

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.

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		<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.,

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		'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>

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			<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>

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			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>

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		<p>my comments about the proposal are concerned, there are two things which I think are worth spending money on.</p>	<p>and it is lengthy and complex as it is intended to be a planning tool to shape future development proposals.</p> <p>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.</p>
<p>Colchester Cycling Campaign [677]</p>	<p>Support</p>	<p>Broad agreement with thrust of Masterplan, especially in relation to improving infrastructure for active travel.</p> <p>Fully support aim on page 6</p> <p>Agree with success criteria. Walking and cycling must be made as attractive as possible and given clear advantages over private motor transport</p> <p>All schemes must have high score using LTN1/20 Level of service tool</p> <p>Each scheme should bear in mind:</p> <ol style="list-style-type: none"> 1. Decarbonising transport 2. Vienna Declaration 3. Compliance with LTN 1/20 	<p>Noted.</p> <p>All detailed interventions will be subject to design modelling and consultation and will need to achieve compliance with statutory framework.</p>
<p>John Hawkins [7799]</p>	<p>Object</p>	<ol style="list-style-type: none"> 1. Masterplan consultation highly superficial and leads to biased responses. 5. Public Consultations are being done piecemeal with 	<p>All feedback from the early engagement has been considered through the drafting of the Masterplan.</p>

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		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>

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			<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.

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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>

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			<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>

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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>

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			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>

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			<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			

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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>

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		<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>

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		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>

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		<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>
<p>Our Colchester - Business Improvement District (BID) [7809]</p>	<p>Object</p>	<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>

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		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 Balmerne 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>

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		<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>

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		<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>

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		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
		<p>'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.</p>	
<p>Nicholas Chilvers [6092]</p>	<p>Object</p>	<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>
<p>Mrs Alison Finch [6138]</p>	<p>Object</p>	<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>
John Hawkins [7799]	Object	<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
		<p>Please please please focus on making the city centre a vibrant place with shops that are open.</p>	<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>
<p>Mrs Susan Allen-Shepherd [1494]</p>	<p>Object</p>	<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 Balcerne 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.