

COLNE HARBOUR

East Colchester

Master Plan
TECHNICAL APPENDIX

January 2008



CONTENTS

1.0	INTRODUCTION.....	2
	Scope and purpose	2
2.0	THE PLANNING REGENERATION TEAM	3
	Planning Regeneration Team.....	3
	The Development Team	3
3.0	ANALYSIS OVERVIEW.....	5
	Sustainability Appraisal: Scoping Report	5
	Urban Place Supplement – Context Appraisal.....	16
	Functional Context.....	51
	Operational Context	52
	Community Context	56
	Transportation analysis.....	59
4.0	TRANSPORT CONTEXT.....	63
	Transportation Approach	63

Appendix one: Stakeholder Workshop attendees
Appendix two: Transport assessment figures and tables (see separate document)

1.0 INTRODUCTION**Scope and purpose**

- 1.1 This document presents an evidence base on the progress of the package of work commissioned by Colchester Borough Council, in partnership with landowners and the Colchester Renaissance Partnership (the local Delivery Vehicle), to prepare a master plan for the Colne Harbour area.
- 1.2 Consultation with a wide range of stakeholders has taken place required. This has been ongoing throughout the project, with community representatives, land owners and developers, Essex University, Essex County Highways, key officers and elected members attending a number of meetings and workshops. A list of the attendees and invitees of the workshop events is attached as **appendix 1**. Further consultation will occur as the project progresses.
- 1.3 The evidence base sets out the consultants teams finding particularly focusing on analysis of the current situation and identifying an emerging master plan for Colne Harbour. to walk in safe, attractive surroundings should they chose to.

- 1.4 The evidence base seeks sets out a baseline for the Colne Harbour area, identify issues, and provide a way of taking the project forward to the final production stage of a master plan and SPD.

2.0 THE PLANNING REGENERATION TEAM

Planning Regeneration Team

- 2.1 A coordinated approach has been adopted by Colchester Borough Council for proposals coming forward within Colne Harbour. The planning regeneration team covers both pre-application discussions as well as dealing with development schemes through the planning process.
- 2.2 Large parts of Colne Harbour are already being or have been developed in accordance with approved and or adopted master plans and development briefs. There is an ongoing programme for the preparation of these and a number have been adopted:
- Gasworks site/Man B&W/Transco/Harbour Masters site (Draft Development Brief)
 - Moler Works site (developed in accordance with an approved masterplan around university quay)
 - Ballantyne Centre/Aim Hire/Jewsons (being developed in accordance with an approved masterplan for the area to the east of the Rover Colne around Hawkins Road).

- 2.3 To date the team's approach has helped oversee the development of Colne Harbour in a joined up way. All schemes that are approved are required to show how they make provision for the development of adjoining land and developers are required to provide both a full site appraisal (identifying constraints and opportunities) and a design statement clearly indicating how the proposals address these factors and the adopted Local Plan policies, SPG and The Colne Harbour Public Space Design Guide, which although not adopted has been extensively used during negotiations on individual schemes.

- 2.4 In terms of the experience of the planning regeneration team the Colne Harbour Design Framework has, since its adoption been found, through experience of dealing with a number of major development proposals, to be particularly deficient in terms of its treatment of employment, open space and transportation. In addition, advice on viability of commercial uses considered suitable for the wider areas well as individual sites, including King Edward Quay, would be important.

The Development Team

- 2.5 Colchester Borough Council has adopted a development team protocol for securing Section 106 Agreements on individual development sites. The team meets to discuss each application

and potential planning obligations once a preliminary enquiry with sufficient information has been made. In establishing an appropriate contribution the team may request an *open book* approach with the developer in which a *development appraisal* is submitted and reviewed via an independent consultant.

3.0 ANALYSIS OVERVIEW

- 3.1 This section presents an overview of the salient findings of the analytical work undertaken during the early part of the project. It is important to emphasise that the focus of the analysis is not simply just to understand the area and its make-up, but to identify those factors that are particularly pertinent to Colne Harbour's unique identity, so that these can form the basis of the proposed design solution.

Sustainability Appraisal: Scoping Report

- 3.2 As part of the Sustainability Appraisal (SA) process a comprehensive review of area has been undertaken to include economic, social and environmental issues. The analysis is contained within the SA Scoping Report (LUC, November 2005). The following table sets out the documents and information reviewed as part of the scoping process:

Title	Author	Date
International		
The World Summit on Sustainable Development, Johannesburg. Commitments arising from	United Nations	Sept 2002

Johannesburg Summit		
Water Framework Directive (2000/60/EC)	European Community	2000
Waste Framework Directive (75/442/EEC as amended by Directive 91/156/EEC,)	European Commission	2000
Conservation of Natural Habitats and Wild Fauna and Flora (Directive 92/43/EC) (The Habitats Directive).	European Commission	1994
Air Quality Framework Directive	European Commission	1996
Kyoto Protocol and the UN Framework Convention on Climate Change	United Nations	1992
National		
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland. Working together for clean air.	DETR	2000
Water Resources for the Future – A Strategy for England and Wales.	Environment Agency	2001
Making Space for Water: Developing a New Government Strategy for Flood and Coastal Erosion Risk Management in England. A Consultation Exercise.	DEFRA	2004
Securing the Future. The UK Government Sustainable Development Strategy.	HMSO	March 2005
Planning Policy Guidance Note 1:	ODPM	1997

General Policy and Principles		
Planning Policy Statement 1: Delivering Sustainable Development	ODPM	Feb 2005
Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms	ODPM	2005
Planning Policy Statement 6: Planning for Town Centres	ODPM	2005
Planning Policy Guidance Note 9: Nature Conservation	ODPM	1994
Planning Policy Statement 12: Local Development Frameworks.	ODPM	2004
Planning Policy Guidance Note 13: Transport.	ODPM	2001
Planning Policy Guidance Note 15: Planning and the Historic Environment	ODPM	1994
Planning Policy Guidance Note 17: Planning for open space, sport and recreation.	ODPM	2002
Planning Policy Statement 22: Renewable Energy	ODPM	2003
Planning Policy Statement 23: Planning and Pollution Control.	ODPM	2004
Planning Policy Guidance Note 24: Planning and Noise.	ODPM	1994

Planning Policy Guidance Note 25: Development and Flood Risk.	ODPM	2001
Planning Policy Guidance Note 3: Housing	ODPM	2000
Planning Policy Statement 10: Planning for Sustainable Waste Management.	ODPM	2005
Regional		
East of England Integrated Regional Strategy,	East of England Regional Assembly	2005
A Sustainable Development Framework for the East of England	East of England Regional Assembly	2001
Sustainable Communities in the East of England – Building for the future	ODPM	2004
A shared Vision: the regional economic strategy for the East of England	East of England Development Agency	2004
Revised regional housing strategy for the East of England: Strategy Document 2005-2010	East of England Regional Assembly	2005
'Our Environment, Our Future' The Regional Environmental Strategy for The East of England	East of England Regional Assembly	2003
Local		
Transport for Colchester	Essex County Council and	2004

	Colchester Borough Council	
Colchester's New Transport Strategy	Colchester Borough Council	2001
Essex and Southend-on-Sea Replacement structure Plan	Essex County Council and Southend Borough Council	2001
Adopted Review Colchester Borough Local Plan 2004-2011	Colchester Borough Council	2004
Colchester Borough Council Supplementary Planning Guidance: Affordable Housing	Colchester Borough Council	2004
Colchester Borough Council Supplementary Planning Guidance Community Facilities	Colchester Borough Council	2004
An external materials guide for new developments in Colchester	Colchester Borough Council	2004
Colne Harbour Design Framework	Colchester Borough Council and Essex County Council	2001
Colchester 2020 – 'A Vision for Our	Local Strategic	2003

Future', Colchester's Community Strategy	Partnership	
Contaminated Land Strategy for Colchester Borough Council	Colchester Borough Council	2000
Local Economic Development Strategy for Colchester Borough 2004-2007	Colchester Borough Council	2004
Colchester Strategic Plan 2004-2007	Colchester Borough Council	2004
Colchester Housing Strategy	Colchester Borough Council	2003
Colchester's Housing Strategy Update 2004-2005	Colchester Borough Council	2005
Colchester Urban Capacity Study,	Colchester Borough Council. Produced by Halcrow Fox	2001

- 3.3 The proposals contained within this interim report have been drawn up having regard to the information reviewed and contained within the Scoping Report. The full review of the documents is contained within appendix 1 of the Scoping report.

- 3.4 A summary of the key findings of the SA Scoping Report is provided on the following pages. It provides a context for the master plan following a review of available data as set out in the table above and describes the environmental, social and economic character of the Colne Harbour area. It also incorporates qualitative information gathered at two consultation workshops held at the end of October 2005 with local council officials and stakeholders. A summary of the findings of the workshops is also provided in this section of this interim report.

Overview

- 3.5 Colchester is the third most populous borough in Essex with 155,794 residents in 2001, 11.9% of the County's total population¹. The majority of the population live in the urban centres of Colchester and West Mersea. The Colne Harbour SPD focuses on an area within the River Colne Regeneration Area (RA), identified in the Adopted Colchester Local Plan, 2004. The SPD covers an area known as The Hythe where three wards meet - St Andrew's, New Town and Harbour. The SPD also extends slightly into St Anne's ward. The four wards represent around 32,450 people; just over one fifth of Colchester's population, with St

Andrew's being the most densely populated with 4,925 people per square kilometre².

- 3.6 The area has experienced long-term economic downturn, culminating in the closure of Colchester Port in 2001. There are also a number of social and environmental issues, including comparatively high levels of deprivation and degradation of the river environment. The area has, however, potential for regeneration as highlighted in the Colchester Borough SPG *Colne Harbour Design Framework, 2001*. The main economic, social and environmental issues in Colne Harbour are summarised below.

Economic

- 3.7 The local economy of Colne Harbour was traditionally based around the manufacturing and marine industries. It has suffered due to the decline of waterborne freight and the final closure of the port, leading to a long-term degeneration of the waterfront and surrounding area. Despite the decline in manufacturing, 87 businesses remain in this sector, employing 740 people³.

¹ 2001 Census National Statistics Office (2002)

² Adopted Colchester Local Plan, Colchester Borough Council, 2004

³ Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

- 3.8 There has been increased dependency on a small number of large employers⁴. The University of Essex is one of these major employers, with around 2000 staff. The University offers potential economic regeneration prospects for the area, with a proposed research park that incorporates business space with some housing and student accommodation on a 10 hectare site. The table opposite shows the number of employers and employees by sector within the Colne Harbour area.

The number of firms and their employees in the Colne Harbour area

	No. of firms	Employees
Manufacturing	23	233
Construction	6	75
Distribution, hotels and restaurants	30	263
Transport and communications	3	57
Banking, finance and insurance, etc	8	30
Public administration, education & health	1	16
Other services	16	66
Total	87	740

Source: Business Select 2003 in Environmental Baseline Study – Amended Final Report, Colchester borough Council (2005)

⁴ The Colchester Economic Audit: Into the New Millennium, A Report Prepared for the Colchester Economic Forum (2000) in Environmental Baseline Study – Amended Final Report, Colchester borough Council (2005)

- 3.9 Unemployment is relatively low in Colchester, when compared with Essex and the country as a whole. Colchester's unemployment is concentrated in the Colne Harbour area, with the four priority

wards, accounting for 20.7% of the boroughs population on Job Seekers Allowance⁵. The following table shows the extent of economic activity in the four wards covered by the SPD relative to Colchester as a whole.

Economic Activity & Inactivity Rates, 2001

	Colchester	Harbour Ward	New Town Ward	St Andrew's Ward	St Anne's Ward
All aged 16-74	111,746	3,962	6,724	6,852	6,247
Economically Active	68.5%	69.5%	74.5%	57.8%	68.3%
Economically Inactive	31.5%	30.5%	25.5%	42.2%	31.7%
Unemployment 16-24 year olds	0.6%	0.9%	1.0%	1.4%	0.8%
Long Term Unemployed	0.6%	0.8%	0.9%	1.3%	0.8%
All Unemployed (Economically Active)	2.3%	3.3%	3.3%	4.0%	2.9%

Source: Census 2001 in Environmental Baseline Study –
Amended Final Report, Colchester borough Council (2005)

⁵ Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

3.10 Colchester generates a substantial number of new businesses start-ups each year, around 2200, which is comparable to other towns in the area. However, 440 businesses struggle each year to find suitable and affordable accommodation⁶. Similarly there appears to be a shortage of 'grow on' accommodation for well-established businesses.

3.11 The market for office accommodation is relatively slow, with a greater supply than demand in the Colchester area. There is a presumption against any new major retail outlets in the SPD area, due to the recent approval of a major retail outlet (B&Q)⁷. Local stakeholders feel that the lack of smaller retail outlets (shops and restaurants) is a key factor behind the lack of local jobs⁸. Industrial and commercial warehouses are currently yielding around 7.5-8% on investment, with the highest land values approaching £6 per sqft in the Whitehall industrial estate which abuts the SPD area to the southeast⁹.

⁶ Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

⁷ Adopted Colchester Local Plan, Colchester Borough Council (2004)

⁸ Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

⁹ Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

- 3.12 Despite the slow local economy, there is potential to utilise resources, such as the river, for recreation and tourism. This might provide the impetus for further capital investment.

Key Economic Issues

- 3.13 On the basis of the analysis and review the following economic issues should be addressed by the SPD:
- 3.14 Firstly, there is an issue of relatively low levels of economic activity, employment levels and income, particularly in the three most deprived wards; Harbour, St Andrew's and St Anne's. In addition, employment in the area is based on declining manufacturing and distribution sectors, with a small number of large employers. It will therefore be important to reduce economic disadvantage by improving access to a wider range of employment opportunities.
- 3.15 The master plan will need to identify areas and a mix of uses that can contribute towards this aim. This will help to encourage regeneration which improves the diversity of the local economy, including inward investment in tertiary industries. In addition, it will be important to try and address difficulties in finding suitable and affordable business accommodation. This may be achieved

through finding location where flexible, low cost business accommodation can be provided.

- 3.16 In addition, through creating a more attractive environment, potential opportunities to encourage recreation and tourism linked to the river environment can be maximised.

Social

- 3.17 As a whole, Colchester is a relatively prosperous area, ranking 213 out of 354 districts in England (1 being the most deprived), on the Index of Multiple deprivation¹⁰. There is wide variation throughout the borough however. Four wards in the district are in the 20% most deprived wards in the East of England and targeted by the council as 'priority wards'. Three of these wards - Harbour, St Andrew's and St Anne's - converge within the proposed SPD area. St Andrew's, which incorporates the Hythe and waterfront areas, is the most deprived, ranking in the highest 10% of deprived wards in the country¹¹.

¹⁰ The Index of Multiple Deprivation 2004 contains seven domains of deprivation: income deprivation, employment deprivation, health deprivation and disability, education, and skills and training deprivation, barriers to housing and services, living environment deprivation and crime and covers each local authority down to ward level in the UK.

¹¹ Local Economic Development Strategy for Colchester Borough 2004-2007, Colchester borough Council (2004)

3.18 Educational attainment (academic and vocational) is low – a third of people in Colchester with no qualifications are from the four priority wards. Employer dissatisfaction with employee skills is also twice as high in Colchester as it is in the rest of Essex. Reflected in these relatively low employment levels are poor levels of health and long-term illness. About 12% of people of working age living in Colchester have a long-term illness. St Andrew's has the highest proportion of disabled people out of Colchester's 27 wards and the sixth highest out of 284 wards in Essex¹². Harbour and St Anne's also have high numbers of people living with a disability.

3.19 In 2001 there were 63,706 households in Colchester Borough, about three-quarters of which were in privately owned homes. Of the 25% rented homes, 10.94% were rented from a local authority¹³. With growing demand for homes, due to an increasing number of people living on their own¹⁴ and substantial in-migration, there is increasingly a shortfall in affordable housing¹⁵. In addition, the Council accepts around 500 families a year for re-housing

whilst council homes continue to be sold at a rate of 160 – 180 each year. A large proportion (64%) of council homes did not meet the government's decent homes standard in 2002/03¹⁶. The Council's Housing Needs Survey (2002) identified a need for socially rented housing rather than low-cost home ownership or cheap housing for sale¹⁷.

3.20 There are at least four distinct communities living within the SPD area, each with particular needs; residents of social housing where the focus should be on facility provision; residents of 'Old Hythe' where emphasis for improvement is on heritage and restoration, and a large transient population made up of 'buy-to-let' tenants and a large student population. In addition, Colchester's ethnic minority groups (about 3.8% of the population¹⁸) may have specific requirements. St Andrew's ward and neighbouring Wivenhoe Cross ward have the highest ethnic diversity in the borough, with a particular presence of people of Chinese origin. Chinese students also form the largest minority group attending the University.

¹² Census 2001, Office for National Statistics (2002)

¹³ Census 2001, Office for National Statistics (2002)

¹⁴ Colchester Strategic Plan 2004-2007, Colchester Borough Council

¹⁵ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

¹⁶ Colchester Strategic Plan 2004-2007, Colchester Borough Council

¹⁷ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

¹⁸ Census 2001, Office for National Statistics (2002)

- 3.21 As the most self contained borough in Essex, more than 77% of Colchester's workforce lives within the Borough and in-commuting is less than out commuting¹⁹. Around 61% of people drive to work, whilst only 13% use public transport. Travel for shopping, leisure, education and other activities is also generally increasing²⁰ and it is predicted that traffic levels in Colchester will grow by as much as 36% by 2011 if no action is taken²¹. Traffic congestion in Colchester, and in particular East Colchester, presents both social and environmental issues.
- 3.22 From a social perspective, the Eastern Approaches Road Scheme attempted to solve the problem of congestion and delay that a high volume of traffic causes. The level of through traffic remains high, however, and alternative transport options and traffic management measures need to be introduced following the demise of the second phase of the project²². Passenger use of Hythe Station is increasing by 3% per annum²³, although the station has become run-down and is in need of regeneration.

¹⁹ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

²⁰ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

²¹ Transport for Colchester, EEC and CBC (2004)

²² Adopted Colchester Local Plan, Colchester Borough Council, 2004

²³ Colchester's New Transport Strategy (CBC, 2001)

- 3.23 Within the context of the regeneration of Colne Harbour, the issue of transport also raises fundamental questions about the aims of any regeneration scheme; whether there is a focus on increased accessibility and connectivity for improved integration with the town centre or promoting a range of activities and services for the area to be more autonomous in its own right.
- 3.24 The Hythe Community Assessment (2000) found that there is a limited provision of leisure and recreation facilities rather than problems with existing facilities. There is a popular community centre that has been open for four years and there have been efforts to open a doctor's surgery, although this has met several start-up problems. Also, some residents believe that the area lacks shops, take-away food outlets and other restaurants limiting the number of local jobs²⁴.
- 3.25 The quality of the local environment has been declining and problems have been identified around the untidiness of the streets, inadequate street lighting and the disrepair of many footpaths²⁵.

²⁴ Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

²⁵ Economic and Social Impact Assessment – East Colchester Tidal Barrage, Halcrow Group Ltd (2004)

Some parts of the built environment are of high quality, with two conservation areas within and one close to the proposed SPD area. However, there are only 1.54 hectares of open space per 1000 people, below the national standard of 2.83 hectares per 1000 people²⁶.

- 3.26 Crime in Colchester is relatively low²⁷, however, recorded incidents are increasing at a rate of 6.2 per cent (significantly higher than the national average of 0.6%)²⁸ and local residents are concerned about safety.

Key Social Issues

- 3.27 In terms of social issues, it will be important for the master plan to address the provision of affordable housing through providing an adequate range and mix of affordable housing. In addition, traffic congestion should be reduced through and improving accessibility to alternatives to the private car.
- 3.28 Accessibility to local community services, including education, shops, open space, leisure and recreation should be improve and

the master plan will need to identify areas where mixed use development can be accommodated.

- 3.29 The quality of the local environment has declined and, although overall levels of crime in Colchester are low, perceived levels of crime and safety are important. The master plan will need to To create a stronger sense of place and community identity with a high quality, safe living environment.

Environment

- 3.30 Pollution in Colchester is generally low, although there is evidence of some land contamination, as well as some localised air, water and noise pollution due to industrial activities²⁹ and traffic congestion. Deterioration in air quality has been recorded in the town centre predominately due to increased traffic congestion. Transport is the main source of climate changing pollution, and emissions from transport sources are predicted to increase significantly in the next 15 years³⁰. This localised pollution, along with odours from industry or the sewage works, could potentially cause conflicts with neighbouring land uses, particularly for residential uses moving into the area.

²⁶ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

²⁷ Colchester Strategic Plan 2004-2007, Colchester Borough Council (2004)

²⁸ Census 2001, National Statistics Office (2002)

²⁹ Colne Harbour Maritime Heritage Study, 2005

³⁰ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

- 3.31 Although there are no national nature designations within the study area, it remains environmentally sensitive. There are three local Sites of Importance for Nature Conservation (Salary Brook, Distillery Pond and University Sites) as well as the river environment. There also important habitats such as coastal grazing marsh, which is declining, ancient woodlands and traditional orchards as well as the Colne Estuary SSSI further down stream.
- 3.32 The river has generally very good chemical and biological qualities, although it has had high nitrate and very high phosphate concentrations in recent years leading to increased eutrophication³¹. The river is badly silted and in need of restoration in some places in Colne Harbour³².
- 3.33 Although no Strategic Flood Risk Assessment has been undertaken to determine how suitable land is in the borough for development in the future,³³ it is evident that significant stretches of the River are at risk of flooding. A large proportion of the area

³¹ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

³² Colne Harbour Maritime Heritage Study, 2005

covered by the SPD falls under Flood Risk Zone 3 constituting a high risk area³⁴ under PPG 25. The risk is heightened as increased hard-standing associated with development is leading to increased surface water run off and none of the sea defences provide adequate protection for the 1 in 200 year flood in the borough.³⁵

Key Environmental Issues

- 3.34 A number of environmental issues should be addressed through the master plan. by the SEA/SA of the SPD: Although pollution levels are generally low, there is localised land contamination and air, water and noise pollution linked to industrial activities and traffic congestion. The master plan will need to address these issues through the developmnetb process and ensure that development values are sufficient to reflect the costs of remediation in particular.
- 3.35 Significant stretches of the river are at risk of flooding and increased hard-standing in the catchment may heighten the risk. It will, be important when redeveloping previously developed sites

³³ Environmental Baseline Study – Amended Final Report, Colchester Borough Council (2005)

³⁴ Planning Policy Guidance Note 25: Development and Flood Risk, ODPM (2001)

that flood risk is adequately accounted for through a flood risk assessment and that areas of hard surfacing are permeable to allow surface water to percolate through.

3.36 There are three local nature designations with the Colne Harbour area and several national designations in close proximity that offer a range of habitats, including salt marsh which is potentially sensitive to increased river activity. These areas will need to be carefully managed and any affects accounted for through the loayout of design proposals and also through the detailed design and planning process.

3.37 Finally, there are The are important areas of built heritage including two conservation areas. It will be important for development to maintain and enhance architectural and historical character across the Colne Harbour area through ensuring development of the highest quality.

Urban Place Supplement – Context Appraisal

3.38 The analysis is presented in the format outlined in Context Appraisal Methodology of Essex County Council's Urban Place Supplement (UPS).

3.39 The UPS methodology takes the context appraisal through a five step appraisal process;

1. **Spatial context** – relationship to centres of activity, regeneration area.
2. **Built form context** – *broad historical morphology, street pattern and spaces, building heights, styles and distinctive features, materials, landmarks*
3. **Functional context** – *land uses and opportunities*
4. **Operational context** – management and stewardship
5. **Community context** – drivers for investment

3.40 The site analysis of Colne Harbour is outlined as follows in the step-by-step form of the UPS Context Appraisal.

Spatial Context

Proximity to urban centre

3.41 Colne Harbour is located approximately 1.5 miles (2.4km) to the east of the urban town centre of Colchester. This is considered too far to be within comfortable walking distance, but the area is well served by buses and a train service. As such Colne Harbour can be considered as reasonably well connected to the town centre.

³⁵ (Halcrow Report, Table 7).

- 3.42 Crucially the regeneration area is of a size that it should be considered as a centre in its own right – serving East Colchester, the Hythe and the new communities of Colne Harbour itself.

Proximity to neighbourhood centre

- 3.43 The Hythe provides the nearest neighbourhood centre, a centre which defines the northern end of the Colne Harbour site. The Hythe is historic centre which developed in line with the growth of the industrial quays along the River Colne, the sum of which later became the now closed Port of Colchester.

- 3.44 The eastern end of the Colne Causeway road has in recent years attracted a number of large retail developments including a large Tesco's food store and B&Q warehouse DIY store. The combination of these large facilities creates a modern 'big box' form of neighbourhood centre which certainly serves the immediately population of East Colchester, if not the wider population of Colchester as a whole.

- 3.45 Colne Harbour is approximately one mile away from the smaller residential neighbourhood centres of Greenstead, located north east of the site, beyond St. Andrews Avenue, and also the heart of the Old Heath residential area, located on the higher ground to the west of the Colne Harbour river valley.

- 3.46 The University of Essex, located immediately to the south east of Colne Harbour arguable provides an additional neighbourhood centre, although this could be defined as a 'private' neighbourhood centre' which predominately serves the university population.

Proximity to public transport corridor

- 3.47 Colne Harbour benefits from close proximity to public transport corridors and the services these provide. Train services operate from the Hythe Station, located in the northern section of the Colne Harbour area. This railway service is a good asset for the area, providing direct access to onward services from Colchester to Liverpool Street Station or Wivenhoe and the Essex coast in the opposite direction. The rail line should be seen as an attractor for the regeneration of Colne Harbour.

- 3.48 However, the station environment is extremely poor and does little to welcome people to the area, or make using the train an attractive proposition.

- 3.49 Bus services also run through the site, with key stops at Hythe Hill, Hythe Station and Colne Causeway which provide services to the town centre and the wider East Colchester area. The regeneration

of Colne Harbour could reasonably consider greater density concentrations around these key public transport nodes of activity.

- Compact Development
- Robust Urban Form
- Small Infill

3.50 Another transport corridor of note is the St Andrews Avenue and the A133 road corridor which is a major arterial route, east – west across Colchester and onwards west towards Wivenhoe.

Spatial context conclusion:

3.51 Colne Harbour is a regeneration area and displays the following characteristics as listed in Urban Place Supplement (Essex County Council);

- Policy recognition within the Local Plan / Local Development Framework (LDF)
- Brownfield land & buildings in need of repair
- Non-residential buildings
- Loss of some services / facilities
- Higher levels of community deprivation
- Neglected environment / contamination
- Complex, commercial economy.

3.52 As a regeneration area Colne Harbour should consider the following development types as described in the UPS;

- Most Compact Development

Study Area

- 3.53 Colne Harbour stretches from the south-eastern edge of the town centre in the direction of Wivenhoe. Simultaneously the surrounding countryside reaches into the town at this point, as it does around much of the town's perimeter, bringing a distinct rural character to the outer reaches of the study area. Its elongated shape is derived from the River Colne corridor, a route which is also followed by the railway line (**Fig 3.1**).

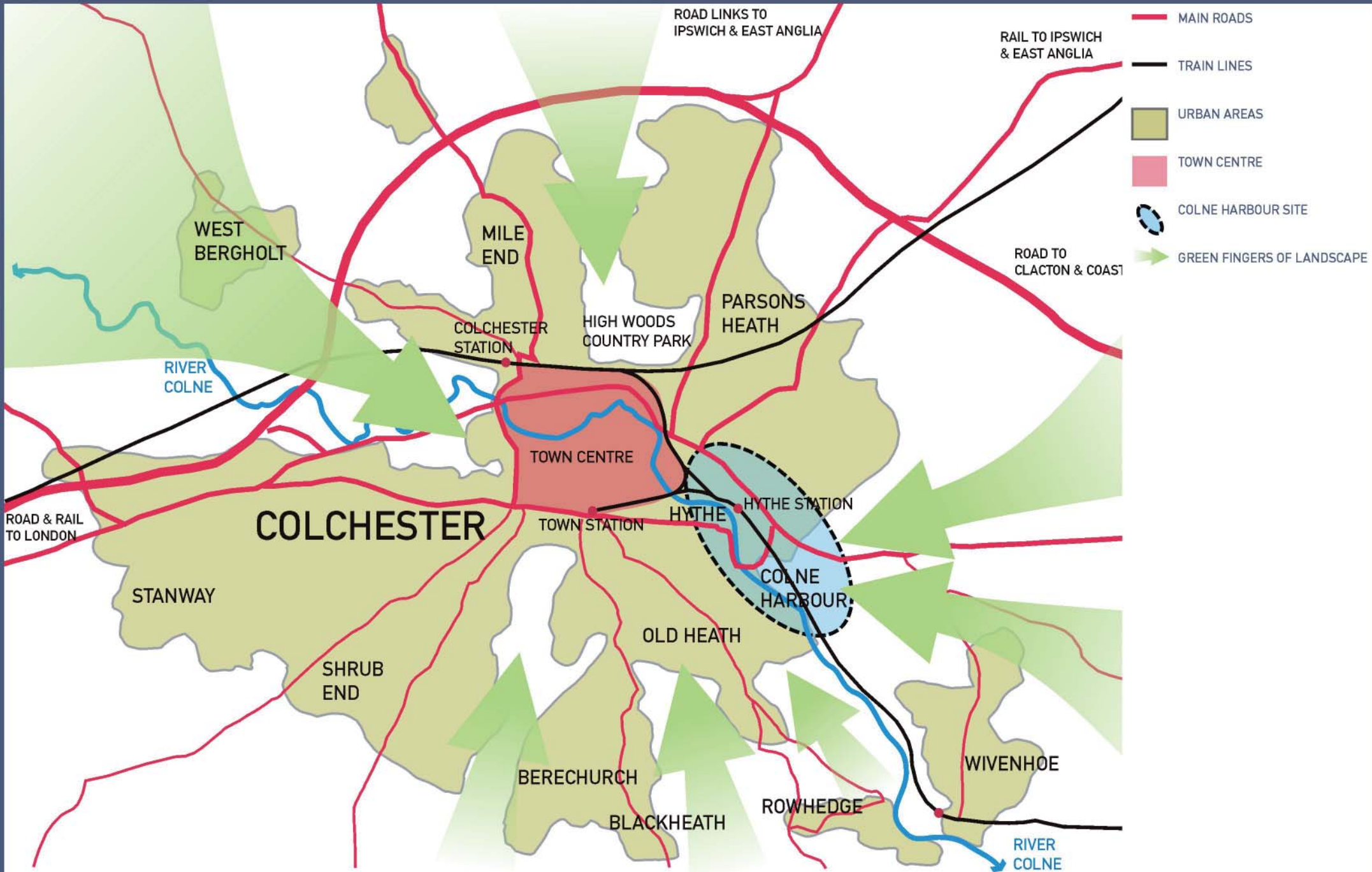


FIGURE 3.1 TOWN CONTEXT

3.54 **Figure 3.2** shows the boundary of the River Colne Regeneration Area and the Design Framework SPG boundary. For the purposes of the analysis, a wider view of Colne Harbour has been taken to ensure that study is informed by as many relevant factors as possible.

Study Area Features

- 3.55 The following series of figure ground drawings attempt to illustrate the two dimensional nature of the study area as a whole.
- 3.56 **Figure 3.3** highlights the varying configurations and scales of buildings, and the manner in which they define space. Contrast the tightly knit residential streets of the Hythe with the loose collection of large footprint buildings between the River Colne and the railway. The different experience offered by these two contrasting environments gives clear messages about the manner in which new development might best be ordered to achieve a cohesive and enclosed public realm that is both appealing and attractive to the user, and puts the pedestrian on at least an equal footing with vehicles.
- 3.57 **Figure 3.4** includes the waterways and water bodies which cross the area. It is apparent that there is a large quantity of waterfront in addition to the river, and these provide potential for recreation. Distillery Pond in particular is a very attractive asset. Whilst the river is perhaps the greatest asset within Colne Harbour it must be acknowledged that its tidal nature means that it has a constantly changing character, with mud flats being as common a view as water.
- 3.58 **Figure 3.5** incorporates the green spaces, and it is clear that with this is an area that has substantial open space. The key challenge here is to ensure that there is high quality access to open space, as a means of enhancing the quality of life for residents and users of the area.



FIG 3.3 FIGURE GROUND

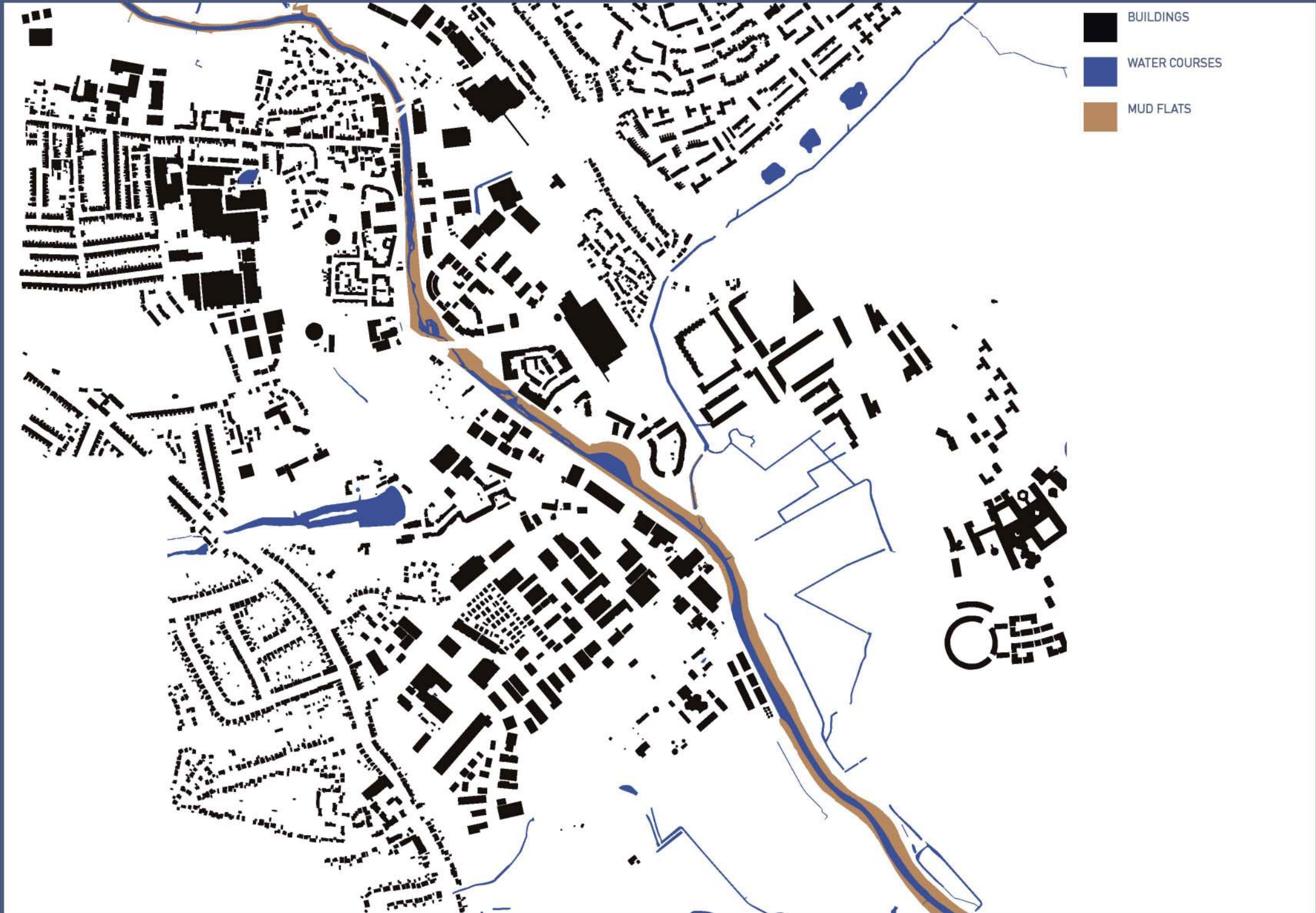


FIG 3.4 WATERWAYS & WATER BODIES



FIG 3.5 GREEN SPACES

3.59 **Figure 3.6** shows the concentrations of built development and hard surfacing across the area. It is apparent that land within the residential areas is developed intensely, whilst that related to the river is less dense, reflecting the industrial history of the area. With the loss of much of that activity, and changing patterns of land use, there is an opportunity to consider how the sites might be developed more intensely to maximise the opportunity to create a sustainable mixed use community.



FIG 3.6 BUILT DEVELOPMENT

3.60 **Figure 3.7** imposes the road infrastructure as the final layer of information. Whilst this is generally low key, the central part of the study area is dominated by major road infrastructure which serves to sever the areas to the north and south of Colne Causeway. This heavily engineered solution is alien to pedestrians, and contrasts with the more pedestrian friendly streets elsewhere in the Hythe area. In addition, it has attracted rat-running for large goods vehicles travelling to the town centre. This issue presents a major challenge for the master plan, which must allow good access for local business, and a high level of pedestrian and cycle penetration throughout.

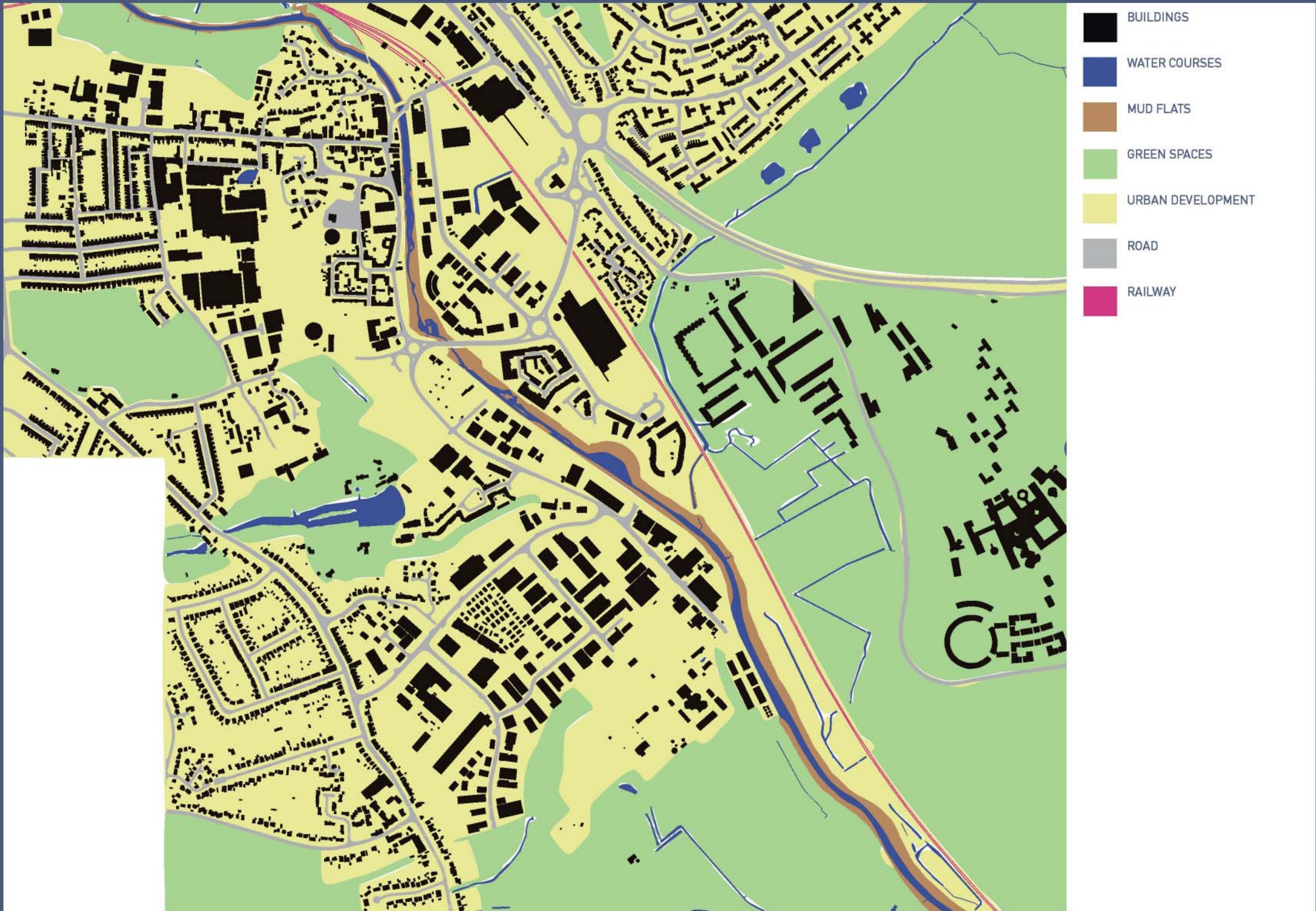


FIG 3.7 ROAD INFRASTRUCTURE

Historic Urban Morphology

3.61 Historic morphology studies require secondary research support. The following overview of the urban morphology of Colne Harbour within the town-wide context of Colchester draws upon the information gathered in Janet Cooper's comprehensive study of town development in Colchester.

3.62 To support the commentary on urban morphology the 1896 OS survey map which illustrates the early form of Colne Harbour and the Hythe is reproduced.

Modern Colchester Town development

3.63 The following information is drawn from 'A History of the County of Essex: Volume 9 - The Borough of Colchester' edited by Janet Cooper (1994).

Nineteenth-Century Growth 1835-1914

3.64 Colchester was able to avoid the extreme environmental and health problems suffered by many other towns in the 19th century because its population and industry expanded comparatively gradually, and there was space for growth.

3.65 Ribbon development along the roads leading out of the town, especially on those leading eastwards towards Greenstead and the Hythe.

Segregation

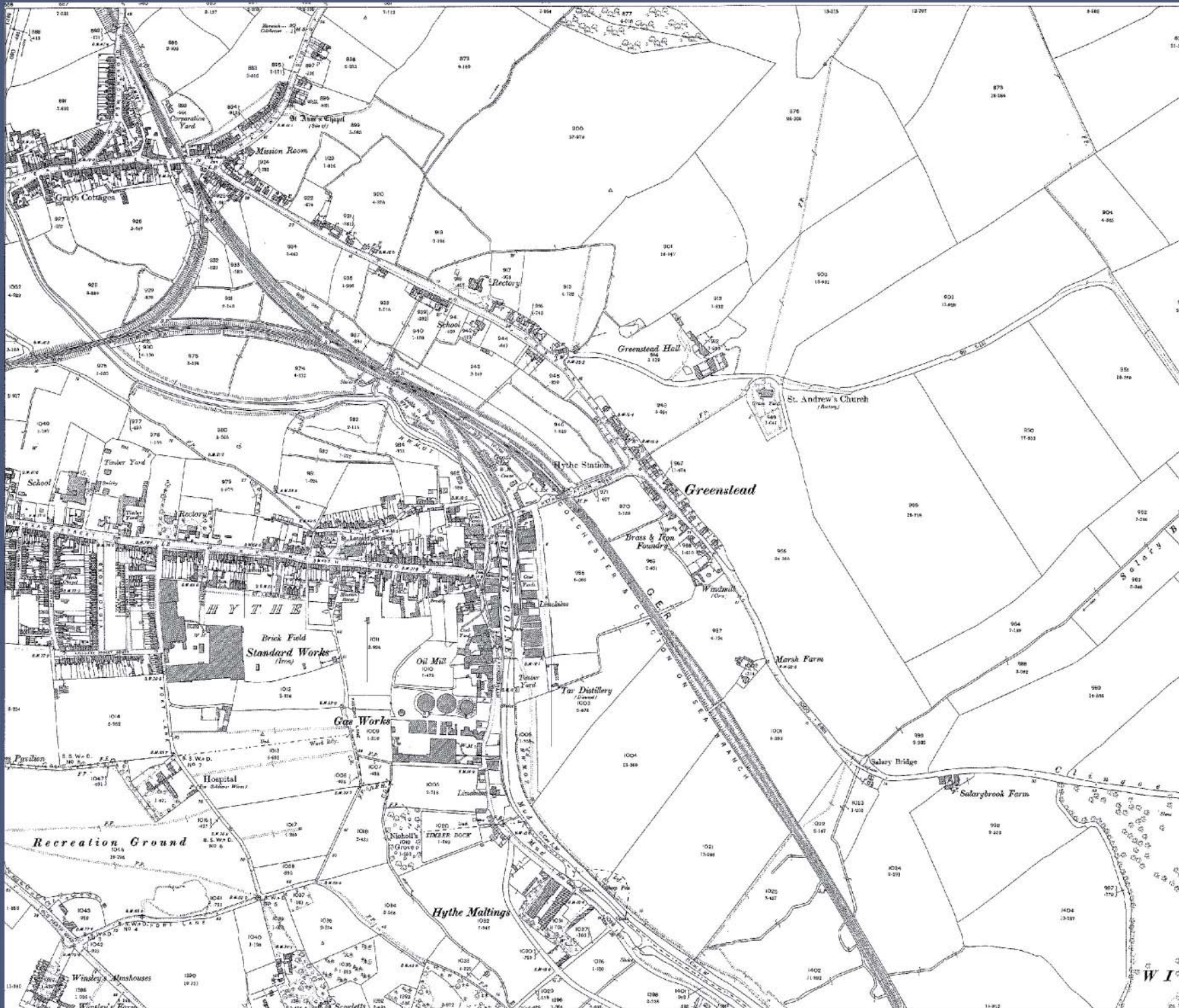
3.66 Larger houses on more desirable sites to the west, with the poorer communities left to occupy the centre and the industrial east (areas adjacent to Colne Harbour) beginning a spatial segregation of the social classes.

Housing development

3.67 Between 1876 and 1914 the rate of house-building increased, there was significant industrial and commercial development,

3.68 Almost all development was south of the river Colne, which, reinforced by the railway line, formed a natural barrier between the town centre and the north part of the borough.

3.69 Demand for substantial houses on the affluent west side of the town was considerable. This historic pattern partially explains the poorer state of East Colchester and the subsequent need for focused regeneration in areas such as Colne Harbour.



New Town

- 3.70 Most growth, however, was at New Town, developed from 1878 south of the road to the Hythe, a large compact area between army land on the west and Paxman's engineering factory at the Hythe on the east: 293 houses were built there by 1885.

Housing quality

- 3.71 Much new housing was of a good standard, but overcrowded and unsanitary older accommodation remained, often around confined courtyards, particularly in the centre, and east and south of the town, and that facilitated the spread of infectious diseases. The road from the town to the Hythe was notorious for poor housing. In 1898 the medical officer of health considered that some new houses, built quickly and cheaply and sometimes on unfavourable sites, were so small that they created fresh overcrowding. Building societies played an important role in the expansion of the housing market.

Industry & Employment

- 3.72 Later in the century when there was insufficient land available for industry in the central area, some new factories were built further out, like Paxman's opened at the Hythe in 1873

- 3.73 **The Hythe**, with its wharves and warehouses, had always been important for the port trade, but from the mid 19th century new industry was increasingly located there: the gasworks were built in 1838, the sewage works in 1884, and four new engineering factories between 1899 and 1907.

Twentieth-Century Growth 1914-92

- 3.74 Between the two World Wars the population increased by c. 10,000, the built-up area spread outwards, and the town lost its earlier compactness.

Types of residential development

- 3.75 Local development was increasingly affected by central government legislation for housing and town planning. Between 1921 and 1938 much of the residential development was municipal housing in large planned estates, but there was also considerable private building in small estates, ribbon development, and in-filling, with totals of 1,029 council and 2,141 private houses.

Employment development

- 3.76 Employment opportunities attracted people from neighbouring areas, some of whom moved into houses in the town. Increasing traffic congestion in the town centre was alleviated from 1933 by a new bypass north of the town, and some firms moved to sites

alongside the new road. The bypass, the sections of which from west to east were known as Cymbeline Way, Colne Bank Avenue, Cowdray Avenue, and St. Andrew's Avenue, reinforced the barrier already created by the river and the railway between the town centre and the north part of the borough, and most development between the wars was in the south.

Public housing estates

- 3.77 The town council, employing a mixture of direct labour and local building firms, built four housing estates between the wars to central government specifications on borough land at Mile End and on private farmland bought at Lexden on the borough boundary south of Lexden Road, at Old Heath, and between the Harwich and Ipswich roads.

Private houses

- 3.78 Private detached and semidetached houses were built in new roads, mostly west, south-west, and south-east of the town centre.

Post war commuting

- 3.79 After the Second World War increased commuting, both outwards to London and inwards from towns and villages nearby, affected the expansion of the town; many commuters moved into new houses in the borough to live nearer their work.

Large-scale development

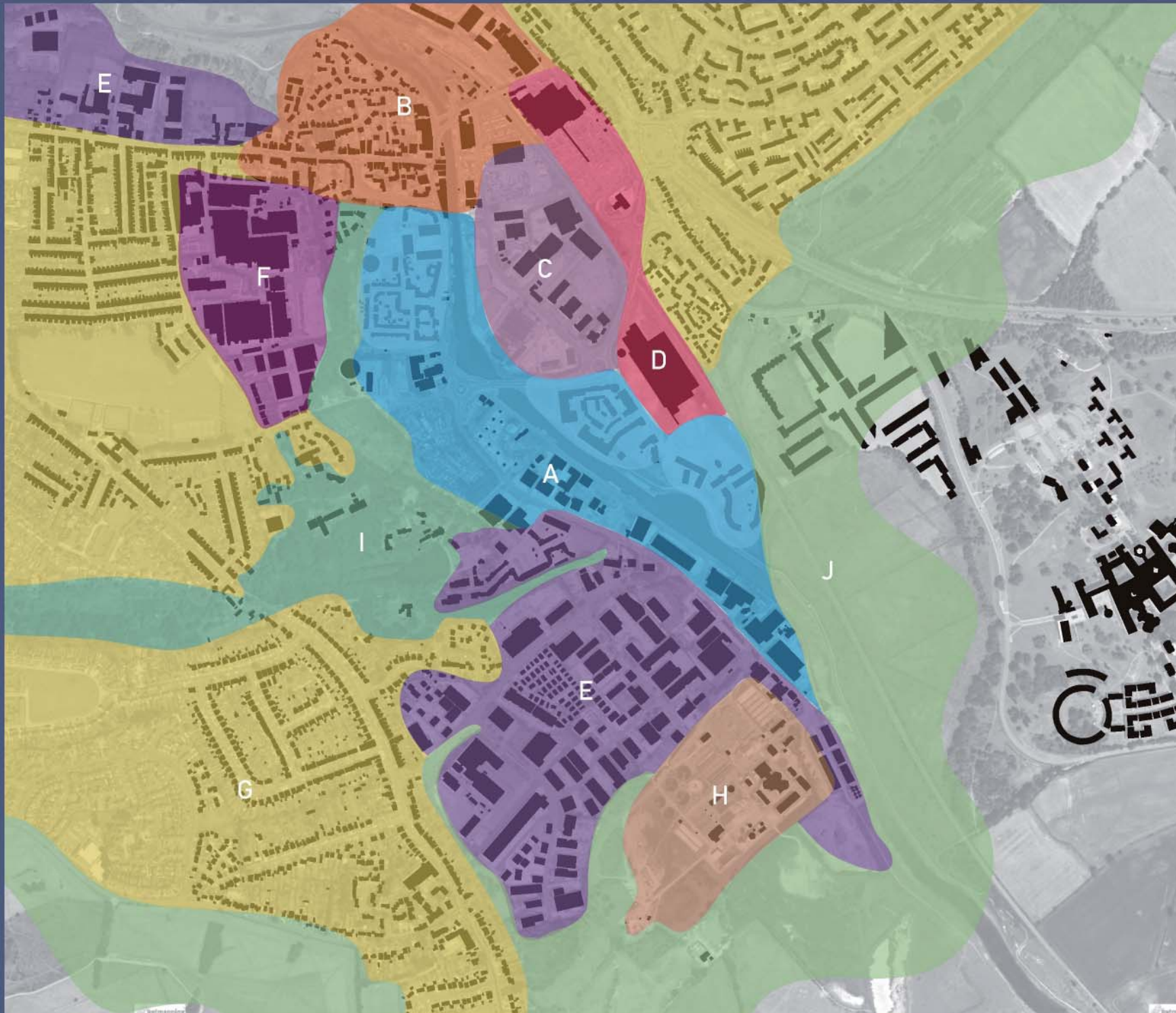
- 3.80 From 1955 large-scale development began north of the river with the building at Greenstead of the borough's largest council estate, most of which had been built by the mid 1960s, with infilling continuing until 1985, providing about 2,800 homes. The council also built a further 220 houses nearby at Parson's Heath. The local council had in the 1950s successfully resisted the use of Greenstead for London overspill population, but in 1974 in spite of local opposition the Greater London Council bought directly from Fairview Estates 128 private houses on the Birch Glen estate.

Open space

- 3.81 Thus, although the built-up area of the town had increased greatly in the 20th century, a significant amount of space remained free of buildings, and, because of the varied elevations of different parts of the town, many views of open land were retained.

Summary of the Study Area Character

- 3.82 Colne Harbour's character is rich and complex. Its industrial character is strikingly different from the residential areas, and these vary in themselves from the Hythe conservation area to the modern student accommodation adjacent to the river.
- 3.83 The analysis of the general character is summarised in the diagram opposite **(Figure 3.8)**.



- A. COLNE HARBOUR**
WATERSIDE AREA WITH COARSE, INDUSTRIAL URBAN CHARACTER. SIGNIFICANT DEVELOPMENT POTENTIAL. LIMITED PUBLIC AND PEDESTRIAN ACCESS. RIVERSIDE UNDER-EXPLOITED. POCKETS OF MORE RECENT HOUSING, PREDOMINANTLY APARTMENTS. DISJOINTED CHARACTER.
- B. THE HYPHE**
RICH AND CHARACTERFUL WITH TIGHT, INTIMATE URBAN FORM. STRONG INDUSTRIAL HERITAGE MARRED BY DERELICTION AND POOR QUALITY PUBLIC REALM.
- C. HAWKINS ROAD INDUSTRIAL AREA**
COARSE, INDUSTRIAL URBAN FORM DOMINATED BY SHEDS AND SURFACE CAR PARKING.
- D. BIG BOX RETAIL**
LARGE FORMAT STORES WITH ASSOCIATED SURFACE PARKING. COARSE URBAN GRAIN. SOME GOOD TREE PLANTING. B&Q HAS QUIRKY ARCHITECTURAL CHARACTER WHICH PROVIDES A LOCAL LANDMARK.
- E. EMPLOYMENT AND INDUSTRIAL**
INDUSTRIAL AREAS DOMINATED BY SHEDS, FACTORIES & ESTATE ROADS. LIMITED PHYSICAL INTERACTION WITH SURROUNDS BUT KEY TO LOCAL SOCIO-ECONOMIC RELATIONSHIPS
- F. B&W SITE**
INDUSTRIAL WORKS OCCUPYING AN ELEVATED SITE. REDEVELOPMENT OPPORTUNITY.
- G. OLD HEATH AND GREENSTEAD**
TRADITIONAL RESIDENTIAL URBAN FORM OCCUPYING HIGHER GROUND.
- H. SEWAGE WORKS**
THE WATER & SEWERAGE TREATMENT WORKS IS A PERMANENT FIX WHICH MARKS THE BOUNDARY BETWEEN THE DEVELOPMENT OF COLNE HARBOUR & THE COUNTRYSIDE BEYOND
- I. GREEN CORRIDOR**
INTIMATE, TRANQUIL CHARACTER EXTENDING DOWN TOWARDS THE RIVER COLNE. PROVIDES STRONG SETTING FOR DEVELOPMENT.
- J. GREEN EDGE**
LEVEL, TRANQUIL MEADOWS PROVIDING A STRONG GREEN EDGE TO COLNE HARBOUR AND COLCHESTER.

FIG 3.8 STUDY AREA CHARACTER

Built Form Context and analysis: towards a framework

- 3.84 The following section present a breakdown of the analysis of the physical structure of Colne Harbour. In urban design terms this understanding can give a very clear picture of how the area currently operates, and where its key assets lie; it is often the case that historic areas do not require master plans which superimpose a random solution on an area, but rather a more subtle approach which looks at the existing strengths of the area and seeks to mend and repair the 'broken' elements in order to re-establish the whole. This is the case at Colne Harbour, where the scale of the land available for new development is relatively limited, the physical structure of the area is determined by a small number of factors, and access opportunities are restricted.
- 3.85 Perhaps single most defining feature within Colne Harbour is the River Colne. It has provided the focus for much of the built environment in the area.
- 3.86 Whilst it divides the area, it has great potential to unite it by acting as the focal space. Opportunities to cross the river, particularly for pedestrians, are currently limited and could be greatly enhanced, not only to offer better access, but also to enrich the experience of the river. (**Figure 3.9**)



FIG 3.9 RIVER CORRIDOR

Analysis of existing built form:**edges, nodes & connections Edges**

- 3.87 The railway line forms the eastern edge of Colne Harbour. It is a significant barrier to movement for both pedestrians and vehicles, and with the river it serves to isolate the University campus from the key areas of activity. **(Figure 3.10)**
- 3.88 Further spatial definition is provided by the green edges, which contain the physical extent of urban development and mark the approach of the countryside into the town. The master plan must establish the extent to which these edges will remain intact; with the emphasis on regeneration, there would appear to be substantial scope to protect areas of green space from encroaching development, whilst simultaneously ensuring good access to that space and allowing it to act as an attractive backdrop to community life and activity.



FIG 3.10 EDGES

Nodes

- 3.89 Places of significance, noteworthiness and importance occur where the defining features of the river and railway (including its existing crossings) and the edges co-inside; these are referred to as 'nodes'. **(Figure 3.11)**
- 3.90 At Colne Harbour, there are a two particular nodes which will command special attention in the master plan:
- at Hythe Station, where a complex environment is created by the proximity of the river to the railway and the conservation area. Given the level of activity surrounding the station, there are opportunities here to create a special location within Colne Harbour; the master plan should recognise and seek ways of promoting this opportunity; and
 - at Colne Causeway, an important junction of movement routes through the area adjacent to the river. Whilst the character of this node is not of particular appeal at present, adjacent development opportunities present an opportunity to redefine the character and role of this place.
- 3.91 A number of smaller nodes present opportunities throughout for the creation of more localised places for activity and importance.

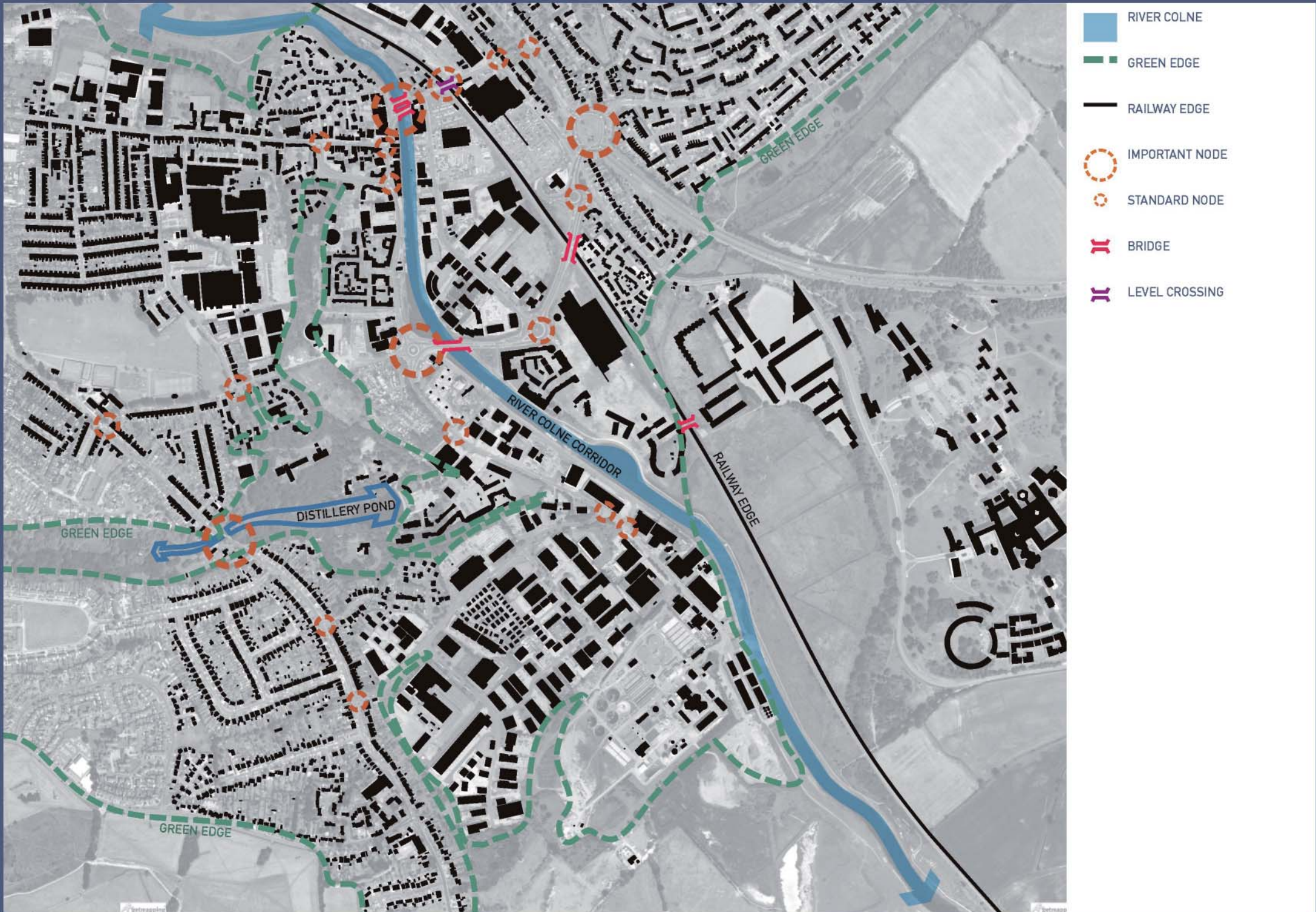


FIG 3.11 NODES

Street Pattern: Connections between nodes

- 3.92 Connectivity provides the means by which people can move through an area; whether the degree of connectivity is good or poor can encourage or stifle activity, safety, the ability to access good, services and green spaces and the appeal of an area. In essence connectivity is part of the life-blood of a place and can play a great role in determining its success. The master plan for Colne Harbour should seek to maximise public access across the by promoting good connections. (**Figure 3.12**)
- 3.93 The current level of connectivity is explored in the diagram opposite, where it is apparent that connections serve to join nodes in order to generate a sequence of experiences. At Colne Harbour connections have been described as good or weak. Again, the Hythe conservation area stands out as a positive example of urban development.
- 3.94 In addition, points at which one might expect to find a connection (to join two nodes) these are sometimes missing – this can be observed along the eastern bank of the river. The findings highlight where the master plan should seek to open up access, and where it might be improved through a variety of means.

Building Heights

- 3.95 Building heights in the wider Colne Harbour are variable, with notable distinctions between different building uses, the remaining industrial buildings looming in larger scale over the original residential heights in the area. Notable examples of larger format industrial buildings is the Coldock building to the south of King Edwards Quay (equivalent to approximately 6 storeys), and the big industrial sheds on the west bank of the Colne such as the Jewsons timber shed (equivalent to approximately 4-5 storeys at its ridge apex).
- 3.96 The precedent for residential building heights has traditionally been two storeys – the building height for residential buildings in the historic housing areas of the Hythe, the height for the industrial worker terraced housing of the New Town and surrounding the Paxman's works. Two storeys is the building height of the adjacent Greenstead and Old Heath housing estates and also the height for the original Barratt home housing in Colne Harbour and the Hythe.

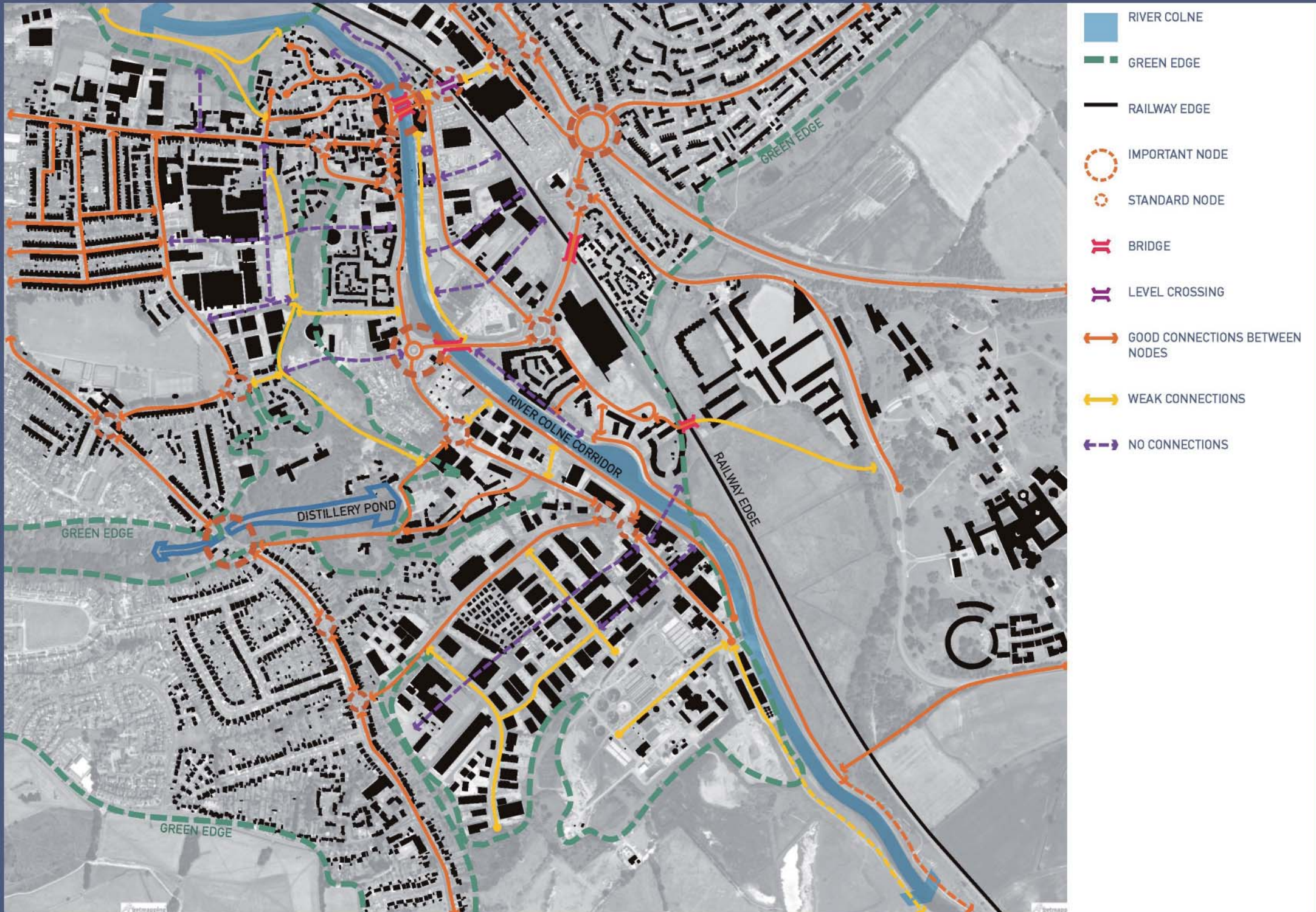


FIG 3.12 CONNECTIONS BETWEEN NODES

- 3.97 Recent residential developments in the Colne Harbour area have marked a distinct change in residential housing form and in turn building heights. Barratt homes residential developments at both Hythe Quay and off Distillery Lane have seen a mixture three storey town-houses, four-six storey blocks of flats in addition to the traditional form of two storey homes.
- 3.98 Another notable variation in building heights is provided by the diversity of buildings associated with the University of Essex. The sky line to the south east of Colne Harbour is defined by the high rise residential towers for student accommodation, set in the landscaped grounds of the main university campus in Wivenhoe Park.
- 3.99 University buildings for academic and accommodation uses have been constructed around the old turning head in the Colne, opposite King Edwards Quay. These buildings vary between four to six storeys in height but despite this height they fail to provide adequate enclosure to the river channel, which is at one of its widest points set at the turning point.
- 3.100 The 2005 Colne View residential development between the east bank of the River Colne and the B&Q retail unit, provides a

positive precedent of quality urban housing, which provides suitable scale and enclosure with building heights between three to four storeys.

Architectural Styles

- 3.101 The architectural styles of Colne Harbour are rich and varied which is largely due to the merging forms of the industrial port heritage and the various residential clusters which have grown around the employment sources of the Port and factories.
- 3.102 Residential architectural styles provide great variety; from the compact ancient forms packed around the Hythe, the industrial terrace worker housing around the Paxman's factory, the generous family housing on the post war estates of Greenstead and Old Heath, to the rich Arms House opposite Recreation Lane.
- 3.103 More contemporary styles include the 1980s and 1990s cul-de-sac form detached housing quarters in small pockets around Colne Harbour, through to the post-PPG3 high density, higher rise housing infill schemes at Hythe Quay and Distillery Lane.
- 3.104 The Colne View housing quarter on the east bank of the Colne provides the best precedent of contemporary housing design,

attractive modern architectural styles set in well structured urban layout of connected streets, with views and link to the river.

- 3.105 The University of Essex provides a distinct source of architectural richness, the campus university setting providing an ideal environment for architectural experimentation. Styles at the university vary from 1960s brutalism of the academic buildings.

Materials

- 3.106 The palette of materials apparent in Colne Harbour has a richness which derives largely from its industrial originals, the timber merchant yards providing a prime example of a material which can be used in contemporary development to maintain link to the heritage of the area. Metallic cladding is a common form for the industrial sheds, with durable stone sets.
- 3.107 Despite these rich industrial sources it is disappointing that some recent housing infill schemes build in the area have defaulted to the singular use of red brick instead of exploring the potential of stone, metal and especially timber. An exception to this rule is the east bank Colne view development which at least utilises timber and metallic cladding in its building facades.

Landmarks

- 3.108 Landmarks are those features, generally three dimensional, which provide reference points, orientation and identity to an area. They need not be works of architectural merit, indeed industrial buildings often serve this purpose. **(Figure 3.13)**
- 3.109 At Colne Harbour there is a mix of aesthetic, industrial and unusual landmark features; the university towers, the lightship, the gasometers, Hythe Station, Jewsons, B&Q, the Coldock building, the pylon and substation on King Edward Quay, and The Maltser's Arms public house.
- 3.110 Where the landmarks are of architectural merit, or have a special place in local history, the master plan needs to give rounded consideration to their retention. If it is desirable to remove a feature for a particular reason consideration needs to be given to the negative impact that this may have, and how such a landmark might be appropriately replaced.

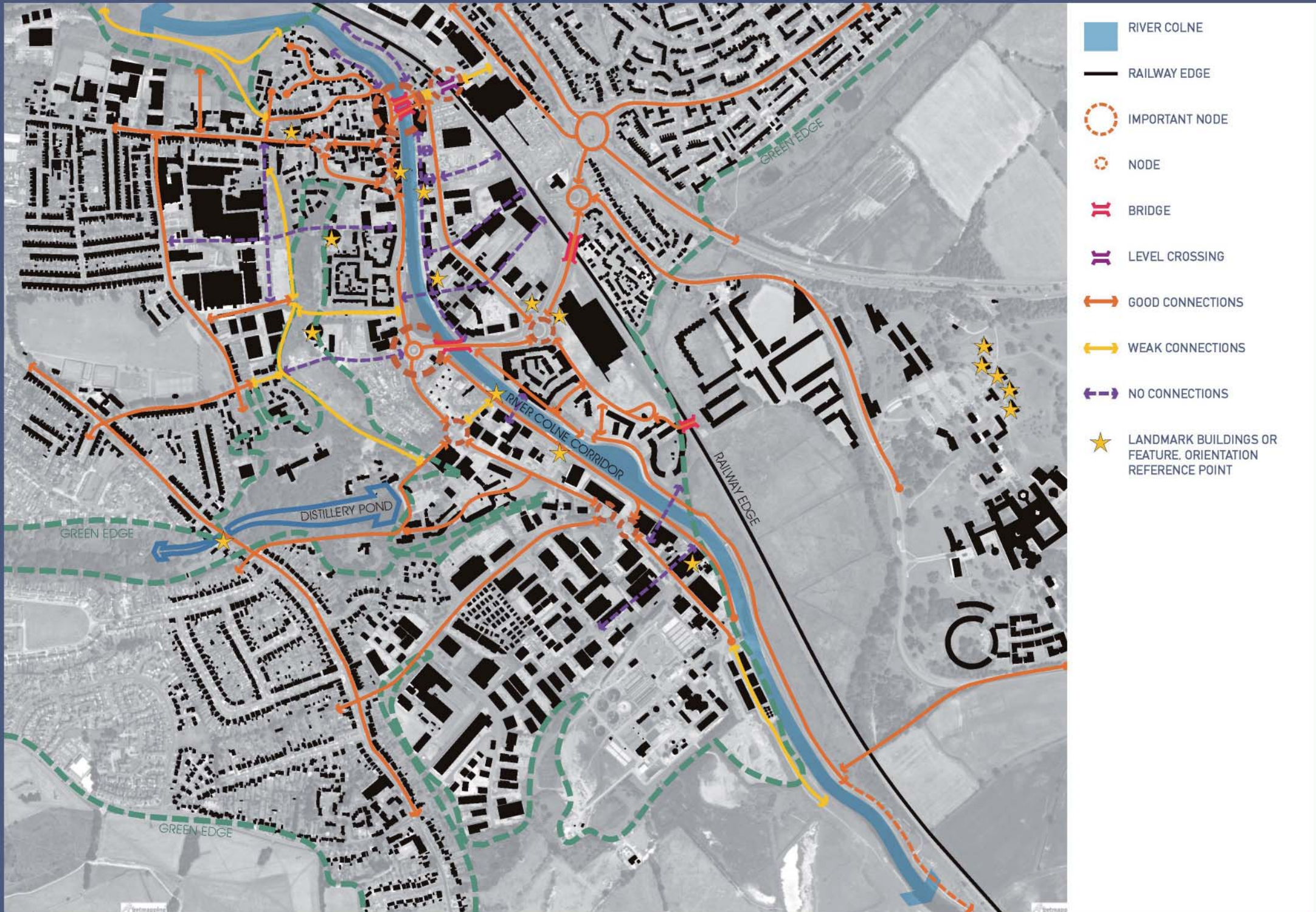


FIG 3.13 LANDMARKS & COMPOSITE ANALYSIS

Concept Plan

3.111 The compilation of the analytical diagrams highlights the complexity of the area. The image becomes clearer when viewed as a Concept Plan, which begins to give some logical spatial organisation to the area, with a hierarchy of connecting routes, identified centres of activity, green spaces and connections and other areas for development. As mentioned at the outset, much of this structure is already in place, and the master plan which builds on the concept can explore means by which the missing elements can be introduced. (**Figure 3.14**)

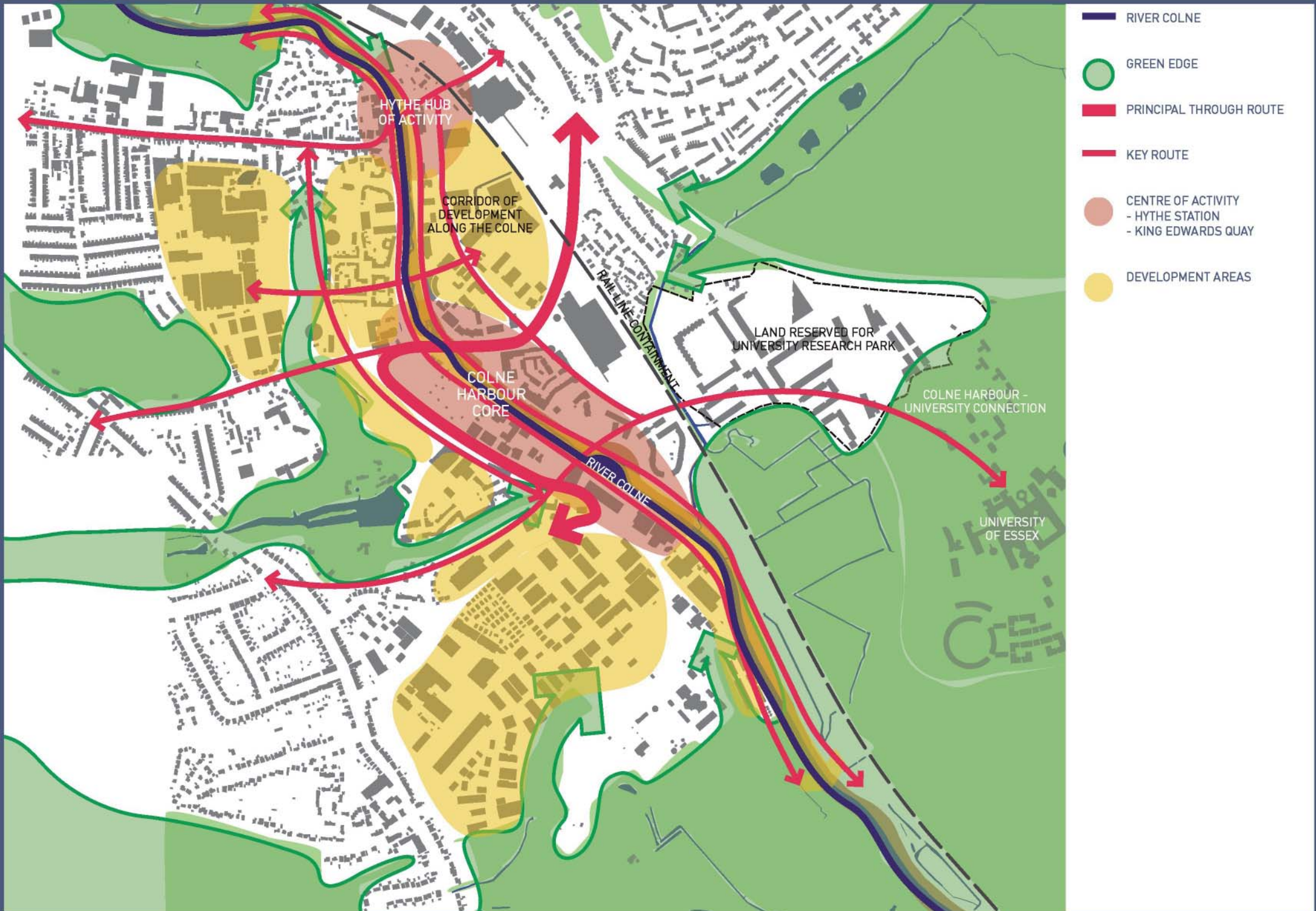


FIG 3.14 CONCEPT PLAN

Functional Context***Audit of Urban Diversity***

- 3.112 The audit of urban diversity overlaps significantly with the review of social issues within the SA scoping report. This has been summarised as part of the introduction to this section of the interim report.

Location and arrangement of different uses in the area

- 3.113 The location and arrangement of different uses is best described in the illustrative plan of the 'Colne Harbour Character Area'. This plan illustrates the range and diversity of activities in and around Colne Harbour. The following commentary summaries the composition of different uses;

Industrial land use

- 3.114 The industrial character of Colne Harbour runs through the heart of the area following the path of the meandering River Colne. Despite the closure of the Port of Colchester at the dawn of the twenty-first century the industrial sheds remain, some of which are still operational, served now by the road network as opposed to the river channel. The industrial sheds are concentrated along the harbour quays, the prime remaining examples of which are King Edwards Quay and Hythe Quay.

- 3.115 Colne Harbour contains two large industrial 'estates', the Whitehall Estate west of King Edwards Quay and the Hawkins Road estate east of Hythe Quay, both of which are home to many medium–small scale manufacturing workshops, warehouses and distribution units. These are key sources of local employment.

- 3.116 Other industrial uses include the former Paxman's engineering factory located on the high ground above the former gas works site on the higher ground west of the Colne River and also the large sewage treatment works (STW) located at the southern end of Colne Harbour which is a land use fix for future regeneration strategies to work with and around.

Commercial / retail land use

- 3.117 A retail strip has grown either side of the rail line which defines the eastern boundary of the Colne Harbour regeneration area. To the east of the rail line is the large format Tesco's foodstore, to the south west is the B&Q DIY retail warehouse. These units also provide an important source of local employment and a land use buffer to the rail line.

Open space

- 3.118 Despite the industrial heritage of Colne Harbour the regeneration is set within a strong landscape context. The river channel opens out to Wivenhoe Park, and the attractive open landscape to the south of the area. To the west the higher topography of the river valley is distinguished by its dense copses of trees which provide an attractive green back group to the harbour.

Residential land use

- 3.119 Residential uses in Colne Harbour take a somewhat scattered form of housing clusters on smaller infill sites throughout the corridor. Exceptions to this pattern is the established historic centre of the Hythe and the post war housing estates of Greenstead and Old Heath which lie adjacent to the site on to the east and west.

- 3.120 Further detail of the pattern of residential development is given as part of the Built Form context appraisal described previously.

Identifying opportunities for diversification

- 3.121 Opportunities for diversification do exist within Colne Harbour and building upon this potential is central to the master planning strategy for the regeneration of the area. Key opportunities include;

- Creation of new centres of activity at King Edwards Quay and potentially around the regeneration of Hythe Station.
- Extension of the green fingers which feed into Colne Harbour with the creation of a structured sequence of open spaces, which led the open space to the water front are and connected by a riverside promenade route.
- Economic analysis has revealed the potential market a number of different uses which should be located close to the centre of the activity in the regenerated Colne Harbour.
- To date the majority of residential development has been restricted to small infill pockets on the fringes of the industrial harbour. The next stage of regeneration should guide the development of high quality uses (residential and some commercial as the market requires) along the river banks, immediately fronting the river waterfront.

Operational Context*Management and stewardship of the locality*

- 3.122 In terms of the management and stewardship of the locality, the downgraded appearance of much of Colne Harbour, and the neglected appearance of public spaces and private land, contribute very little to the area. Particular issues that have been

identified in connection with analysis and stakeholder engagement include:

- Poor maintenance and cleansing of streets;
- Neglected river corridor with silting and straightforward rubbish removal not undertaken; and
- Dereliction of key sites and buildings, including Hythe Station.

3.123 Current management arrangements, which are the responsibility of a mix of public and private organisations, is clearly failing. Significant redevelopment within the area has failed to address fundamental issues or generate significant enhancements to key areas of the public realm, notably the river and Hythe Station.

3.124 The master plan process allows for priorities and choices to be made in connection with these issues, co-ordinating various agencies by way of a single document, and allowing for improved management regimes to be implemented as part of the consideration of new development schemes.

3.125 An important aspect of this relates to the ability of Colne Harbour to attract viable forms of development that will maximise opportunities and tackle clearly defined priorities. In addition, an implementation strategy needs to be put in place in order to realise beneficial change.

3.126 The operational context of the area, as well as the functional context described above, must be informed by an assessment of the property market and the likelihood of different types of development to be identified as viable within Colne Harbour. The following overview provides a context for considering proposals for in order to understand the capacity available for beneficial change.

Property market overview

3.127 In order to, a broad assessment has been made of the local property market in Colchester examining key land uses. The overview is set out below together with recommendations as to the likely requirements for development in Colne Harbour.

3.128 **Office:** In broad terms the market for offices within and around Colchester has suffered from a situation whereby limited development takes place because demand is perceived to be low, but potential occupiers complain because there is a lack of quality space available.

3.129 With construction of new developments at the Severalls Business Park and also at Cuckoo Farm this situation may change. Asking rents will be approximately £15 per square foot (psf) and with Yields at approximately 7% for new high spec office space aimed

at the business park occupier this should derive Capital Values psf of just over £200. Such a level of value is generally regarded as a prerequisite to making quality office development viable without the benefit of other enabling development.

3.130 Given that Colne Harbour is obviously different from the above mentioned Business Parks in terms of location, accessibility and the type of occupier that the area is likely to attract it is unlikely that high quality office space will generate sufficient values to make it viable.

3.131 However, in terms of smaller units where predicted rental levels are approximately £12psf and yields approximately 7.5% for new small units in the 500-4,000 sqft range, a different market may be attracted to the area. The key economic issues already discussed have identified a need to improve the supply of flexible, low cost business premises.

3.132 The benefit of targeting units of this size is that they can be purchased and subsequently occupied at shell stage by individuals or small companies who are able to put the property into their pension fund. Adequate provision of parking is however often important to such businesses. The Mulberry Centre has been one of the more successful small B1 schemes in the area mainly

because it offers relatively generous parking. Such is not the case with the competing Barratt's scheme at Albany Gardens, although this has only been completed relatively recently. It will therefore be important for the master plan to provide for a mix of smaller business premises where there is good accessibility not only to public transport but also car parking.

3.133 **Industrial:** Industrial use is dominant within the Cone Harbour area. Local rental levels range from around £3.50 up to £4.75 depending on quality. Such rental levels generate clean serviced industrial land values of approximately £200,000 – 250,000 an acre.

3.134 There appears to be reasonably demand for quality space but this demand fails to generate sufficient value to make large scale industrial development an option, thus it is more likely only to generate interest in the refurbishment of existing space.

3.135 It will be important for the master plan to identify and protect areas where refurbishment of existing industrial business premises can take place, increasing quality and potentially leading to a gradual restructuring of local industrial estates. Whitehall Road and Hawkins Road are the most likely areas within Colne Harbour, with

investment being made in both associated with the Ballentyne site proposals at Hawkins Road, and X Farm at Whitehall Road.

- 3.136 **Retail (A1, A2, A3, A4):** Rental levels for new build space are generally around £12 -14 psqft and yields are approximately 7.25%. As with many smaller scale, new build, mixed use schemes in regeneration areas the market will generally improve when a critical mass of residents are in occupation within the area. Commercial space will often only find tenants towards the end of the overall regeneration period.
- 3.137 In Colne Harbour there are already a number of smaller units available. An increase in residential population will help to support these and other premises, and the water front setting of King Edward Quay should be targeted as being suitable for bar and café uses.
- 3.138 **Residential:** In general the Colchester Housing market is a resilient one and is not hyper sensitive to interest rate rises or slashes in city bonuses for example. This is partly due to the diversity of purchasers, which is one of its underlying strengths. Unlike other provincial city/town markets it is not over reliant on one purchaser group. It benefits from a strong local demand supported by investor interest.
- 3.139 The Residential (new build) market in Colne Harbour is an emerging one currently dominated by Barratt Homes who have 2 major developments in the area - Colne View a predominantly flatted scheme and Albany Gardens which contains a mix of houses and apartments.
- 3.140 Values in the area average approximately £240 - £250 psf for flats with houses at £180 - £200 psf for appropriately sized units. In terms of sales rates both schemes are taking on average one reservation a week with the purchaser split being approximately 60% owner occupiers and 40% investors.
- 3.141 The investor market comprises of approximately 50% buy to let with the remaining 50% being attributed to the speculative investor. Both schemes have sold a number of apartments to people either studying or otherwise related to the university and it is anticipated that this synergy will continue to grow as the amount of residential development in the area increases.
- 3.142 A number of schemes are coming forward within Colne Harbour, notably Ballentyne, Molar Works, and potentially at Coldock, which contain or are likely to contain a significant element of apartments. This is not surprising as apartments generally produce the highest

land value for the landowner/developer. Colchester has not seen the same amount of higher density **waterside** apartment schemes that towns such as Ipswich have seen, and the market is likely to be tested by future development at Colne Harbour. However, as a driver for investment and generating land value on difficult, contaminated sites with higher build and remediation costs apartments should play an important part of development proposals within Colne Harbour.

- 3.143 However, it will also be important to ensure that there is a balance between apartments and town houses in order to provide a broad base for regeneration. Each of the schemes referred to above contain an element of town houses which should appeal to a broader range of potential occupiers, including families. It will be important for the master plan to identify those areas where residential development is appropriate, with a particular emphasis given to establishing a mix of housing types in appropriate locations. However, the harder to develop waterside sites will usually be the most appropriate location for apartments given the likely remediation and development costs.

Community Context

- 3.144 The UPS suggests that the community context appraisal take account of the following issues:
- Needs and Aspirations
 - Assessment of potential end users
 - Residential users
 - Commercial users
 - Drivers for investment
- 3.145 These issues have been considered and consulted upon in primary and secondary contextual research. This has been carried out as field research in the form of stakeholder and community workshops, Colne Harbour, October 2005, and as part of the comprehensive social issues overview, undertaken as part of the Sustainability Appraisal Scoping Report and summarised at paragraph 3.2 above. The key issues highlighted as part of the stakeholder workshops are summarised below.
- 3.146 **Transportation:** an upgrade of the A133 is currently under consideration. This presents an opportunity to re-consider traffic movement through Colne Harbour. Must be considered together

with a broad package of measures to improve public transport and the existing railway station. Streets need to accommodate the bus as well as give priority to pedestrian and cycle users. It is important to support an inclusive, accessible and sustainable community.

3.147 There is an identified need for an integrated and reliable public transport system, alongside improvements to Hythe Station. The station could become a strong community focus and was again identified as potential early win. There were mixed views on the future of an additional rail halt and it was recognised that this too may be a longer term aspiration. In order to kick start new bus services, it was agreed that bus companies require subsidy before passenger numbers increased. A12/A133 enhancements are an option which should be considered to alleviate through traffic.

3.148 **Image and identity of Colne Harbour:** raising the profile of Colne Harbour was considered to be a priority. Clear, simple messages about delivery, availability of sites, and opportunities need to be articulated. In addition, the considerable heritage and industrial history of Colne Harbour needs to be celebrated in both design terms and also through helping to distinguish the area as a unique part of Colchester – a destination rooted in its history not a placeless ‘fantasy landscape’.

3.149 The important role of the river, the public realm and quality open spaces were highlighted. In terms of creating a distinctive destination it was agreed that there needs to be a balance between creating a sustainable community where people live, work and enjoy themselves and attracting visitors who will want to visit and invest in a lively and vibrant quarter of the town featuring specialist retail, bars, cafes and bistros.

3.150 **Content of the SPD:** the SPD needs to cover the whole Colne Harbour area giving additional detail on bringing forward key sites where necessary e.g. King Edward’s Quay. In addition, the SPD needs to be a sound planning tool with a clear focus on issues such as environmental protection and land remediation.

3.151 **Infrastructure and funding priorities:** this was considered to be a fundamental outcome of the project. A number of key infrastructure items have already been identified by CBC and its partners and these need to be considered first. A clear set of priorities is needed with funding mechanisms highlighted together with likely shortcomings and opportunities for outside funding sources.

3.152 ***The Barrage:*** some support was evident amongst stakeholders for the construction of a barrage, which was considered instrumental to the area's regeneration within the adopted Design Framework. However, it was recognised that this was likely to be a long term infrastructure project and in the short term the enjoyment derived from the ebb and flow of the tide could be better enjoyed through comprehensive management of the river bed.

3.153 ***Other infrastructure:*** The need for an additional primary school was identified. The proximity to existing sewage works may limit the extent of development and the constraints imposed by this existing facility, subject to extensive investment by Anglian Water, must be recognised. Investing in essential infrastructure is vital as the population within Colne Harbour increases.

3.154 ***The quality of the River Experience:*** currently the river, which should be the centre piece of the area, is an unmanaged eyesore. The old boats need sorting out and the river bed managing. The large number of small land ownerships and businesses along the river banks need to be addressed and coordinated to bring forward improvements.

3.155 ***Public realm and open space:*** It is important that development goes hand in hand with the provision of quality public open space. It was agreed that a high quality public realm that is properly managed and looked after was a key priority in Colne Harbour. However, the need for public space must be considered with other major constraints such as the cost of land remediation and other infrastructure requirements.

3.156 ***Creating a balanced community:*** it was recognised that there needs to be a balance between the mix of employment uses across Colne Harbour as well as the provision of a range of housing types, including family housing, in order to accommodate a mixed and balanced community.

3.157 The Colne Harbour area is gradually changing and evolving. The community needs to feel part of the process of managing beneficial change and could take a significant role in shaping and managing various facilities. The Hythe Community Centre was highlighted as a good example. Also, it will be important to try and engage hard to reach sections of the community such as the student population and other shorter term residents, in addition to the more historic communities of the Hythe. The 'new' and 'old' communities were identified as being quite distinct from one another.

3.158 **Employment opportunities:** re-location of smaller local business, some of which are quite low tech, such as Wheelers Scrap Yard, within the wider Colne Harbour area was considered important, as is the provision of smaller business units. The University Research Park could be a significant employment generator and needs to raise its profile. A Chinese Quarter could also be an opportunity.

3.159 **S.106 funding:** Section 106 agreements are to be used to deliver projects, although transparency in expenditure of contributions is imperative.

3.160 **Delivery and a 'Big Bang':** it was agreed that delivery was the most important requirement. A 'Big Bang' project, such as construction of the Research Park, might help promote the continued regeneration of the whole area and get Colne Harbour on the map.

Transportation analysis

Background

3.161 The Colne Harbour area is constrained on a number of fronts – the railway and river both create constraints across the area, and the existing highway network is approaching capacity during peak periods, and at other times during the day on occasion.

Walking & Cycling

3.162 Walking is important, as it forms all or a part of every journey. Hence, the promotion of walking for local journeys should be a primary aim of any sustainable regeneration plan. Cycling is also a cheap, accessible and environmentally friendly mode of transport, where numbers can be increased without substantial costs.

3.163 Within the Colne Harbour area, there are strongly established walking routes, as these relate to the footways alongside the highway network. In addition, there are a series of off-street routes that are intended to link the green corridors through the area.

3.164 However, signing to these is poor, and the routes they follow are not always easy to discern or convenient. There are also gaps in the cycle network making it difficult to undertake journeys to and through Colne Harbour and within Colne Harbour.

Public transport

3.165 The Hythe and Colne Harbour area are reasonably well served by public transport on preliminary assessment. There is a railway station at the northern end of the study area, and the various roads in the area are served by a series of established bus routes.

3.166 However, the situation is not quite as good as it may appear, as there are some convoluted routes taken, and a poor level of integration. There is also scope for significant improvement to some services with respect to their frequency.

3.167 The station at Hythe is on the line between the main line that serves Colchester Station and Clacton / Walton on the Naze to the east. A limited number of trains serve the station, and make connections with trains to London (important for commuting), However, most of these trains are diverted into Colchester Town station to the west of the Colne Harbour area adding significantly to journey times.

3.168 The result of the diversion into, and then out of, the spur that serves Colchester Town is that the journey time becomes excessive – 17 minutes. This is equivalent to the time taken by the mainline service between Colchester and Ipswich.

3.169 There are a number of bus services serving the area – notably the 76, 78, 74, 64 and 21. Buses serve a key route between Colchester town centre, the various railway stations including Hythe Station, and the University of Essex.

Highways

3.170 The delivery of some improvements is planned by the highway authority through the LTP process. However, these are aimed at reducing existing levels of congestion rather than creating an environment for additional development.

A133 & Greenstead Roundabout

3.171 The A133 is a major route into Colchester from the east, serving towns and villages in the Tendring peninsula, including Clacton and Walton-on-Naze. In addition, it is a key commuter route into the town from settlements to the east, and so sees significant peak period traffic flows – inbound to the town in the morning, and returning westbound in the evening.

3.172 The alignment and design standards of the A133 immediately to the east of the Greenstead Roundabout are to a fast design speed, and there are few constraints on the road in this direction. As a consequence, this corridor creates a fast moving stream of traffic towards Colchester in the morning peak period.

3.173 Greenstead Roundabout is the first point at which approaching traffic meets the more urban network around the town. As a result, it is a significant constraint on the network. In recent years it is apparent that changes have been made to the layout in an attempt to alleviate some of the congestion problems that occur.

3.174 The original large roundabout was converted to a series of mini roundabouts around a larger gyratory system. This configuration is intended to reduce the number of conflicting traffic movements between major arms of the junction. However, the interchange as a whole experience delays on some approaches.

3.175 It is considered that a degree of caution may need to be exercised in seeking to resolve delay and congestion problems at this location in isolation. The purpose of such a strategy must be questioned, as it is probable that, rather than resolving the problem additional capacity here could simply re-locate the

problem at the next junction(s) to the north west, nearer to the town centre.

3.176 It is understood that a larger scale improvement scheme for the A133, from Greenstead roundabout through to the A12 junction with Cymbeline Way, is being promoted.

A134 Hythe Hill / Barrack Street / Magdalen Street corridor

3.177 This route is the core route between Colne Harbour and the town centre. However, it is somewhat constrained by a range of different types of land use that front directly onto it.

3.178 At the eastern end the frontage is mainly residential, but interspersed with commercial uses. Towards the western end this character changes to be more commercial, but with access still being provided to a significant residential catchment.

3.179 It is understood that there has been an aspiration to promote this corridor as a bus priority corridor in the past, but that the constrained alignment means that the provision of dedicated bus lanes is not possible. Nevertheless, the route remains an important public transport corridor to the town.

Haven Road

- 3.180 This existing road, with its mixed residential, commercial and industrial frontage has seen much development along its western and south western side. Although not signed as a through-route Haven Road links to Whitehall Road and then onwards to an informal by-pass to the south of the town. It is understood that this route is used as a rat-run by knowledgeable locals.
- 3.181 The extent to which this actually creates is uncertain. However, the regeneration of the Colne Harbour area is likely to see the character of Haven Road changed.

4.0 TRANSPORT CONTEXT

Transportation Approach

4.1 Transport issues, and the way that they are addressed, are vital to the Colne Harbour Master Plan. There are significant transport concerns in the area already as Colne Harbour experiences the transportation problems common to many inner urban areas. The current road system is congested at peak times, the pedestrian and cycle provision is poor and passenger facilities at The Hythe station are limited.

4.2 The following section considers the manner in which development at Colne Harbour should be assessed and addressed with respect to transportation. The general approach to assessment has been discussed and agreed with Essex County Council (ECC) officers and Colchester Borough Council (CBC) officers and has been the subject of an initial series of area wide technical work.

Transportation objectives

4.3 The transportation assessment approach has the following objectives:

- provide an overview of the net traffic and transport implications of redevelopment at Colne Harbour.
- prevent sites from being brought forward with a series of transport assessments that have no consideration of the transport implications of area wide regeneration.
- provide general guidance to developers with respect to mitigating the effects of traffic generation from individual sites.
- encourage developers to produce proposals that would minimise impact on the highway network through implementation of sustainable transport measures such as Travel Plans.
- give a degree of certainty to developers with respect to the preferred transport approach and expectations for development proposals at Colne Harbour.

Area Wide Assessment

- 4.4 The initial approach adopted to consider the area wide traffic effects of the Master Plan is a 5 step process which considers the Colne Harbour regeneration area as a whole. Whilst the onus will remain with developers to demonstrate the detailed transport effects of individual sites, the 5 steps detailed below provide an area wide appreciation of the potential traffic effects of proposed regeneration.

Step 1 – Background traffic flow patterns

- 4.5 The background traffic flow patterns on the highway network surrounding the Colne Harbour area have been considered based upon traffic flow data provided by Essex County Council. A series of traffic data was examined extending from east of Wivenhoe Park to the east, and Colchester town centre to the west, Abbots Road to the south and Cowdray Avenue to the north.
- 4.6 This area represents an appropriate geographic scope for studying the effects of traffic associated with proposed development within the Colne Harbour area. Indeed, it would not be expected that Transport Assessment Reports for individual sites within Colne Harbour would incorporate a study area wider than this.
- 4.7 The traffic analysis undertaken is based upon available traffic data from 2004 onwards. The morning (0800-0900) and evening (1700-1800) weekday peak hours have been assessed along with the Saturday peak hour (1200-1300). Traffic data from various years were combined to a common base year of 2007 using a series of growth factors. This exercise provides a base reference point for area wide traffic flows and the following points were noted:
- The A133 corridor carries a significant volume of traffic, particularly between Colchester Road Wivenhoe and Greenstead roundabout and beyond. The Saturday peak hour is comparable to the weekday evening peak hour.
 - The A134 corridor carries a significant volume of traffic, particularly at the eastern and western extents of the area under consideration.
 - Within the regeneration area the A134 Colne Causeway (across the River Colne) carries a significant volume of traffic.
- 4.8 Developers would be expected to conduct contemporary traffic surveys at appropriate locations (to be agreed with Officers) as development sites came forward as planning applications.

- 4.9 The 2007 base year traffic flows were factored to represent background traffic flows at an assumed opening year of 2012 and an assumed forecast year of 2017.

Step 2 – Existing traffic generation

- 4.10 In order to understand the net effect of the proposed Colne Harbour regeneration a review of the existing potential traffic generation within the study area has been completed. Consideration has been given to existing floor areas and land uses permitted within the Colne Harbour regeneration area and this provides a reasonable basis for estimating existing traffic generation potential.
- 4.11 A series of trip generation rates has been extracted from an industry standard database and this has been applied to the existing floor areas within Colne Harbour to calculate the existing traffic generation potential within Colne Harbour. This exercise estimates the following number of vehicle trips from the development parcels.

- 4.12 It is noted that the two weekday peak hours are predicted to generate similar levels of traffic (two way) whilst the Saturday peak hour is significantly lower.

Peak period	Inbound	Outbound	Two way
AM (0800-0900)	894	327	1221
PM (1700-1800)	404	941	1346
Saturday (1200-1300)	177	167	344

Step 3 – Proposed use traffic generation

- 4.13 The transport assessment for a site coming forward for development would be required to detail the predicted traffic generation for the proposed use for that particular site. The onus would be on the developer to demonstrate the predicted traffic generation and this would be based upon agreement with the local authority. It would be expected that traffic generation rates would be proposed for morning and evening peak hours as a minimum and that these would be expected to sit between average and 85th

percentile trip generation rates dependent upon the sustainable transport opportunities that could be demonstrated.

- 4.14 A calculation of the potential traffic generation from the proposed development has been completed based upon the current Master Plan and 85th percentile trip generation rates. This exercise estimates the following number of vehicle trips from the development:

Peak period	Inbound	Outbound	Two way
AM (0800-0900)	812	1072	1883
PM (1700-1800)	1339	962	2301
Saturday (1200-1300)	1025	706	1731

- 4.15 It is noted that the evening weekday peak hour is greatest whilst the morning peak hour and Saturday peak hour are similar in terms of two way traffic volumes.

- 4.16 Based upon a comparison of steps 2 and 3 the proposed development uses are estimated to generate a net increase of 662 two way vehicle trips during the morning peak hour and a net increase of 955 two way vehicle trips during the evening peak hour. During the Saturday peak hour the net increase is estimated to be 1387 two way vehicle trips.

Step 4 – Traffic effects

- 4.17 Consideration has been given to the potential net increase in traffic generation and how this will distribute on the highway network within and surrounding Colne Harbour. The following process was followed to do this:
- Each of the development parcels has been considered in turn and an approximation made with respect to their traffic loading point(s) on the local highway network.
 - A series of routes has been assumed for traffic entering and leaving each of the loading points.
 - The routing assumptions are based upon the general pattern of background traffic and have been tailored for individual loading points within the close vicinity of the study area.
 - It has been assumed that existing background traffic will remain on current routes although in practise it should be realised that development traffic is likely to displace a proportion of background

traffic to alternative routes, alternative modes of travel or alternative times of travel.

4.18 The following general points were noted with respect to the net increase or decrease in traffic flows as a result of the exercise above.

- During the morning peak hour the greatest net increase occurs on the westbound A134 corridor, particularly west of the Hythe Quay roundabout.
- During the evening peak hour the greatest net increase generally occurs on the eastbound A134 corridor, particularly west of the Hythe Quay roundabout, and westbound between Greenstead roundabout and the Hythe Quay roundabout.
- During the Saturday peak hour the greatest net increase generally occurs on the eastbound A134 corridor, particularly Colne Causeway.
- A significant increase occurs on Haven Road during the peak hours.
- The A133 corridor experiences a modest eastbound increase, east of Greenstead roundabout, and a higher increase westbound, west of the Greenstead roundabout during the morning peak hour. The reverse is true of the evening peak hour.
- A net reduction occurs on a number of links within the study area during the morning peak hour including eastbound on the A134 corridor from the town centre, southbound on the A133, A1232 and A137 and westbound on the A133 on the approach to Greenstead roundabout.

- Significant increases in junction throughput are predicted on the A134 corridor junctions.
- The Greenstead roundabout is predicted to experience an impact during the evening peak hour but remain neutral during the morning peak hour.

4.19 The area wide assessment detailed above is based upon 85th percentile trip rates and must be considered a worst case assessment, likely to represent an over allowance of traffic generation.

4.20 In order to test the sensitivity of the trip generation rates assessed a similar assessment was made assuming average trip generation rates for the proposed development. This could be considered to reflect the implementation of mixed use development with upgrade of walk, cycle and public transport links and the implementation of Travel Plans. This exercise estimates the following number of vehicle trips from the development parcels considered:

Peak period	Inbound	Outbound	Two way
AM (0800-0900)	484	662	1146
PM (1700-1800)	841	679	1519
Saturday (1300-1400)	725	559	1284

- 4.21 On this basis the proposed development is estimated to generate a net reduction of 75 two way vehicle trips during the morning peak hour and a net increase of 174 two way vehicle trips during the evening peak hour. On Saturday it is anticipated to increase the number of two way trips by 940 vehicles.

Step 5 - Mitigation of vehicle trips

- 4.22 Within Colne Harbour it is proposed that the mitigation of development vehicle trips will not be solely achieved through the provision of additional highway capacity. Instead, developers should seek to reduce the demand for travel by single occupancy private car through the provision and support of alternative and more sustainable travel modes. In addition, development proposals should allow residents to meet many of their daily needs

locally through mixed use Master Plan proposals and walk and cycle access to existing local amenities.

- 4.23 The car will still play an important role in the accessibility of development at Colne Harbour and must be catered for appropriately. However, capacity upgrade of local highway infrastructure should generally be a measure of last resort and be provided on a nil detriment basis so as not to encourage mode shift of background trips to private car.

Bus services

- 4.24 The Hythe and Colne Harbour area are served by a reasonable number of bus services which connect with the rail network, Colchester town centre, Essex University, Tesco and outlying villages and towns including Brightlingsea, Wivenhoe and Clacton amongst others.
- 4.25 It will be important to provide public transport opportunities for new residents at Colne Harbour, particularly bus journeys within the town but also to neighbouring settlements. A significant proportion of journeys made by new residents within the regeneration area will be to areas of commercial activity, employment and transport interchange nodes. Although the Transport Assessment Reports

submitted for individual sites will need to consider the bus connections for each site as these come forward, it is expected that bus connections to the town centre, university, other employment centres and rail stations will be considered in detail.

4.26 Developers should provide high frequency dedicated bus services to serve the development and complement the existing services.. The provision of a good quality and reliable public transport system will be important to support development proposals for Colne Harbour. This will not only include the bus services but also the supporting infrastructure and facilities such as:

- Upgrade of bus stopping locations to provide good quality bus shelters with seating and travel information.
- Bus priority where appropriate including bus lanes and signal priority.
- Bus information including real time displays similar to those already installed within the town centre.
- In house real time bus information

4.27 Extending existing bus route would affect existing frequency and journey time and be to the detriment of current passengers.

4.28 Whilst it would be expected that individual Transport Assessment Reports would provide details with respect to the public transport contributions from each development parcel, the “Transport for Colchester” (TfC) and Local Development Framework Core Strategy documents set out the broad aspirations with respect to this. Therefore proposed development at Colne Harbour would be expected to contribute towards the aspirations within these documents and include the following:

- A bus based rapid transit corridor from the east. Indeed the TfC document identifies the need for a high quality bus service potentially using a new link from Colne Causeway to Recreation Road and thereafter access to the town centre using Military Road. The LDF seeks to extend this route to serve a potential east side Park and Ride.
- Quality bus partnerships to serve existing and proposed residential and business centres and the town centre and rail connections. The network would be based upon upgrading existing bus services through the provision of bus priority, real time information, improved shelters and improved passenger information for example. Several routes have been identified for upgrade and this includes Greenstead to the town centre and the University to the town centre. Both of these routes would make use of identified “bus priority routes” and would be given priority for development.
- A new bus interchange is proposed at Osborne Street and this is expected to open during 2012. It will offer a high quality interchange for bus services within the town centre.

- Park and Ride sites, which includes a long term proposal for a Park and Ride site adjacent to the A133 corridor. The Park and Ride sites should be supported through bus priority measures.
- Bus priority measures are required around the congested highway junctions
- Inter-urban quality coach partnerships to serve journeys between Colchester and surrounding towns and destinations such as Stansted, Harwich, Clacton, Ipswich, Halstead, Braintree and Maldon.

Highway policy

- 4.29 The second Essex Local Transport Plan (LTP2) defines the transport work of ECC for the period 2006-2011 in the context of the 20 year vision of LTP1. Whilst the LTP2 document recognises the importance of sustainable travel modes and providing a choice of travel modes for people it nevertheless states "it has to be recognised that the car will remain central to the needs of Essex people". This is likely to be true at Colne Harbour where car accessibility must be maintained, but this should be in a managed way.
- 4.30 The key points and implications of the LTP2, in the context of redevelopment of Colne Harbour, can be summarised as follows:

- Congestion has a knock on effect with respect to air quality and development at Colne Harbour would need to consider the impact upon congestion and air quality within the wider area.
- It is intended that some 60 of the larger employers within the town will be targeted to implement Travel Plans. It is likely that commercial development at Colne Harbour will also be required to provide Travel Plans, either to accompany planning applications or as a condition of planning permission.
- Twenty Quality Bus Partnerships (QBPs) will be introduced in the Haven Gateway and these will be supported by better rail and bus station integration and upgrade of the pedestrian and cycling routes to create appropriate and quality cross town routes. Development at Colne Harbour would be expected to contribute to all of these aspirations.
- The A133 Local Action Plan is at planning stage and seeks to increase capacity along this corridor.
- Park and ride sites will be developed on key radial routes to the town centre and improved parking for "park and rail" along the Clacton branch line. These initiatives will be coupled with a comprehensive parking policy for the town centre.

- 4.31 Transport for Colchester (TfC) is a document published jointly by Essex County Council (ECC) and Colchester Borough Council (CBC). The aim of the document is to develop an effective and sustainable integrated multi-modal transport network to serve the transport needs of Colchester until 2020 but with the identified measures in place by 2011. The key points and implications of the

TfC document, in the context of redevelopment of Colne Harbour can be summarised as follows:

- Those routes that currently experience traffic demand exceeding capacity include the A133 to the west, A134 to the west and Brook Street. By 2013 it is predicted that the A133 to the north of Colne Harbour and the A134 serving Colne Harbour will also experience traffic demand exceeding capacity if nothing is done. This would have implications for development at Colne Harbour including accessibility to the strategic highway network and potential rat running.
- An attractive principal distributor network is required to provide for the distribution of goods and through traffic. This will include major improvements to the A133 corridor to allow this road to be promoted as an inner relief road / access corridor.
- Car trips to and from Colchester town centre could be reduced by the construction of three park and ride sites.
- In addition to the bus priority corridors serving the park and ride sites further bus priority corridors will be required to serve local bus routes within Colchester.
- A bus only link from Colne Causeway to Recreation Road is identified opening up a new bus corridor from the Colne Harbour area into the town centre via Military Road.
- The creation of a network of Quality Bus Partnerships (QBPs) is required within the town based upon the upgrading of existing bus services and establishment of new services through S106 agreements. Contributions towards these initiatives will be expected from development at Colne Harbour.
- It is proposed that the current bus station at Queen Street will be redeveloped and an alternative bus station will be constructed.
- There is a need to increase the frequency of rail services to Hythe and improve the security and attractiveness of the station and the walk and cycle links from Greenstead to the station.
- Sufficient cycle and motorcycle parking should be provided at all stations, a review of pedestrian and cycle links to all stations and an increase in train frequency at all stations. The development proposals at Colne should seek to contribute towards good quality walk and cycle links to Hythe station.

- There is a need to promote walking and cycling to encourage more use of the existing network and it is proposed that more safe crossings on roads will be provided for pedestrians and cyclists.
- Colchester Borough Council has adopted parking standards to manage the number of parking spaces at new developments in line with Government policy. Cycle parking facilities are also expected to be provided at new developments.

4.32 Based upon the worst case area wide assessment and a 5% threshold as defined by Highways Officers, it would be expected that the following highway infrastructure (in part or in whole) would need to be assessed in detail by Transport Assessments for individual sites and solutions provided:

- A134 / Queen Street / Mersea Rd
- East Hill / East Street / Brook Street
- A134 / Wimpole Road / Brook Street
- Greenstead roundabout
- A134 Colne Causeway roundabout
- A134 Hythe Quay roundabout

- A134 / Elmstead Road / Tesco roundabout

Walking and cycling

4.33 Detailed consideration of pedestrian and cycle networks will need to be proposed as development sites come forward and it would be expected that each developer would place an emphasis on providing facilities for these modes. Detailed Master Plans and transport proposals should seek to connect sites with existing walk and cycle networks and enhance existing routes particularly to Hythe rail station and bus stops for example. The following should be considered by developers:

- Walking and cycling should be promoted such that people become aware that many trips can be safely walked or cycled, these modes are beneficial to health and for some journeys can be as quick as using the car or public transport.
- High quality walk and cycle routes should be provided using the existing road hierarchy comprising measures that are connected, convenient, conspicuous, convivial and comfortable.
- Cycle parking should be provided and should be high quality, safe and close to key facilities.
- More surface crossing locations should be provided. Controlled crossings, particularly at key junctions, should

enhance pedestrian and cyclist safety and emphasise priority to these modes where appropriate.

- Provide a distinction between commuter and leisure routes. Leisure routes may be less direct and primarily off street for example. Commuter routes may be more direct and may require predominantly safe on street facilities.
- Appropriate signing strategy to provide clear legibility and comprehension of the walking and cycling network.
- Improvements to Hythe Station to improve cycle parking and walk / cycle routes to the station.
- Provision of new pedestrian and cycle bridges over the River Colne.

4.34 The existing crossing of the river at Colne Causeway would be expected to serve a proportion of walking and cycling trips from the Haven Road site and the northern extent of King Edward Quay. However, the southern extent of the King Edward Quay site lies approximately one kilometre from the existing crossing, a distance which would discourage walking and cycling trips to the north side of the river.

4.35 The provision of new walking and cycling links across the river will be important components of a sustainable transport network serving Colne Harbour. Such links would provide convenient

access from development to the south of the river, to the walk and cycle link on the north side (Wivenhoe Trail), University Quays and beyond to the University campus and associated walking and cycling network. Such convenience would only serve to encourage walking and cycling between origins and destinations either side of the river.

Travel plans

4.36 It is proposed that an overarching Framework Travel Plan will be developed for the Colne Harbour regeneration sites. Individual Travel Plans should be developed for each commercial development parcel and these would need to be consistent with the framework.

4.37 The Framework Travel Plan should provide guidance to commercial occupiers of the Colne Harbour regeneration area in developing Travel Plans for individual business uses. It should be flexible enough that individual Travel Plans have scope to take advantage of new technology and initiatives and still be consistent with the Framework, as well as easy to update to incorporate contemporary policy guidance for example. This approach allows the adoption of best practice across the area as individual parcels are developed.

4.38 The Framework Travel Plan should be developed in accordance with a series of criteria that represent best practice, and should also meet the requirements of the authorities in terms of the elements that must be present. It is suggested that the following aspects should be considered:

- Objectives of the individual Travel Plans
- Appointment of a Travel Plan Co-ordinator
- Occupier obligations
- Targets
- Monitoring and review
- Measures
- Sanctions

4.39 A Travel Plan Co-ordinator (TPC) should be appointed and funded to support the development of individual Travel Plans, and oversee their compliance with the Framework Travel Plan, within the Colne Harbour area. The duties of the TPC would be expected to include the following:

- to ensure the delivery of Travel Plans for all commercial development parcels, in accordance with the Framework Travel Plan document;
- to provide guidance to developers, occupiers and operators of buildings regarding the development of Travel Plans;
- to provide a single point of contact regarding Travel Plan issues between the local authorities and commercial occupiers of the development.
- to compile and maintain a “best practice” list of measures and techniques which may be appropriate to include in Travel Plans within the development.
- to undertake regular liaison with the local public transport operators to ensure that the needs and requirements of occupiers of the site are available to the operators in developing their services.
- To hold regular review meetings with the local authorities.

4.40 It will be important to review the Framework Travel Plan and individual Travel Plans on a regular basis. An annual review would be an appropriate period of time between review periods.

4.41 Commercial occupiers who lease or purchase buildings (or plots for buildings) on Colne Harbour sites should be required to comply with the Framework Travel Plan as part of the terms of purchase or lease clauses. Prior to taking possession of a building,

occupiers should be contacted by the TPC, who will arrange to meet them and discuss the existence and provisions of the Framework Travel Plan with them. Following this meeting, and on building occupation, there will be a requirement that occupiers prepare Travel Plans for their employees.

4.42 It is proposed that individual commercial sites within the Colne Harbour regeneration area would need to produce an individual Travel Plan that complied with the Framework Travel Plan. The best Travel Plans are those that encourage sustainable travel behaviour that can be met by providing alternative travel opportunities early during the development process and reinforced over an appropriate period of time. Commercial Travel Plans should follow a structure similar to that summarised below:

- Introduction
- Objectives
- Site Accessibility
- Existing travel patterns
- Travel Plan initiatives and strategy
- Targets
- Monitoring and review

- Sanctions

4.43 The maximum total two-way traffic generation from each of the commercial development parcels would need to be set as a maximum starting target. The setting of these targets would be via individual Transport Assessments approved by the local authorities.

4.44 A scheme for the monitoring of vehicles generated by commercial occupiers would need to be established. This is likely to be predominantly through the use of staff travel diaries completed on an annual basis for a set period of time following occupation. Employees would be encouraged to complete travel diaries for a particular week, to provide a useful overall 'snapshot' of travel behaviour. The surveying of car parking areas may also be conducted to inform the monitoring exercise.

4.45 A series of measures would be proposed by individual Travel Plans, tailored to address the travel characteristics of individual occupiers. These measures may include the following:

- Upgrade of existing bus services, either by extending existing routes or increasing frequency.

- Provision of new bus services or dedicated shuttle services, connecting rail stations or local housing with development parcels for example.
- Real-time information displays at local bus stops.
- Covered and secure cycle parking bays and access to secure clothing storage and changing facilities.
- Enhancement to or provision of off site cycle and walking routes to encourage cycling / pedestrian movement.
- Car sharing by employees, perhaps by registering with a website to share a car journey with others.
- Welcome packs provided to new employees to encourage sustainable travel habits to become established at the outset.

4.46 Travel Planning would be expected to be introduced from the start of the development to help control traffic generation. The process for enforcing implementation of Travel Plan measures would need to be established within Section 106 Agreements or as planning conditions for individual sites.

4.47 Residential developers within Colne Harbour should provide a Travel Pack for each household. The intention is to encourage new residents within the regeneration area to adopt sustainable travel habits as they move into their new household.

4.48 Therefore, it is proposed that a Travel Pack would be presented to new residents specifically aimed at influencing personal travel habits before these become established. It is proposed that the Travel Pack would encourage dynamic involvement from local residents by providing an opportunity for responding to the material and offer that they contain. Literature and information regarding the following could be included within a Travel Pack:

- Free bus and train season tickets and promotions
- Local bus routes, timetables and current fare structures.
- Local train routes, timetables and current fare structures.
- Local walking and cycle route information, including cycle parking, shops and cycle repair centres.
- Carbon footprint and financial statistics related to travel mode choice for typical journeys.
- Health benefits of walking and cycling.
- Encouragement of single car ownership (i.e. households with one car instead of multiple cars).
- Information on Car share website
- Information and promotion of local Car Club

4.49 The supply of information to new residents and encouraging new residents to evaluate their lifestyle choices, with respect to transport, could follow a similar model to the TravelSmart initiative developed in Australia. TravelSmart is a voluntary program that aims to inform and motivate people to adjust their travel behaviour to the benefit of their health and the environment.

4.50 In addition to literature and information, it may be appropriate to consider the following for new residential developments.

- Car sharing scheme whereby users of the scheme register their journey details online and are matched with car share partners making the same or similar journeys. Developers could contribute towards the setting up of a car share scheme specifically for Colne Harbour which can be accessed via a community website.
- The setting up of local car clubs based upon a pool of vehicles operating as a stand alone club or potentially combined with another club if appropriate. Although car clubs are generally operated by a private company, developer contributions for a period to be defined would be required with the objective that organic growth would ultimately sustain the club. A car club could pioneer the use of electric powered vehicles or hybrid cars from the site bringing a benefit in terms of reduced carbon emissions and reduced car ownership.
- Similarly, the introduction of a cycle club for local residents would encourage local trips to be undertaken by cycle. The cycle club would store cycles on individual sites and maintain them as necessary.

- Broadband connection to encourage working from home. In addition, a number of dwellings could provide an area specifically for office space (live / work units).
- Public transport vouchers for each resident for a defined period. The objective of this would be to encourage residents to trial public transport use with the hope that a number would continue this once the voucher period had expired.

APPENDIX ONE: STAKEHOLDER WORKSHOP ATTENDEES

Invitee	Attending	Apology	Attended
Peter Alder – ECC	✓		✓
Sacha Aldis - East Colchester Street Wardens Service			
Richard Bailey – EXDRA	✓		✓
David Balcombe – ECC			
Cllr. Rodney Bass – ECC (Highways & Transportation Portfolio)			
Cllr. Kevin Bentley – CBC (Business, Tourism & Leisure Portfolio)			
Cllr. Mary Blandon – CBC (Harbour Ward)	attending	evening	
Jerry Bowdrey - CBC			
Andrew Budd – CBC	attending	evening	
Richard Button - CBC	✓		
Neil Cadman - Cadman Plant (Owner of Premises adjacent to Coldock)	✓		✓
Steve Clarke – CBC	attending	evening	
Mike Crouch - CBC		✓	
Cllr. Robert Davidson – CBC (Deputy Chairman of the Cabinet & Regen & Partnerships Portfolio)	attending	evening	
Howard Davies – CBC		✓	
Nick Denny - CBC		✓	
Doug Edwards – S.B. Wheeler & Sons Ltd.			
Cllr. Mrs. Margaret Fisher – CBC (New Town Ward)			✓
Jonathan Frank – Lexden Restorations			
Nicola George – CBC		✓	

Ian Hatton - ECC	✓		✓
Cllr. Prof. Peter Higgins – CBC (New Town Ward)			
Cllr. Theresa Higgins – CBC (New Town Ward)	attending	evening	
Clifford Hinds – CBC	✓		✓
Anna Jacks – ECC	✓		✓
Kim Jameson - CBC		✓	
Cllr. John Jowers – CBC (Leader of the Council & Strategy Portfolio)			
Cllr. Justin Knight – CBC (Harbour Ward)			
Keith Lawson - ECC		✓	
Jim Leask – CBC	✓		✓
Rob Lee - Vaughan & Blyth	✓		✓
Cllr. Jeremy Lucas – ECC (Deputy Planning, Environment & Culture Portfolio)		✓	
Cllr. Peter Martin – ECC (Deputy Leader & Planning, Environment & Culture Portfolio)		✓	
Martin Mason - ECC		✓	
Dave McManus - CBC		✓	
Alex Midlen – CBC	✓		✓
Gareth Mitchell - CBC		✓	
Colin Munsie - ECC			
Nigel Myers – CBC	attending	evening	
Keith Nicholson – CBC		✓	
Paul Pearse - CBC	✓		✓
Bob Penny - CBC (attending on behalf of Keith Nicholson)	attending	evening	

Vicky Presland – ECC		✓	
Adrian Pritchard - CBC		✓	
Jonathan Rochford – CBC	✓		✓
Adrian Sainty – Vaughan & Blyth	✓		✓
Lee Smith-Evans - CBC	✓		
Matt Sterling – CBC		✓	
Karen Syrett – CBC	attending	evening	
Jane Thompson - CBC	✓		✓
Samantha Togher - EEDA	✓		✓
Alan Toussaint - Fenn Wright (with Vaughan & Blyth)	✓		✓
David Trick - East Colchester Street Wardens Service	✓		✓
Ian Vipond - CBC			
Jan Warren – CBC		✓	
Cllr. Roger Walters – ECC (Deputy Planning, Environment & Culture Portfolio)		✓	

In addition the consultant team would like to acknowledge the assistance of the Colne Harbour Project Group.

