterplan and SEA/HRA documents.</p> <p>The only suggestion we would make is to perhaps introduce street trees into new developments and existing streets. Some councils have agreed that all new streets in new developments, will be tree lined.</p> <p>Street trees can help improve air quality in city centres, help with flood risk and can lower temperatures during hot weather. They provide valuable green infrastructure for both residents and biodiversity.</p>	<p>The National Planning Policy Framework (NPPF) set out the importance of tree lined streets for planning decisions. The NPPF is a material consideration for all planning applications.</p> <p>Supplementary Planning Documents (SPDs) cannot set out new policy.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Rik Andrew [7763]	Object	<p>Great to see rdbt being replaced by a signalled X-roads</p> <p>- the first of many I hope -</p> <p>But this is NOT latest / best practice – see attached</p>	<p>Currently the St Botolph's scheme is still within early stages of design. Further design development will be undertaken in line with current design standards appropriate for a junction and location of this type. The need to balance both accessibility for pedestrians and cyclists alongside retaining suitable junction performance to support traffic movements will continue to be reviewed as the design is progressed and designed with the most appropriate layout to balance all requirements.</p>
Nicholas Chilvers [6092]	Object	<p>High Street</p> <p>General objectives are sound, but I question the wisdom of moving the taxis over to the north side. Will there be the capacity? Will the restaurants on that side welcome them outside their premises? What do the taxi drivers think? Given that most of them are of foreign heritage, are they even aware?</p> <p>Consolidating bus stops all to between West Stockwell St and The George. This is wrong. You are inconveniencing bus users who come up north hill and need to call at (e.g.) Head St, Mercury, Halifax BS and Crouch St. If you are wanting to encourage use of public transport, this plan will harm, not help.</p>	<p>As part of ongoing work, a review of future bus capacity will be undertaken. This will include a review of bus stations and wider dispersed provisions around the city centre.</p> <p>The masterplan reflects a vision for Colchester. Any future proposals would include requirements for further transportation assessments, modelling and design assessments to be undertaken as part of any more detailed design development.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Nicholas Chilvers [6092]	Object	<p>Southway.</p> <p>Please explain what is meant by it being 'back to front'? How, in your opinion, should it look and what should replace the buildings that you think should be redeveloped.</p> <p>Installing four pedestrian crossing across SW will harm traffic movement and pollution levels, not improve it. (see previous note) That will create a major inconvenience to people going about their business and will generally make their lives more difficult.</p>	<p>The masterplan reflects a vision for Colchester, including longer-term aspirations for Southway. Any future proposals would include requirements for further transportation assessments and modelling to be undertaken as part of any more detailed design development.</p>
Nicholas Chilvers [6092]	Support	<p>Old Bus station site.</p> <p>I have no issue with the general direction other than to say that sheltered housing for those with restricted mobility, elderly or with slight special needs should be included in the plans. They shouldn't always be housed on edge of town. They spend and use services. Embrace them into the centre but away from the club and bars.</p>	<p>Noted.</p> <p>Policy DM10 of the Section 2 Colchester Local Plan sets out how the housing need of particular groups will be met.</p>
Nicholas Chilvers [6092]	Object	<p>Britannia Yard</p> <p>Retain as surface car parking. Not all car users comfortable with multi story. Nearest are up hill along grotty Butt Rd and Mersea Rd. Too far out to manage shopping and kids. Current users will go elsewhere.</p> <p>Loss of parking income and impact on trade coming from growth of south and southeast too great to ignore.</p>	<p>The principle of development has already been established through the allocation of Britannia Car Park as set out in the Section 2 Colchester Local Plan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Shoppers and Church Users squeezed out to Priory St. Access to Queen St and East Hill will be horrendous. Congestion and pollution worsen.</p> <p>Markets, pop up trade and events are fanciful. Organisers won't pick there.</p> <p>How many more open spaces do you need?</p> <p>Tidy up Priory, make site less gloomy and leave it alone.</p> <p>Do not build housing on Britannia Car Park.</p>	
Nicholas Chilvers [6092]	Object	<p>Vineyard Gate.</p> <p>I'm sympathetic to the idea of converting this space to housing. The downside is that it is next to Queen Streets bars and night-time and weekend trouble. That has to be calmed down otherwise developers won't build the 'high-quality' affordable housing CC desire. They'll hold out for cheap and not very cheerful pitched to short-term lets for people who won't mind trouble on their doorsteps. Decent tenants will swerve it unless the 'vibrancy' is curbed. Proximity to the Roman Wall won't swing it. A tricky and difficult site to develop to achieve desired outcomes.</p> <p>Mixed use. Don't bother will trying with new shops/businesses alongside housing. (this looks like cut</p>	The principle of development has already been established through the allocation of Vineyard Gate as set out in the Section 2 Colchester Local Plan (Policy TC3).

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		'n paste by WMT) Small traders can't afford new build rents. Off centre, poor footfall and servicing, they'll flop. The existing ones inside the city wall don't need more competition. We have enough small units already in the centre.	
Nicholas Chilvers [6092]	Object	<p>St Botolph's Junction</p> <p>Roundabout needs to go. Space can be used better.</p> <p>Heritage - what we have should be preserved and cared for. Signposted. Not everyone shares passion of art and heritage.</p> <p>Culture and history are not only things people spend money on.</p> <p>Roman Circus - special trip for schools and history enthusiasts. Not a general town visit.</p> <p>Alternative travel options</p> <p>Don't take surveys as gospel. 2 out 10 will change their travel routines even if conditions are safer. Many reasons people don't switch to cycle or walk.</p> <p>Whatever is done, must not impede car flow across city.</p>	<p>St Botolph' s junction improvements are being progressed under the successful LUF Bid improvement project. This will look at how the space can be better utilised to achieve an improved junction arrangement that supports improved accessibility to the city centre and the transport interchange for other modes of travel, while still supporting traffic movement through this important junction. Public consultation has been completed recently on the proposal and the design will be developed, taking account this feedback alongside further technical design work.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p>
Mrs Alison Finch [6138]	Object	<p>Lack of forethought with removal of all public car parks south and west of city.</p> <p>Bus services reduced by 75%</p>	<p>The principle of development has already been established through the allocation of Britannia Car Park and</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Middlewick and Mersea Island developments, no joined up thinking for public transport to the south</p> <p>Residents would have view of station retaining wall or people on platform</p> <p>Not enough joined up thinking how to attract tourists and provide enough facilities for them</p> <p>Need to think more about showing off history of the rest of the city as they do in York, Warwick, Chester, Poole</p>	<p>Vineyard Gate as set out in the Section 2 Colchester Local Plan.</p> <p>One of the five themes of the Masterplan is to make the most of Colchester's rich heritage.</p>
<p>URC Eastern Province (Trust) Ltd/Lion Walk Church [7786]</p>	<p>Object</p>	<p>Re Vineyard Gate p84(3) This area is owned by us (title no. EX811717). How will you attempt to acquire this? What is the timescale? When can we make further representations? Lack of access to this area will prevent our members from participating fully in the life of the church and will greatly impact the use of the premises by various outside community organisations and charities. This is the only parking for our church Monday to Saturday due to the vehicular access to our Eld Lane carpark being restricted by the council in a pedestrianised area.</p>	<p>The principle of development has already been established through the allocation of Vineyard Gate as set out in the Section 2 Colchester Local Plan. Timescales for delivery will depend on market conditions, viability and land assembly.</p> <p>Land ownership is not a planning matter and there are provisions to acquire land to facilitate the better planning of the area.</p> <p>There will be the opportunity for further engagement through the planning application process.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
The Headgate Theatre [7783]	Support	<p>Currently The Headgate is at the end of a depressing, run-down cul de sac, with roadway/ pavements in extremely poor condition, creating a hazard for wheelchairs and pedestrians, particularly after dark. There is no cycle parking and no designated disabled parking for our users. The open waste management area associated with the Playhouse encourages inappropriate use/fly tipping. Closure of St John's carpark from 7pm is a serious deterrent to our audiences.</p> <p>The proposals to improve the public realm around the Chapel Street North are welcomed and could help us to implement our ambition for ramped access to the main entrance.</p>	Support noted.
Carinna Cooper [7788]	Object	<p>Reducing car access and car parking is NOT the way to return vibrancy to Colchester.</p> <p>Restricting people's choices on how to access the town will reduce foot traffic. Town centres should NOT be made to increase residential accommodation - we need the convenience and attraction of practical and interesting shops - such as M&S who must've had insufficient incentive to stay in the town.</p> <p>If you are genuinely interested in improving Colchester, it's time to listen to the opinions of the residents, and not force financially-incentivised, unwanted changes on our community.</p>	<p>The Masterplan reflects the Council's Car Parking Strategy.</p> <p>The principle of development has already been established through the allocation of Britannia Car Park, St Botolph's, Vineyard Gate as set out in the Section 2 Colchester Local Plan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		I do NOT support the proposed changes.	
Wendy Daden [7789]	Object	<p>I am a landlord of several properties close to the city centre, concerned about current trends to prioritise cycling over vehicles.</p> <p>Tradesmen living outside of Colchester, only practical way to arrive with tools and conduct business is vehicles.</p> <p>Opposed to ULEZ approach as would impact on tradesman costs, potential to make them scarce and turn down jobs within ULEZ zone or make prices exceptionally high.</p> <p>Affluent people do not travel by bus. Serious shoppers do not cycle. For commerce to thrive, convenient accessible parking is essential.</p>	<p>The Masterplan reflects the Council's Car Parking Strategy.</p> <p>Noted. There is a need for a balanced transport network that supports all modes of travel.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p>
Rachel Mathews [7791]	Object	<p>Do not want to reduce or restrict car access and car parking. Reducing ease into centre will kill it, not regenerate it.</p> <p>Public transport is costly in time, money and hassle. Impractical for those on outskirts with elderly parents and dogs to consider.</p> <p>Colchester used to be wonderful town. Improvements thus far have started to kill the town.</p>	<p>The Masterplan reflects the Council's Car Parking Strategy.</p> <p>Noted. There is a need for a balanced transport network that supports all modes of travel.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Everyone in West Bergholt drives 20 mins to Sudbury and not Colchester in 10 mins. Cars are welcome in Sudbury with 2 hours free parking, market stalls and independent retailers</p> <p>If plans go ahead significant number of people will never come to Colchester.</p> <p>Middlewick this must not go ahead - the rare birds alone should be reason enough not to develop that land. It's criminal to do otherwise.</p>	<p>within the Masterplan and supporting Transport Plan.</p> <p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The principle of development has already been established through the allocation of Middlewick Ranges as set out in the Section 2 Colchester Local Plan.</p>
Mrs Manda O'Connell [7795]	Support	<p>Completely in support of decongesting Colchester City Centre, together with enhancing and enriching other city centre activities and economy but believe that a major part of that decongesting should be to remove buses from the High Street. This could be accomplished by providing a larger bus station/hub than currently exists in Osborne Street, that all bus routes go through, and can be caught on, and that is located away from the High Street. This would then allow the High Street to be completely pedestrianised, reducing pollution and allowing full development of supporting businesses, including evening economy later than 5pm!</p>	<p>As part of ongoing work, a review of future bus capacity will be undertaken. This will include a review of bus stands and capacity across the city centre, including the Osborne Street area.</p> <p>The Masterplan reflects a vision for Colchester. Any future proposals would include requirements for further transportation assessments, modelling and design assessments to be undertaken as part of any more detailed design development.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p>
Alan Murrells [7796]	Object	<p>To reduce amount of private car traffic to reduce air pollution and traffic congestion, offer free bus travel for everybody. Existing high proportion of oldsters, with bus passes. National £2 maximum charge scheme has increased bus usage. Much cheaper than ripping up perfectly sound underpasses, parking spaces and roundabouts and replace with shared pedestrian/cyclist ways</p> <p>Make it is possible for people to find the only Roman Circus ever to have been found in the UK. There is a new housing estate going up near to it soon. Hopefully there will be signposted walkways from town through the estate to help people get there.</p>	<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network. This includes the network to the south of the city.</p> <p>As part of the recent successful Levelling Up Funding Bid, improvements will be made to the St Botolph's Junction, which will support improvement active travel access from the south to the city centre.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Colchester Cycling Campaign [677]	Support	<p>HIGH STREET CONTRAFLOW DETAILS</p> <p>Only two cycle routes east to west</p> <p>Imperative another east-west route is added. Culver Street unworkable expect in extreme long term.</p> <p>Two way cycling could be achieved on High Street by cycle contraflow on north side or by making High Street two way for buses and cycles only.</p> <p>St Botolph's Street/Queen Street Contraflow</p> <p>Contraflow would give direct connection to north and east from western New Town, Mersea Road and Garrison</p> <p>Road is wide enough</p> <p>Loading access could be mitigated by adding dedicated free loading spaces in Priory Street car park or Vineyard Street</p> <p>Cycle route from Priory Street to Britannia Yard is of limited use</p> <p>Better option - route between St Botolph's and bottom of East Hill or St Botolph's to Vineyard Street</p>	<p>The masterplan reflects a vision for Colchester. Any future proposals would include requirements for further transportation assessments, modelling and design assessments to be undertaken as part of any more detailed design development.</p> <p>The specific route/contraflow suggestions made in the representation are worthy of consideration but require detailed options studies and modelling to establish feasibility and this was not in the scope of the masterplan commission. They are not ruled out by the masterplan.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city. There is work underway currently funded through Active Travel and Town Deal Funding to make improvements to the existing active travel network. Further design development and future bids will be made to secure funds from Active</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>Travel England. Colchester Cycle Campaign continue to be engaged as part of the LCWIP design development programme.</p> <p>As part of the recent successful Levelling Up Funding Bid, improvements will be made to the St Botolph's Junction, which will support improvement active travel access through to the existing and improved LCWIP network.</p>
Colchester Cycling Campaign [677]	Object	<p>St Botolph's</p> <p>Need for wider routes to be considered in detail in all plans that focus on a particular area. Current St Botolph's plan fails to do this.</p> <p>Chappel Street Crossing of Southway</p> <p>two way cycling in Butt Road/Headgate is better option and this proposal should be secondary to that</p> <p>Crossing of Southway at Chapel Street of little use. Steep gradient in Chapel Street between Wellington Street and South Street is disincentive for active travel</p> <p>Improved pedestrian/cycle crossing at Abbeygate, Stanway Street and Butt Road preferred.</p>	<p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city. There is work underway currently funded through Active Travel and Town Deal Funding to make improvements to the existing active travel network. Further design development and future bids will be made to secure funds from Active Travel England. Colchester Cycle Campaign continue to be engaged as part of the LCWIP design development programme.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Little if any mention of the need for more secure cycle parking which is essential if level of cycling is to increase.</p>	<p>On the St Botolph's junction scheme, the project will move to the next stage of design development. We want the improvements to both support improved movements through the junction to the wider active travel network and also improve the location as a destination, with improved cycle parking as part of the measures to make this a better transportation interchange.</p> <p>The specific route/contraflow suggestions made in the representation are worthy of consideration but require detailed options studies and modelling to establish feasibility and this was not in the scope of the masterplan commission. They are not ruled out by the masterplan.</p>
<p>John Hawkins [7799]</p>	<p>Object</p>	<ol style="list-style-type: none"> 1. Object to close of Couch Street/Balkerne Hill crossing. Will increase traffic congestion in the area, enhance surface crossing will be less safe than subway 2. Subway closure is only required to accommodate enhanced cycleway along Crouch Street 3. Object to enhanced cycleway along Crouch Street will lead to shop and business closures due to less adequate parking 	<p>The proposed scheme at Crouch Street/Balkerne Hill associated with the replacement of the existing subway will not be progressed at this time with no current timeframe to review the scheme.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>4.Object to segregated cycleways along Lexden Road, not wide enough for pedestrian usage and school bus stops and other traffic</p> <p>5. Active travel focus is entirely on those who are able and fit/healthy to walk and cycle.</p> <p>1. Ironic that City Centre now has to compete with Northern Gateway.</p>	<p>(LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p>
John Hawkins [7799]	Object	<p>1. Introducing more surface crossing along Southway and St Botolph's Roundabout will lead to substantial increases in traffic congestion and air pollution</p> <p>1. Much talk of traffic congestion in City Centre, although much of it is already pedestrianised or limited to traffic.</p> <p>1. If intended to further restrict vehicles into City Centre, essential to ensure there is effective ring route around City centre and adequate parking on periphery.</p> <p>2. Restricting car parking access to immediate vicinity of centre discriminates against those with hidden disabilities</p> <p>3. Many decades of failed planning policy have resulted in haemorrhaging of retail outlets in the City Centre and ghost town syndrome at night.</p>	<p>The need for a balanced transport network that supports all modes of travel is required.</p> <p>The masterplan reflects a vision for Colchester. Any future proposals would include requirements for further transportation assessments, modelling and design assessments to be undertaken as part of any more detailed design development.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>The vacancy rates for city centre floor area in Colchester compares very favourably with comparable and competing centres. The relocation of retail chains out of centres to retail parks is a national trend and not specific to Colchester City Centre.</p>
<p>Susan Maisey [7804]</p>	<p>Object</p>	<p>Masterplan deeply flawed. Extraordinary to do away with roundabout to install a junction. Why aren't using money to improve what is already there?</p> <p>"Safer, greener, healthier" is to provide alternative means of transport, especially public transport. Bus service has deteriorated badly and are unreliable.</p> <p>Living in the centre, traversing Colchester by bus should be possible, but if need to arrive on time for appointment obliged to get taxis. Is costly and shouldn't be necessary. Impossible to carry shopping on bikes.</p> <p>Lack of provision for a bus and coach station in the Masterplan. Should be a key element in any city plan. Pathetic to say don't know where to put it.</p>	<p>St Botolph's junction improvements are being progressed under the successful LUF Bid project. This has secured additional funding and money to be used within the city to support these improvements and does not take any funding away from existing maintenance/improvement funding.</p> <p>This will look at how the space can be better utilised to achieve an improved junction arrangement that supports improved accessibility to the city centre and the transport interchange for other modes of travel, while still supporting traffic movement through this important junction. Public consultation has been completed recently on the proposal and the design will be developed, taking account this feedback alongside further technical design work.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>As part of ongoing work, a review of future bus capacity will be undertaken. This will include a review of bus stops and wider dispersed stop provisions around the city centre.</p>
William Bramhill [7805]	Object	<p>More imaginative use of Vineyard Street Car Park Site. Would like to see tall 'sheds' as at Borough Street market in London - range of activities.</p> <p>Could be permanent market stalls within main space.</p> <p>Far better site for this than Britannia Car Park.</p> <p>Some buildings on Roman Wall could be demolished to allow clear view</p> <p>Park and Ride</p> <p>Should maximise its use. P&R direction signs can the masterplan do anything towards this?</p> <p>Deliveries</p> <p>Look at city centre delivery service, making use of unit at Sheepen retail park as depot or cargo bikes</p>	<p>Vineyard Street defines the south side of the Town Wall, a grade I listed and Scheduled Monument of national importance. Tall sheds would not be contextually appropriate to better reveal the significance of the heritage asset.</p> <p>The Park and Ride will be supported by the Rapid Transit System in due course and additional opportunities will be explored outside the scope of the Colchester City Centre Masterplan for Park and Choose sites on the south and east sides of the City. E cargo bikes are already being promoted by the County Council outside the scope of the City Centre Masterplan.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Business rates</p> <p>Councillors should lobby for business rates reform so that out of town retail units over certain m2 have to charge customers for car parking.</p> <p>Walk and wheel routes</p> <p>Back submission by Colchester Cycling Campaign. Support two way working of Queen St/St Botolph's St and High Street.</p> <p>If Queen Street/St Botolph's can't be achieved, should connect Arthur Street with Vineyard Street and Long Wyre Street and High Street</p>	<p>These are matters outside the scope of the Colchester City Centre Masterplan.</p> <p>Noted.</p> <p>Improved connectivity by all modes of transport will be sought from major city centre development projects. The specific route/contraflow suggestions made in the representation are worthy of consideration but require detailed options studies and modelling to establish feasibility and this was not in the scope of the masterplan commission. They are not ruled out by the masterplan.</p>
Sir Bob Russell [4177]	Object	<p>Osborne Street</p> <p>Object to closure of the Bizz bingo club in Osborne Street, Colchester's most popular (in terms of attendance figures) leisure venue.</p> <p>Southway</p> <p>Object to closure of Samaritans, Salvation Army and Bernard Brett House.</p> <p>Southway/St Johns Street</p> <p>Proposals indicate demolition of St Johns Street car</p>	<p>The closure of the bingo club is not a matter in scope of the Colchester City Centre Masterplan. Improvements to the Southway frontage will be sought incrementally as developments are brought forward. There are no intentions to compulsorily acquire property.</p> <p>This is not proposed by the Colchester City Centre Masterplan.</p> <p>The future of city centre car parks will need to be considered as part of a</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		park and loss of Wilkinsons and Iceland. Further attack on financial viability and attraction of City Centre as place for people to visit and shop.	Parking Strategy. There are major structural challenges associated with multistorey car parks that require detailed strategic consideration.
Sir Bob Russell [4177]	Object	<p>High Street (Item 7 pg. 67)</p> <p>What is actually meant? loading bay replaced with Taxi Rank? Blue Badge parking allowed here. Wording is not clear what intention is.</p> <p>Space Syntax advocated demolition of 15 Queen Street. Disappointing that demolition is again possibility (pg. 72 point 1).</p> <p>Pg 83 (point 5) No infill sites in St John's Street - map describes Osborne Street (where sites are) as St John's Street.</p> <p>Pg 86&87 - both refer to "St Botolph's Junction" it is called "St Botolph's Circus".</p>	<p>Item 7 Page 69 states that consideration will be given to use of loading bay outside Town Hall for taxi and drop off. No reason is given for the objection and no change is suggested consequently.</p> <p>Measures and improvements associated with highway infrastructure will follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process. All recent measures introduced under the Active Travel funded programme of improvements has included engagement with accessibility groups as part of the scheme development process. It is intended to continue this practice going forward.</p> <p>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</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>are reaching end of life.” This does relate to Osborne Street but needs to be qualified to state subject to HIA and townscape appraisal. Change to wording agreed as correction.</p> <p>P.86/87 Agreed change references to St Botolph’s Junction to St Botolph’s Circus for clarity.</p> <p>The demolition of 15 Queen Street could not be supported as a robust and little altered early 19th Century town house that contributes positively to the character and appearance of the Conservation Area. This loss of significance associated with demolition would run counter to the tenets of the Colchester City Centre Masterplan to be heritage-led.</p>
Mr Dorian Kelly [7438]	Object	<p>Lewis Gardens</p> <p>No lessons learnt from Alummo plan. Large scale buildings not acceptable.</p> <p>Building height of 15m is far too high, impact views Priory Street, setting of City Wall. Restrict to 3 storeys i.e. 8m</p> <p>Remove item 3 (20m tall building) seriously overscale</p>	<p>The historic streetscape is characterised by fine grained development. First Site is a complete contrast to this historic grain. Any proposals will need to be assessed on the basis of townscape appraisal, Landscape and Visual Impact Assessment (LVIA) and Heritage Impact Assessments (HIA) having regard to the setting of highly graded</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Firstsite Building. This designed as landmark building and must be perceived as taller than any nearby building.</p> <p>Replace with 18-20m tall artwork such as Boudica statue, smaller spaces for cultural and media, all weather open access amphitheatre. If not possible, multi-functional outdoor space provided with floor anchors for fixing marquees etc</p> <p>No building foundations deeper than 500mm</p> <p>Flat roofs avoided</p> <p>View from Curzon Balcony preserved</p> <p>Suggested youth centre specialising in training (retail on Queen Street under Curzon)</p> <p>Proposed stage for public open access</p> <p>Create path along Roman Wall</p> <p>3-4 sculptural artworks as tourist trail</p> <p>Consider demolishing 15 Queen Street</p> <p>Archaeological finds should be displayed in situ</p>	<p>listed buildings and the setting of the Town Wall. It is agreed that references to the height of any new building will be deleted and the need to respect the settings of heritage assets and townscape views inserted.</p> <p>The mix of proposed uses is set out in the Section 2 Colchester Local Plan site allocation policy TC3.</p> <p>The creation of a wall walk is supported.</p> <p>The loss of 15 Queen Street as a locally listed building which contributes positively to the character and appearance of the Conservation Area could not be supported and runs counter to the key theme of protecting the built heritage of the city.</p> <p>The location of artworks is a matter that needs to be judged on its merits but would in principle accord with enhancing the public realm.</p> <p>The display of archaeological finds is a matter for detailed consideration contingent on the nature of the finds and their significance and the potential for in-situ preservation.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mr Dorian Kelly [7438]	Object	<p>Britannia</p> <ul style="list-style-type: none"> -views from St Botolph's Church, Priory and Firstsite preserved -when re-providing Chinese Culture Hub, provide performance space/stage and kitchen/restaurant space -taller structures can be higher to create landmark iconic skyline building -establish future of Magistrates Court and factor into overall strategy as stop for tour buses with toilets and mini tourist centre <p>The Priory</p> <ul style="list-style-type: none"> -re-establish performance space -Fit CCTV -Reclaim and demolish infill shops on Queen Street -Create small secure building for storage and distribution <p>Priory Street</p> <ul style="list-style-type: none"> -Create new disabled access from Priory Street to Lewis Gardens and John Ball Square 	<p>The Colchester City Centre Masterplan seeks to provide supporting detail to the Colchester Local Plan policy TC3 which allocates the site. The setting of the nationally significant scheduled Priory of St Botolph and Grade II Neo-Norman Church carries statutory protection and proposals will be considered with reference to Section 2 Colchester Local Plan Policy DM16 and the relevant statutory tests.</p> <p>The management of the Priory is a matter for Historic England and Colchester Museums Service. Development and uses that serve to better reveal the significance of the heritage assets will be supported.</p> <p>The creation of a new pedestrian route from the Town Station to High Street via a new accessible link through the former Theatre wall is supported and subject to Levelling Up Funding.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mr Dorian Kelly [7438]	Object	<p>St Botolph's</p> <ul style="list-style-type: none"> -consider relocating Colchester Town Station 100m further up line with access from George Williams Way -consider building Concert Hall with 1200 seats and rehearsal room -redesign is superfluous. Works reasonable well as traffic circulation device. Pedestrian and disable access and cycle routes addresses in variety of ways. -area animated by creating leisure and retail facilities within roundabout core and covered by dome. -Remodelling roundabout will cost more and take longer than predicted 	<p>Relocation of the existing town railway station is outside the scope of the masterplan works and would reside with Network Rail as the statutory authority in charge of managing/operating the national railway infrastructure. The Masterplan does include for improve access to the station northside platform, creating a proposed new access route.</p> <p>St Botolph' s junction improvements are being progressed under the successful Levelling Up Fund Bid improvement project. This will look at how the space can be better utilised to achieve an improved junction arrangement that supports improved accessibility to the city centre and the transport interchange for other modes of travel, while still supporting traffic movement through this important junction. Public consultation has been completed recently on the proposal and the design will be developed, taking account this feedback alongside further technical design work.</p>
Mr Dorian Kelly [7438]	Object	<p>High Street</p> <ul style="list-style-type: none"> -move Visitor Information Centre to High Street 	<p>The relocation of the Visitor Information Centre to High Street is not subject to funding currently. In the event that funding can be identified then it is an</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<ul style="list-style-type: none"> -create tour bus stop outside Visitor Centre (not layover) -Remove all unnecessary street furniture -add more street sculpture -provide solar LED floodlights <p>Crouch Street</p> <ul style="list-style-type: none"> -clear up façade of Regal/Odeon Building and build 1200 seater concert hall <p>Vineyard Area</p> <ul style="list-style-type: none"> -create new N-S pedestrian route -reconfigure NCP car park to have entrances and exits from Southway. -Create Rapid transit and Lion Walk undercroft deliveries route on south carriageway of Osborne Street -Demolish north side of Osborne Street from shop on corner of St Bots to junction with Stanwell Street North -To north of these, row of 2 and 3 storey buildings -Bridge from Eld Lane -Pedestrian priority crossing 	<p>operational decision for Colchester City Council to consider the business case for relocation of the Visitor Information Centre.</p> <p>Enhancement of the public realm and removal of street clutter is a principle of the Colchester City Centre Masterplan.</p> <p>The former Odeon, Crouch Street is in private ownership and no funding exists for a concert hall. No business case has been considered for the creation of a further major public entertainment venue nor means of supporting such a major venture.</p> <p>The NCP car park is a privately owned asset, and no assessment has been made of the implications of revised access arrangements onto Southway and the safety thereof.</p> <p>Demolition of the north side of Osborne Street requires detailed assessment of the Heritage Impact Assessment (HIA) and merits of any replacement built frontage. Osborne Street is a key regeneration area and further loss of historic fabric would be resisted leading</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>-Demolish Stanwell House, replace with 14 storey building (43-50 homes)</p> <p>-repair and enhance building on top of Roman Wall</p>	<p>to erosion of the significance of the Conservation Area.</p> <p>Individual interventions need to be considered holistically as part of a master planned approach to regeneration. Stanwell House is a neutral building and proposals for replacement would require detailed consideration on their merits.</p> <p>The repair and enhancement of historic buildings along the top of the Town Wall would enhance the setting of the monument and the character and appearance of the Conservation Area and this is supported as aligning with the key objectives of the Colchester City Centre Masterplan.</p> <p>The Rapid Transit System route is a matter for detailed consideration by Essex County Council and Colchester City Council to maximise efficiency of service. The underground servicing of Lion Walk is a private asset and expansion of the underground network would be prohibitively expensive and no business case has been made for such a radical intervention.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Colchester Civic Society [7807]	Object	<p>Link from St Botolph's Circus to Lewis Gardens looks interesting. Concerns finding real non-structural solutions for changes in levels, particularly from the station platform to ground level.</p> <p>Pleased there is some focus on the river, the proposals have had no appraisal into the ownership of the riverbed. Shocked at lack of a biodiversity study carried out before suggesting activities such as paddle boarding.</p> <p>Basis for the proposed changes is extremely ill-founded. St Botolph's Circus is liked by most who use it! The Masterplan suggests the users do not like it. We believe the users are more knowledgeable.</p>	<p>Noted.</p> <p>It is agreed that the proposal to animate the River Colne does not align with the Council's Strategic Plan to respond to the climate emergency by conserving and enhancing our biodiversity. This will be omitted from the Masterplan.</p> <p>The need to enhance St Botolph's Circus is well established. The detailed form of the revised junction improvements will seek to respond to detailed concerns raised by consultees.</p>
Walk Colchester [1046]	Object	<p>High Street</p> <p>Further detailed study should be conducted to ensure sufficient blue badge parking provided across city centre and identify gaps</p> <p>Cycle contraflow (east to west) High Street - strongly disagree</p> <p>Blue badge parking on south side does not necessarily result in passengers exiting into path of oncoming traffic, depends on if driver or passenger.</p> <p>Consultation with VI users specifically</p>	<p>Measures and improvements associated with highway infrastructure will follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process. All recent measures introduced under the Active Travel funded programme of improvements has included engagement with accessibility groups as part of the scheme development process. It is intended to continue this practice going forward.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Walk Colchester [1046]	Object	<p>Ensure not building in trip hazards</p> <p>Southway</p> <p>Could ground level redevelopment accommodate indoor bus/coach station waiting area?</p> <p>Former Bus Station Site</p> <p>Strongly disagree with any changes to 15 Queen Street.</p> <p>Better signage solution?</p> <p>Relocation for Visitor Information Centre?</p> <p>Relocate Food Co-op and Visitor Information Centre to retail space adjacent Curzon</p> <p>Ensure decent public realm here</p> <p>Revisit options for fully accessible pedestrian links through Roman Wall from Priory Street to St Bots Priory</p> <p>Curzon balcony wheelchair accessible</p> <p>include additional crossing point at Priory St and Vineyard St junction</p> <p>Consider making proposed crossing point at Priory Walk north of the entrance opposite to Firstsite rather than south,</p>	<p>The delivery of a new bus facility/transport interchange requires further work but consideration of redevelopment of ground floor space could be considered.</p> <p>Noted – 15 Queen Street is a positive contributor to the Conservation Area.</p> <p>All of these issues justify further consideration should funding and opportunities arise. Public realm improvements are welcomed to accord with the objective of a safe and accessible city centre. But are contingent upon funding. The Curzon Balcony is private property and not within scope.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>Widen wherever possible and improve surfacing to footways on both sides</p> <p>Pay particular attention to the pavement at the corner of Priory St and Queen St (heading up); both sides of the road here are in fact particularly difficult</p>	
Walk Colchester [1046]	Object	<p>Britannia Yard</p> <p>Mostly agree, keep separate walk/cycle routes</p> <p>5 storeys too high</p> <p>include outdoor access for all flats</p> <p>disagree with demolition of older buildings on Queen Street</p> <p>With market gone, feel like a desolate expanse of hardstanding</p> <p>Vineyard Gate</p> <p>Need for crossing points here</p> <p>Grant scheme should be explored?</p> <p>Would welcome city centre wide review of accessible parking with user involvement</p>	<p>Britannia Yard proposals will require detailed Landscape and Visual Impact Assessment (LVIA)/townscape analysis as part of a Heritage Impact Assessment (HIA) of any emerging proposal. HE will be involved in design negotiations and references to storey heights will be deleted from the Colchester City Centre Masterplan as this needs to be supported by an evidence base.</p> <p>Vineyard Gate: Crossing points and accessibility are inherent to delivering high quality development. Grant support for the accurate repair of historic buildings (Eld Lane and Osborne Street) is a sound idea but no funding exists currently.</p> <p>The Colchester City Centre Masterplan seeks to promote a transport</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Onward travel (from city centre) needs consideration	interchange hub in St Botolph's, and further detailed work is required.
Walk Colchester [1046]	Object	<p>St Botolph's Junction</p> <p>Magdalen Street and St Botolph's Street crossings shown as two stage crossings, not best practise</p> <p>Not clear whether cyclists will be separated from pedestrians in new public realm on all sides - advocate for separation</p> <p>entrance to Magistrate's Court and Colchester Town - priority given to pedestrians and cyclists travelling across entrance, rather than to vehicles entering/exit</p> <p>Welcome plans to enlarge/enhance public realm but views on:</p> <p>design and quality is important</p> <p>must feel like a green space</p> <p>3d/height with mature trees included</p> <p>wide, clear walking passages through public realm are vital</p> <p>careful thought to edge between road and public realm for safety and aesthetics.</p>	<p>St Botolph' s junction improvements are being progressed under the successful Levelling Up Fund Bid improvement project. This will look at how the space can be better utilised to achieve an improved junction arrangement that supports improved accessibility to the city centre and the transport interchange for other modes of travel, while still supporting traffic movement through this important junction. Public consultation has been completed recently on the proposal and the design will be developed, taking account this feedback alongside further technical design work.</p> <p>The final scheme will look to balance all modes of travels within this complex junction arrangement. This will need to ensure movement of traffic is still sensibly supported, while making notable improvements to the existing substandard access for walking and cycling for all abilities and mobility.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			<p>Measures and improvements associated with highway infrastructure will follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process. All recent measures introduced under the Active Travel funded programme of improvements has included engagement with accessibility groups as part of the scheme development process. It is intended to continue this practice going forward.</p>
<p>Our Colchester - Business Improvement District (BID) [7809]</p>	<p>Object</p>	<p>St Johns Street - See comments in attached table [Transport Plan Comments]</p> <p>Southway - Question why it is necessary to add pedestrian controlled crossing points.</p> <p>Existing subways if improved could be much safer</p> <p>Any new or existing traffic light installations are logic an sequences so to not work against each other</p> <p>welcome opportunity to establish strategic study of this area</p> <p>item 12 pg. 71 - implies existing buildings redeveloped. wholly for premises owner or CPO?</p>	<p>See response to Transport Plan in separate schedule below.</p> <p>The masterplan reflects a vision for Colchester, including longer-term aspirations. Any future proposals would include require further transportation assessments and modelling as part of any more detailed design development.</p> <p>Measures and improvements associated with highway infrastructure will follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>St Botolph's - Separate consultation response</p> <p>Vineyard Street - Proposal doesn't seem to take account of newly installed cycle track</p>	<p>Essex County Council will be providing a response to the separate St Botolph' consultation comments.</p>
<p>Our Colchester - Business Improvement District (BID) [7809]</p>	<p>Object</p>	<p>High Street</p> <p>All bus stops near Spar shop insufficient space. Park and ride and RTS too?</p> <p>Relocate taxi rank to loading bay outside Town Hall will not work</p> <p>Welcome detailed study into ensuring sufficient blue badge parking</p> <p>Potential widening first 30-40m to avoid loading bays dominating gateway to High Street not welcome if removes loading facilities for businesses</p> <p>East-West cycleway impractical as would remove all loading provisions</p> <p>Clarity - public realm design allow for deliveries</p> <p>What is determination of authorised user?</p> <p>Osborne Street</p> <p>infers deliveries vehicles will be expected to park and walk deliveries to businesses or collection from trucks -</p>	<p>The masterplan reflects a vision for Colchester, including longer-term aspirations. Any future proposals would include require further transportation assessments, engagement and modelling as part of any more detailed design development.</p> <p>This is funded through the Levelling Up Fund and will provide a tranquil and heritage-rich route from the Town Station to High Street via Lewis Gardens. The widening of the existing access into the side wall of the former theatre is proposed and no harm to the integrity of the Town Wall would be acceptable.</p> <p>Noted.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>impractical and barrier to trade Former Bus Station</p> <p>Fully accessible pedestrian link through Roman Wall - bizarre. Aspect removed and another route established.</p> <p>What determines authorised user?</p> <p>Crouch Street West and East</p> <p>ECC scheme stopped Businesses and residents under threat of this scheme without amendments?</p>	
Ms Karen Harris [7486]	Support	<p>I am pleased to hear that there will be further opportunities to comment in detail on specific areas in detail in due course.</p> <p>Strongly support crossings of Southway to open up N/S connections, particularly between Chapel St N & S, given the number of people who visit the Headgate Theatre</p> <p>Strongly support adaptive reuse of existing structures, not only for embodied CO2 but to preserve the streetscape and skyline</p> <p>Enhanced city centre and access by public transport encourages people to visit, would like this to include more emphasis on green space and this to be considered in additional development around Firstsite</p>	<p>Noted.</p> <p>Noted – an existing aim of the Colchester City Centre Masterplan.</p> <p>Support welcomed.</p> <p>Noted – the requirement for Biodiversity Net Gain (BNG) and increase in canopy cover under the Colchester Local Plan Policy ENV1 will deliver increased green space. The importance of planting to enhance the public realm can be given increased emphasis in the site brief.</p>

Colchester City Centre Transport Plan

7 Responses/Comments from 6 Respondents.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mr Gary Plummer [7759]	Object	<p>The so called rapid transport system is nothing more than a bus in a bus lane. People will not use it, much like they don't use the park and ride, so it will become another white elephant wasting taxpayers money. The proposals for cycle lanes are another joke that again will be an incredible waste of money, for the sake of 1 or 2 vocal cyclists.</p> <p>The we made that survey also concluded a majority were in favour of opening the High street to traffic and providing on-street parking. something CCC have deliberately overlooked in this plan!</p>	<p>The Section 1 Colchester Local Plan requires planning consent and funding approval for the Link Road and Route 1 of the Rapid Transit System (RTS) to have been secured before any planning approval is granted for any development forming part of the Tendring Colchester Borders Garden Community. Planning permission has been secured for both of these strategic infrastructure projects.</p> <p>The Masterplan reflects the Council's Car Parking Strategy.</p>
Ms Elaine Peaston-Jones [7765]	Object	<p>Colchester cannot cope with the traffic as it currently is. By increasing public transport, you could lessen this problem but then you want to build many houses within the city centre area - thus increasing the cars again. Why?</p> <p>The park and ride never worked before as too expensive. If you are intending to put in a better public transport system, it has to be affordable.</p> <p>Unless you improve what, the city centre offers, no-one will want to visit - these needs addressing.</p>	<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The planned route for the Rapid Transit System (RTS) within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital,</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		Please please please focus on making the city centre a vibrant place with shops that are open.	<p>railway station, city centre and university. Further details can be found online.</p> <p>The existing Park and Ride service continues to evolve with the introduction of a new pricing structure. Details can be found online.</p>
Mrs Susan Allen-Shepherd [1494]	Object	<p>I agree with the principle, but:</p> <p>1) Colchester seems to forget that it has a large rural hinterland. Unless public transport is improved for those visiting their city, the plan is at odds with reality. Tiptree with a large population of over 10,000 does not have an adequate bus service to Colchester. Instead of large lumbering buses being used out of peak hours, a fleet of smaller vehicles that run more frequently is required. Rural residents contribute to the facilities in Colchester, but an infrequent bus service is incompatible with busy lives. Tiptree has no bus service after early evening, so a trip to say the theatre is not possible without a car, and night taxi rates are not affordable for frequent trips.</p> <p>2) The rural transport situation is always "going to be considered", but there is never much progress.</p> <p>3) Commercial transport will never act for the good of the community, the benefits of better public transport are</p>	<p>The Essex Bus Strategy provides further details about enhanced partnerships and bus service improvement plans.</p> <p>The existing Park and Ride service continues to evolve with the introduction of a new pricing structure. Details can be found online.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city, including the locations identified.</p> <p>A further park & choose site is also being progressed on the A133 as part of the Tendring Colchester Border Garden Community transport measures. This would utilise the proposed Rapid Transit System and provide additional park and choose</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>not counted in commercial terms, but we need it in social and environmental terms.</p> <p>4) Very little is said about the disabled.</p> <p>5) The elderly who do not qualify as disabled, also find walking a distance and scrambling on and off various vehicles and having to stand as there is insufficient seating and lack of consideration.</p> <p>6) The Park & Ride in the north means travelling on the A12 to access it from the south / west. Not everyone likes driving on the A12. I can still cope with it, but many can't with the mix of fast traffic and congestion.</p>	<p>expansion to the east and southeast of the city.</p> <p>Measures and improvements associated with highway infrastructure will follow the latest design standards, including LTN1/20, Inclusive mobility and general best practice. All schemes go through a road safety audit process.</p> <p>In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p>
Mrs Susan Allen-Shepherd [1494]	Object	The elderly also experience difficulty in walking distances etc.	<p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p> <p>Measures also include improvements to the public transport provisions. As part of ongoing recommendations, a review of future bus capacity will be undertaken.</p>
John Hawkins [7799]	Object	1. I strongly object to the implied proposal to close the Couch Street/ Balkerne Hill crossing, which has been widely criticised during recent consultations. It will	The proposed scheme at Crouch St/Balkerne Hill associated with the replacement of the existing subway will not

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>substantially increase traffic congestion in the area and an enhanced surface crossing will be much less safe than the subway.</p> <p>2. The subway closure is only required to accommodate an enhanced cycleway along Crouch Street which has also been widely condemned by local people in recent consultations due to its detrimental effect on the area.</p> <p>3. I strongly object to the proposal for an enhanced cycleway along Crouch Street as it will lead to shop and business closures in this popular independent shopping area due to the proposed loss of adequate car parking. The proposal has already been widely condemned by local people during recent consultations and the ECC Consultants couldn't even draw the plans correctly.</p> <p>4. I strongly object to the proposal for segregated cycleways along Lexden Road, which is not wide enough to accommodate them together with the high pedestrian usage and school bus stops as well as other traffic. Children will have to cross 'live' cycleways putting them at risk of serious injury from cyclists.</p> <p>5. The so called 'Active Travel' focus is entirely on those who are able and fit/healthy enough to walk and cycle. This group almost certainly coincides with the group most likely to respond to social media and web based</p>	<p>be progressed at this time with no current timeframe to review the scheme.</p> <p>Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p> <p>Measures are not linked to active travel. In partnership, Essex County Council and Colchester City Council have produced a Future Transport Strategy for Colchester This has been referred to within the Masterplan and supporting Transport Plan.</p> <p>There are ongoing reviews associated with the city's parking strategy, reflecting that access for motor vehicles will remain a part of the overall balance and mix of transport options to access the city in the future.</p> <p>The masterplan reflects a vision for Colchester, including longer-term aspirations (i.e. Southway). Any future proposals would include requirements for further transportation assessments and modelling to be undertaken as part of any more detailed design development.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>consultations and hence, in my view are disproportionately represented in the Council consultation results.</p> <p>1. I find it ironic that the report notes that the City Centre now has to complete for retail with the Colchester Council owned, led and developed area at the Northern Gateway.</p> <p>1. The general Masterplan Consultation is highly superficial and leads to biased responses.</p> <p>1. Introducing more surface crossings along Southway and at the St Botolph's Roundabout will lead to very substantial increases in traffic congestion and air pollution but this is not mentioned in the documents. As a result, I object to these measures as they cannot be fairly judged on the information provided.</p> <p>1. There is much talk of traffic congestion in the City Centre, although much of it is already pedestrianised or limited to traffic. What is the rationale for further restrictions. The restrictions would come with increased car parking on the periphery it says, but no sites or even general ideas are presented. I strongly object without adequate additional parking being provided.</p> <p>1. If it is intended to further restrict vehicles into the City Centre, then it would be essential to ensure there is an</p>	<p>Measures also include improvements to the public transport provisions. As part of ongoing recommendations, a review of future bus capacity will be undertaken.</p> <p>Consultation on the City Centre Masterplan has been extensive and attempted to reach as many people as possible. The Council has used a variety of new methods to engage and will continue to explore other methods in the future.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>effective ring route around the City Centre and adequate parking on the periphery. The Masterplan shown clearly restricts both vehicles into the centre and creates congestion on the current routes around the centre, due to the Miriam of additional and enhanced surface crossings proposed at Balkerne Hill, Southway and Sy Botolph's. Together with no clear increase in peripheral parking will strangle the City Centre, result is much reduced footfall for businesses and increased air pollution and other emissions in those areas.</p> <p>2. Restricting car parking access further to the immediate vicinity of the centre discriminates against those with hidden disabilities who would find it difficult to get a Blue Badge. Maintaining good access to Blue Badge holders is also vital.</p> <p>3. Many decades of failed planning policy e.g. preventing housing uses in town centres, encouraging out of town retail, restricting car parking in the centre and of course the fatally flawed business rates system has resulted in the haemorrhaging of retail outlets in the City Centre and in the ghost town syndrome at night, with only bars and clubs and anti-social behaviour thriving. The Council is actively developing a new out of town cinema which will inevitably accelerate the demise</p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>of the Odeon and the loss of another beneficial City Centre use.</p> <p>4. Generally the Masterplan document is full of lovely wishes and ideals, but the main focus in practice is to make it ever more difficult for people to visit the City Centre without cycling and the reality is likely to be less</p> <p>5. public consultations are being done piecemeal with repeated consultations when the results are not in tune with the Councils' (ECC and CC) wishes. The Lexden Road cycleway, Crouch Street and the Subway closure are all perfect examples of this. The Masterplan effectively presents them as de facto agreements, but only in peripheral terms. Presumably this is a disguise so they can then be presented as having been supported by the 'agreed Masterplan' which is based on these decisions having already been made. None of the consultations are sufficiently honest to set out the disadvantages as well as advantages in a way the general public can clearly understand; presumably due the fear the public will reject the idealistic proposals and support practical measures to make their lives better instead.</p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mrs Manda O'Connell [7795]	Object	<p>Comment 1</p> <p>Better way of using Rapid Transit System which will avoid adding further congestion to High Street. RTS used to complete A133-A120 link road, travelling in an anti-clockwise direction around Colchester.</p> <p>See attached map.</p> <p>Comment 2</p> <p>Agree with removing regular bus routes from High Street and City Centre and creating central bus station/hub, whether in enhanced Osborne Street or elsewhere.</p> <p>Comment 3</p> <p>Do not agree with providing numerous pedestrian crossings on Southway A134 to further obstruct flow of traffic around city centre.</p>	<p>The Section 1 Colchester Local Plan requires planning consent and funding approval for the Link Road and Route 1 of the Rapid Transit System (RTS) to have been secured before any planning approval is granted for any development forming part of the Tendring Colchester Borders Garden Community. Planning permission has been secured for both of these strategic infrastructure projects.</p> <p>Work has commenced on the infrastructure for a new Rapid Transit System. The planned route for the Rapid Transit System within Colchester travels from the A12 Park and Ride to the University of Essex and new Garden Community due to be developed close by. With stops along its route and services delivered every few minutes, this will connect new and existing residents with key destinations including the hospital, railway station, city centre and university. Further details can be found online.</p> <p>The masterplan reflects a vision for Colchester, including longer-term aspirations (i.e. Southway). Any future proposals would include requirements for further transportation assessments and</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
			modelling to be undertaken as part of any more detailed design development.
Our Colchester - Business Improvement District (BID) [7809]	Object	<p><i>BU7 Complete a detailed study reviewing bus operations across the City Centre</i></p> <p>The BID would welcome the opportunity of being part of the group reviewing and carrying out a detailed study for the bus operations across the city.</p> <p><i>AT13/14/15 Implement car-lite access/zonal traffic circulation/zero emission zone.</i></p> <p>The BID would not support any form of charging for access to the City Centre. The BID would welcome being involved at a very early stage to understand exactly how these items will affect the BID Zone and our levy payers.</p> <p><i>BU1/RA1/BU11 Operate longer bus services, shuttle bus from station, evenings/weekends: including P&R</i></p> <p>The BID welcomes this and are happy to work with others to help achieve this.</p> <p><i>CP2/CP5 Implement flexible parking charges including pay on exit/index linked parking fees with public transport.</i></p> <p>The BID welcomes that pay on exit will be made available and would welcome the opportunity to be</p>	<p>Support noted. The Council along with Essex County Council will continue to engage with the BID.</p> <p>The masterplan reflects a vision for Colchester, including longer-term aspirations. Any future proposals would include requirements for further transportation assessments, modelling and engagement to be undertaken as part of any more detailed design development.</p> <p>The proposed scheme at Crouch St/Balkerne Hill associated with the replacement of the existing subway will not be progressed at this time with no current timeframe to review the scheme. Currently Essex County Council is reviewing the wider Local Cycling and Walking Infrastructure Programme (LCWIP) which will include assessments on the requirements for provisions to improve the network across the wider city.</p>

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>included in early discussions regarding charges, in particular the index linked suggestions.</p> <p><i>WF6 Create a brand identity for the whole shopping core.</i></p> <p>The BID welcomes this and welcomes the opportunity to be included in this aspect. It would remind the council that there is already the successful In Colchester brand aimed at consumers which we would encourage to be considered as the brand identity for this.</p> <p><i>AT1 Upgrade lighting and general attractiveness of Southway underpasses</i></p> <p>The BID welcomes this but wishes to see upgrades to lighting and general attractiveness to all City Centre underpasses.</p> <p><i>AT10 Integrate a contraflow cycleway on High Street</i></p> <p>It is imperative that loading provisions are retained at intervals along the whole length of High Street to allow business deliveries/collections.</p> <p><i>AT8 Bus/access only on St John Streets Restrict traffic to buses, time limited delivery and 'except for access' along St John's Street</i></p> <p>The BID would strongly object to this intervention. There are several businesses including Culver Square shopping centre and St John Shopping Centre that</p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>require full unrestricted access for all vehicle types for viable operation including HGV's, vans, cars and disabled parking. Not all vehicles that access businesses are deliveries, consideration must also be given to, maintenance, statutory inspections and servicing, waste services, fitouts, various trades etc.</p> <p>Managing an except for access procedure for servicing and deliveries would be unworkable.</p> <p><i>ID6 Restrict traffic to one way and bus/servicing only and widen footway along St John's Street/Osborne Street</i></p> <p>The BID would strongly object to this intervention. There are several businesses including Culver Square shopping centre and St John Shopping Centre that require full unrestricted access for all vehicle types for viable operation including HGV's, vans, cars and disabled parking. Not all vehicles that access businesses are deliveries, consideration must also be given to, maintenance, statutory inspections and servicing, waste services, fitouts, various trades etc.</p> <p>Managing an except for access procedure for servicing and deliveries would be unworkable.</p> <p><i>ID5 Restrict traffic to one way and improve the footway along St John's Street/Osborne Street</i></p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>This would only be viable if the bus gate was removed at the Osborne St end was removed allowing all vehicle types to access and service the businesses on this street.</p> <p><i>AT8/ID3/ID4 Restrict traffic to buses, time limited deliveries and 'except for access' on St Johns St, High Street</i></p> <p>The BID would not support any restrictions to allow 'time limited deliveries'. Businesses must continue to receive deliveries/collections without the barrier of time restrictions across the whole of the city centre.</p> <p><i>BU10 Transition of zero emission buses within the city centre</i></p> <p>The BID welcomes this approach. It is known that buses currently contribute to the poor air quality, some emitting high percentage of particulates. This has already happened in many towns.</p> <p><i>FL5 Implement a booking system to manage kerb side delivers.</i></p> <p>It is imperative that loading provisions are retained across the city centre, a booking system would be very restrictive and unworkable for many businesses.</p> <p><i>FL2/3 Create a last mile delivery hub.</i></p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>The BID understands that no plans or proposals exist for such a provision. The BID suggests that this be removed from the Masterplan unless further information is made available. This arrangement would be unworkable for the majority of business in the city centre.</p> <p><i>ID6/ID5 One way traffic system for buses/servicing only on Osborne St/St Johns St/improve footways.</i></p> <p>Proposal to Osborne St is already one way, so there will be no change. Loading bays should be retained for businesses.</p> <p>St Johns St is currently 2-way. As part of an active travel scheme, it was changed to 1 way which was hugely problematic for businesses and residents. The segregated cycleway meant that no vehicle could overtake a bus on a stand which led to huge congestion, which only exacerbated the already poor air quality in the street.</p> <p>The council's definition of 'servicing only' relates to HGVs, but this needs extension to all commercial vehicles. Next day couriers, service engineers etc must be allowed access to the whole street.</p> <p>There are a number of private car parks in the area which must continue to be allowed to operate with full unrestricted access. There are a number of private</p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p>houses/flats and student accommodation also that require full unrestricted access.</p> <p>On street loading bays/provisions must continue to operate to service those businesses who do not receive deliveries via the Culver Square shopping centre service area.</p> <p>Unrestricted access for all types of delivery vehicles must be maintained in the streets off St Johns St servicing Iceland, Wilkos etc.</p> <p>The BID would not support the restrictions to buses/servicing HGVs only.</p> <p><i>AT4 Replace Balcerne Hill underpass with overground crossing.</i></p> <p>This has been under consultation as part of the proposals for Crouch Street West/East. Essex CC have cancelled the closure of this underpass, so this should be removed from the Masterplan.</p> <p><i>NM7 Implement an autonomous vehicle shuttle service along High Street and Sir Isaac's Walk</i></p> <p>The BID is unclear what this actually means or how it is envisaged to operate and would welcome the council's comments.</p>	

Respondent [ID No.]	Support/ Object	Summary	Officer Response
		<p><i>ID7 Restrict traffic to one way along Vineyard St car park.</i></p> <p>The BID understands that there is currently a one way system operational in this car park.</p> <p><i>AT6 Create a new controlled crossing on North Hill between High St/St Peter's St</i></p> <p>There are existing crossing points at both the top and bottom of North Hill. To add another midway will result in buses having to stop more frequently, thus delaying them and losing either loading or blue badge parking bays. Neither of these options will be ideal in so much as delivery vehicles often use the bays to deliver to businesses on Head St and High Street.</p> <p><i>BU9 Create a new bus station in the area of Vineyard St car park.</i></p> <p>The BID realises that Vineyard St car park has been allocated as a site for residential development in the Local Plan to 2033. The only opportunity for a new bus station in this area would be to demolish some existing buildings. The BID is concerned at the impact that such major works may have on the city centre businesses and the timings of such works. The BID would welcome the opportunity to have constructed dialogue at an early stage.</p>	

SEA/HRA Screening

4 Responses/Comments from 4 Respondents.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Mr Gary Plummer [7759]	Object	Colchester's water systems are already at breaking point with areas of flooding. The proposal to build more housing within the city centre with the loss of 2 city centre car parks is ridiculous. CCC need to stop their anti-car regime and encourage driver into the city centre if they want to make it thrive.	Water resources in relation to new developments have been considered through the Colchester Local Plan. The Masterplan reflects the Council's Car Parking Strategy.
Natural England [7773]	Support	<p>It is our advice, on the basis of the material supplied with the consultation, that, in so far as our strategic environmental interests (including but not limited to statutory designated sites, landscapes and protected species, geology and soils) are concerned, that there are unlikely to be significant environmental effects from the proposed plan.</p> <p>We have checked our records and based on the information provided, we can confirm that in our view the proposals contained within the plan will not have significant effects on sensitive sites that Natural England has a statutory duty to protect.</p>	Noted.

Respondent [ID No.]	Support/ Object	Summary	Officer Response
Historic England [7774]	Support	<p>The Screening Report indicates that the Council considers that the plan will not have any significant effects on the historic environment. We note that the plan does not propose to allocate any sites for development.</p> <p>On the basis of the information supplied, and in the context of the criteria set out in Schedule 1 of the Environmental Assessment Regulations [Annex II of 'SEA' Directive], Historic England concurs with the Council that the preparation of a Strategic Environmental Assessment is not required.</p>	Noted.
Environment Agency [7777]	Support	<p>Thank you for the opportunity to respond to the proposed Colchester City Centre masterplan. We have reviewed the documents and we do not disagree with the findings of these screening reports.</p> <p>We have no further comments to make on these documents.</p>	Noted.

Colchester City Centre Masterplan – Further Engagement Activity **October/November 2023**

Following consultation undertaken earlier this year on the City Centre Masterplan, the Council have identified a number of stakeholders who did not respond to the consultation. In order to gain as many views as possible, further targeted engagement activity has been undertaken. The following additional views have been sought and will be factored into the final drafting of the Colchester City Centre Masterplan.

Autism Anglia

- Signage to include social stories
- Use of an empty shop as a quiet space or some quiet spaces identified with photos and maps
- When events are taking place in the City Centre, a suggestion of which areas might be less busy

Alzheimer's Society

Public Realm

Lighting: avoid bright light and glare especially white LED's and the creation of areas of deep shadow.

Noise: Seek to reduce background noise levels e.g., through use of surfacing materials and avoid the use of amplified music in the public realm. Calming and soothing gentle music might be helpful to mask urban noise sources? 'upbeat' music in Red Lion Walk 'ally way' is difficult to manage due to low ceiling and feeling of being hemmed in.

Trip hazards: Avoid kerbs, but use changes in surface finishes/colour to help those with impaired sight. Avoid white surfaces as these are hard to navigate because of the colour.

Signposting: key to legibility. Clear and consistent styling and use of colour to denote specific public facilities. Use pictograms – arrows etc. Do not use gold text on black backgrounds. Need a high contrast between background and text. Black text on white background / black text on bright yellow background /Blue text on white background are also choices that work well.

Meeting points: helpful to orientate in open spaces. Helpful to display map of centre – *you are here*. Annotate with key public facilities especially WC's, public buildings,

transport hubs etc. Locate in highly visible public spaces such as squares. Pictograms for toilets particularly useful.

Drop off points: Close to access points for key buildings and public facilities including theatres etc. Separation from carers creates anxiety. Seating to be available in these drop off points. Blue Badge spaces especially close to Headgate theatre.

Create quiet places for rest and contemplation. Refuges from hurly burley of modern city.

Benches: be inclusive for wheelchair users. Incorporate a wheelchair slot into benches to facilitate direct involvement in conversation and groups.

WC's: A key facility. Need for a further WC at east end of High Street – St Nicholas Square. High quality, use colour to make as legible as possible. If fee bearing ensure debit card 'tap and go' not coins. Symbols for male and female toilets need to be very clear, dark coloured symbols with contrasting backgrounds. In these toilets, really important to ensure the tiles behind the toilet are NOT white; this makes it difficult for people to see the toilet. Blue toilet seat, blue hand rail, different coloured hand dryer, soap and toilet roll dispenser to the tiles so that they can be easily seen. Mirrors can present issues; mirrors if too big can confuse the environment, distorting it a bit and make it difficult for someone to find their way out, or locate things *really* are in the space.

Engage with Dementia Groups on emerging design proposals wherever possible especially where public realm interventions are proposed to maximise improvements and value add.

Overall

Dementia groups experience the same processing issues as the wider population, only more acutely. Often these challenges are exacerbated by other age-related disabilities to compound matters. Improvements to simple components of the public realm could enhance their experience and encourage more active use of the city centre. These interventions are of general benefit to the wider community and their adoption should be encouraged through direct engagement wherever possible to inform decision making.

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>

Comment	Page	Response
		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>

Comment	Page	Response
		<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:

Comment	Page	Response
		<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>

Comment	Page	Response
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	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> Construct Southway pedestrian crossing moved from medium to long term intervention within Delivery Plan
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>

Comment	Page	Response
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.

Comment	Page	Response
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: Supporting better air quality. <i>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.</i></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>

Local Plan Committee - Background Information

What is a Local Plan?

A Local Plan is the strategy for the future development of a local area, drawn up by the Local Planning Authority (LPA) in consultation with the community. The Local Plan sets out the vision, objectives, spatial strategy and planning policies for the entire Colchester Borough. A Local Plan provides the overall framework for the borough in terms of employment and housing growth, infrastructure needs and identifying areas that require protection i.e., open space and community uses. The plan making process includes several rounds of public consultation with local communities, stakeholders and statutory consultees.

The Local Plan usually covers a 15-year period and identifies how communities will develop over the lifetime of the Plan.

In law, this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. A Local Plan must be prepared in accordance with national policy and guidance.

The National Planning Policy Framework (NPPF) states at paragraph 15 that *“The planning system should be genuinely plan-led. Succinct and up to date plans should provide a vision for the future of each area, a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings”*.

Planning involves making decisions about the future of our cities, towns and countryside. This is vital to balance our desire to develop the areas where we live and work with ensuring the surrounding environment is not negatively affected for everyone. It includes considering the sustainable needs of future communities.

Independent Planning Inspectors must examine all Local Plans that local authorities in England prepare. This examination is the last stage of the process for producing a Local Plan. The process should have fully involved everyone who has an interest in the document, and they should have had the chance to comment.

Why is a Local Plan important?

A Local Plan is a statutory requirement as outlined in Section 19 of the Planning and Compulsory Purchase Act 2004.

The Local Plan contains policies to guide development by identifying a spatial strategy, site allocations for employment and housing development and protecting the environment, land and buildings for certain uses to ensure delivery of sustainable communities.

Without a Local Plan to identify where and how the borough should develop, planning applications are determined in accordance with national policy which does not provide

the local context of Colchester. Without a Local Plan, the borough would be at significant risk from speculative development. A Local Plan provides certainty of where development can be delivered sustainably across the Borough.

What is a Neighbourhood Plan?

The Localism Act 2012 devolved greater powers to neighbourhoods and gives local communities more control over housing and planning decisions.

A Neighbourhood Plan is a planning document that communities can put together to set out how they would like their town, parish or village to develop over the next 15 years. The Neighbourhood Plan is prepared by the local community for a designated neighbourhood area, usually this is undertaken by the Parish/Town Council or a Neighbourhood Plan Development Forum can be established for areas without a parish/town council.

A Neighbourhood Plan enables communities to identify where new homes and other developments can be built and enables them to have their say on what those new buildings should look like and what infrastructure should be provided. This provides local people the ability to plan for the types of development to meet their community's needs.

A Neighbourhood Plan must undergo a number of formal processes to ensure it is robust and well-evidenced. This includes two formal consultation periods, independent examination and a public referendum.

A Neighbourhood Plan is subject to examination where the Examiner must determine if the Neighbourhood Plan complies with the Basic Conditions as set out in the Town and Country Planning Act 1990 (as amended). Following an Examination, the Neighbourhood Plan must be subject to a referendum. In order for the Neighbourhood Plan to pass a referendum and be 'made' (adopted) the majority of voters (more than 50%) must be in favour of the Neighbourhood Plan.

If a Neighbourhood Plan passes the referendum, this becomes part of the Statutory Development Plan for that area. Where a Neighbourhood Plan has been 'made', both the Neighbourhood Plan and Local Plan are used when determining planning applications alongside national policy.

What is included in the Development Plan for Colchester?

The Development Plan is a suite of documents that set out the LPAs policies and proposals for the development and use of land and buildings in the authority's area. This includes Local Plans, Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Within Colchester Borough this currently includes:

- Section 1 Local Plan (adopted February 2021);
- Section 2 Local Plan (adopted July 2022);
- Tiptree Jam Factory DPD (adopted 2013);
- Neighbourhood Plans.

Section 1 of the Colchester Local Plan sets out the overarching strategy for future growth across Braintree, Colchester and Tendring, including the Tendring Colchester Borders Garden Community as well as including policies setting the overall housing and employment requirements for North Essex up to 2033. Section 2 provides the policy framework, site allocations and development management policies for Colchester Borough up to 2033.

In Partnership with Tendring District Council, a Development Plan Document (DPD) is being prepared to further guide development on the Tendring Colchester Borders Garden Community. This process is being governed by the Tendring Colchester Borders Garden Community Joint Committee.

There has been considerable neighbourhood planning activity within Colchester with seven 'made' (adopted) Neighbourhood Plans across the borough. These are:

- Myland and Braiswick
- Boxted
- Wivenhoe
- West Bergholt
- Eight Ash Green
- Marks Tey and
- West Mersea

Four further Neighbourhood plans are at various stages of the plan making process. These include Copford with Easthorpe, Great Horkesley, Great Tey and Tiptree.

For minerals and waste matters, Essex County Council are the authority responsible for production of the Waste and Minerals Local Plans, which forms part of the Colchester Development Plan. At present the adopted plans for Essex are:

- Essex Minerals Local Plan (2014)
- Essex and Southend-on-Sea Waste Local Plan (2017)

What is included within the Development Framework for Colchester?

The Local Development Framework (LDF) is a non-statutory term used to describe a folder of documents, which includes all the local planning authority's local development documents. A Local Development Framework is comprised of:

1. Development Plan

Currently for Colchester this includes:

- Section 1 Local Plan (adopted February 2021)
- Section 2 Local Plan (adopted July 2022)
- Neighbourhood Plans (Myland and Braiswick, Boxted, Wivenhoe, West Bergholt, Eight Ash Green, Marks Tey and West Mersea)
- Essex Minerals Local Plan (2014)
- Essex and Southend-on-Sea Waste Local Plan (2017)

2. Supplementary Planning Documents (SPD)

An SPD is a document produced by the Local Planning Authority to add further detailed guidance and information on a particular subject such as Sustainable Construction or Open Space, Sports and Recreational Facilities. An SPD is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

Currently for Colchester these are:

- Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) – August 2020
- Affordable Housing – August 2011
- Backland and Infill – December 2010
- Better Town Centre – December 2012
- Cycling Delivery Strategy – January 2012
- Provision of Community Facilities – July 2013
- Provision of Open Space, Sport and Recreational Facilities – July 2006, updated April 2019
- Shopfront Design Guide – June 2011
- Street Services Delivery Strategy – October 2012 revised February 2016
- Sustainable Design and Construction – June 2011
- Sustainable Drainage Systems Design Guide – April 2015
- Vehicle Parking Standards – September 2009
- ABRO Development Brief SPD (December 2021)
- Archaeology and Planning (2015)

A number of these will be reviewed and updated along with new SPDs to be compliment with new policies in the Adopted Local Plan.

3. Local Development Scheme (LDS)

The LDS is a project plan for a three-year period for the production of all documents that will comprise the Development Plan. It identifies each Local Development Plan Document and establishes a timescale for preparing each.

4. Authority Monitoring Report (AMR)

The AMR is a report published annually by the LPA, monitoring progress in delivering the Local Plan policies and allocations. The report covers the financial year from 1 April to 31 March and for Colchester is published in December.

5. Statement of Community Involvement (SCI)

The SCI sets out the standards that the Local Planning Authority (LPA) intend to achieve in relation to involving the community and all stakeholders in the preparation, alteration and continuing review of all Local Development Plan documents and in significant planning applications. The SCI also outlines how the LPA intends to achieve those standards. The SCI itself, is not a development plan document, but is subject to independent examination. A consultation statement showing how the LPA complies with its SCI should accompany all Local Development Plan documents.

What are housing targets and why do we have them?

The Government have committed to delivering 300,000 new homes per year across England to significantly boost the supply of homes.

A Local Plan identifies the minimum number of homes needed through policies which are informed by a local housing need assessment produced in accordance with the Standard Methodology as outlined in national planning guidance, unless exceptional circumstances justify an alternative approach. The Standard Method was introduced through the National Planning Policy Framework (NPPF) in 2019.

For Colchester, the minimum housing requirement has been established in the Section 1 Local Plan. Policy SP4 set out the minimum housing requirement figure for Colchester as 920 dwellings per annum and 18,400 new homes over the period 2013 to 2033. This number was based on the previous assessment method outlined in the NPPF 2012 known as the Objectively Assessed Need. The Local Plan has been examined in accordance with the transitional arrangements outlined in the NPPF 2019, which requires examination of the Plan under the NPPF 2012.

The Council are required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement figure as set out in the Local Plan, this is often referred to as the five year housing land supply (5YHLS).

The Council publish annually a Housing Land Supply Statement. This sets out Colchester's housing land supply position over a five-year period from 1 April of each year and explains how this position complies with the requirements of national policy and guidance. The Statement is prepared by the LPA with engagement from developers and agents regarding expected delivery of new homes.

What happens if the borough does not meet their housing target?

If an LPA cannot demonstrate a five-year supply of housing, national planning policy takes precedence over the Local Plan. The '*presumption in favour of sustainable development*' as outlined in national policy (NPPF paragraph 11d) will be triggered.

This means that if a planning application is considered to deliver sustainable development, then planning permission should be granted, even if the site is not identified for development in the Local Plan. In effect, the Council would have little control over where new homes are built and would be required to approve planning applications for sites that they may not have chosen for development. Many authorities can reject these schemes, but the decision can be overturned, and planning permission granted on appeal.