

# COLCHESTER GARRISON MASTERPLAN

## Supporting Written Statement

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## 1.00 INTRODUCTION

### 1.01 Background

Colchester has been a garrison town for many hundreds of years. The presence of the Army was consolidated during the mid to late 19<sup>th</sup> century onwards, with the construction of several barracks around the central open space known as Abbey Field. Much of this development survives today and as an established element contributes to the grain and visual character of the southern part of the town. Nevertheless, the entire area has remained under the control of the Ministry of Defence and therefore public access to the garrison has been, understandably, restricted. This situation is due to change.

Recently a planning application has been submitted to build a new self-contained garrison on land to the south. A large predominately 'brownfield' site, occupied by the existing garrison, is therefore made available for redevelopment. This provides an important and unique opportunity for a positive regeneration of the former garrison area. It has resulted in the submission of an outline planning application for mixed use development on this redundant land.

In recognition of the importance of the site, Colchester Borough Council, in partnership with Essex County Council, the MOD and the likely new Garrison providers, RMPA Services Ltd, has sought to create a masterplan that demonstrates how the area could be redeveloped and reused, in accordance with Development Plan policies. Substantial initial public involvement has already been carried out through open workshops and subject - focused debates. These have led to a wealth of ideas and suggestions from local people and business. This has shaped the form of proposals, together with the detailed research, Environmental Impact Assessment and Transport Assessment Report carried out on behalf of RMPA Services Ltd and analysed by the Council and its many Consultees. The aim of the plan and this supporting statement is to stimulate further public debate and involvement in the redevelopment process. Following public consultation the amended masterplan proposals have been adopted by the Borough Council as Supplementary Planning Guidance (SPG). Subsequent developers will be expected to use the masterplan as a guiding document when preparing detailed development proposals for the site.

Site-specific development briefs will also be prepared to accompany the masterplan and supporting statement and should be read in conjunction with them. The development briefs will specify detailed design

requirements and constraints for each area and therefore give further guidance to developers on urban design issues.

## 1.02 Objectives

Bearing the above in mind, the objectives of the masterplan are to:

- **Relocate and rationalise the Garrison to meet MOD requirements achieving as much harmonisation of interests and social interaction as possible with both the new and existing surrounding communities.**
- **Create an attractive and sustainable mixed-use urban community on vacated brownfield land around Abbey Field and on sites adjacent to Berechurch Road and Berechurch Hall Road to the south, without adversely affecting existing adjacent areas.**
- **Promote very high standards of urban design in terms of the overall layout, building design and integration of existing buildings and landscape. Use the history of the site, its buildings and especially its mature trees and landscape features, to provide opportunities to create a series of areas with distinct character and identity.**
- **Find appropriate alternative uses for listed and other existing buildings of architectural and historical significance, and enhance their setting where necessary.**
- **Ensure the preservation of archaeological remains in situ where possible or alternatively by record.**
- **Enhance the existing open space of Abbey Field. Improve access for the public to new and existing improved sport and recreation facilities.**
- **Create a network of green links from Abbey Field to the southern boundary of the site, connecting with an east-west link between Layer Road and the cemetery. These links should form habitats for wildlife and encourage biodiversity, as well as providing safe and pleasant routes for cycle and pedestrian paths into the town centre and connecting with local amenities.**
- **Promote sustainable development in accordance with criteria set out in the Essex Design Guide and current government guidance, including the encouragement of pedestrians and cyclists by designing for their needs over those of the car user and**

**providing easy access to public transport. Provide some car-free development and 'Home Zones'.**

- **Enhance cycle and pedestrian links with existing adjacent residential areas, with Colchester Town Centre and with Colchester Town Railway Station at St Botolph's. It is considered of primary importance that the physical and psychological barrier, which Southway presents to these linkages at present, must be surmounted.**
- **Provide a wide variety of house types, sizes and tenures related to housing needs, including social housing, in accordance with Council and Government policy.**
- **Encourage appropriate businesses to locate within the Garrison area to provide work close to homes and to improve employment opportunities.**
- **Accommodate appropriate community, primary healthcare and local retail facilities within one or more neighbourhood centres.**
- **Provide a 210 - place primary school site within the redevelopment, together with appropriate expansion of existing schools nearby.**
- **Discourage cars approaching from the south from entering Colchester Town Centre, by providing two appropriately placed car parks.**
- **Provide space for the expansion of the cemetery.**



## **2.00 THE SITE**

### **2.01 General Character**

The Garrison site lies south of the town centre separated from it by the Southway dual carriageway. St John's Green Conservation area and other residential streets are situated between Southway and its northern boundary. It covers an area of 297.57 hectares extending to Berechurch Hall Road in the south, beyond which lies mixed woodland and open countryside. On the east and west sides the site is surrounded by predominantly residential development.

The present garrison buildings principally occupy the northern part of the site around Abbey Field with Kirkee/McMunn Barracks to the south of them. The southern area of the site around Roman Barracks is semi-rural and includes areas of arable land. The MOD are building the new garrison in these southern areas on the Kirkee, McMunn and Roman Barracks sites and these will obviously be fenced off and without public access. The remaining areas of the site, about 134 hectares, with the redundant barracks buildings, will be released for regeneration and development.

Due to its military use, the site has not been fully integrated with the rest of the town and has retained a distinct identity with several listed and other historically interesting buildings, mature trees and landscape features. The focus of the area is the 29 -hectare open parkland of Abbey Field with its tree-lined roads, sports pavilion, running track and various pitches including the cricket field. Distant views are possible around and across this open space.

There are no major topographical features except for a shallow dip in the land along the south side of Abbey Field.

### **2.02 Tree Preservation Orders**

There are many mature trees on the site and the whole area has been made the subject of a draft TPO to take effect when the land ceases to be Crown Land.

## 2.03 Public Rights of Way

Several rights of way exist on the site and must be taken account of in the new development. Paths running across land to be enclosed within the new garrison will be diverted. It is considered particularly important that the most direct route possible is negotiated for the diverted path running through the east – west greenlink from Layer Road .

## 2.04 The Existing Garrison Buildings

An historic Building Assessment was undertaken by Ingram Consultancy in October 2000. The findings of the report are summarised below:

### The Garrison Church



The Garrison Church from Roberts Road

Listed grade 2\*, dating from 1854, it is the oldest surviving garrison building and one of only two existing examples of its kind in England. It was built to serve the first Colchester camp built on the site of Meeanee and Hyderabad barracks for infantry.

### Cavalry Barracks

The earliest permanent cavalry barracks at Colchester constructed in 1862 - 3. It has been dissected by Circular Road West at the Butt Road entrance to the garrison.

Remaining buildings forming part of this barracks include:

- The Riding School (listed grade 2)
- Three of the four original Troop Stables with Soldiers' Quarters over



- Two of the four original Soldiers' Quarters Blocks
- The Officers' Quarters
- Three of the original four single - storey Troop Stables
- One of the two original single - storey Officers' Stables
- The Straw and Hay Store
- The Smithy, Shoeing Shed and Armourers' Shop
- The boundary wall with the main entrance gate from Butt Road



Cavalry Barracks  
Soldiers Quarters

The above are considered of primary significance and should be retained (or at least one of the single - storey stables), while the following, although contemporary, are considered of secondary significance to be kept if possible:

- The Guard House
- The Ablution House
- The Wagon Shed and Commissariat Reserve Store
- The Sergeants' Mess and School

This is the most complete complex of its kind in England and a rare survival. It is unusual for ancillary barracks buildings, such as those along the boundary wall, to survive. The Cavalry Barracks are considered of at least equal historical significance to the listed and slightly later Le Cateau buildings.

The Dining Hall/Cook House and the Regimental Institute date from 1937 and 1935 respectively and are considered of limited historic significance. They both however retain their original form, particularly the interior of the Regimental Institute.

### **Le Cateau Barracks (formerly Royal Artillery Barracks)**

Constructed in 1874 - 5

Remaining buildings considered of primary significance in this group are:

- The Officers' Quarters (listed grade 2)

- Two of the original six Stable Blocks with Soldiers' Quarters over (listed grade 2)
  - The Adult School (listed grade 2)
  - The Canteen & Sergeants' Mess (listed grade 2)
  - The Infirmary Stables
  - The boundary wall with the main entrance gate from Butt Road
- The water tower is contemporary but of secondary importance.

Later buildings include the Carpenters/Telecommunications Shop 1900, a Store 1904, the Dining Room/Cook House 1935 and the Restaurant/Canteen 1937 which are not considered of particular architectural or historic significance.



Le Cateau Barracks former Stables with Soldiers Quarters over (Listed)

### Artillery Barracks (Flagstaff / DCTA)

Buildings of primary significance in this group include:

- Two office blocks fronting Flagstaff Road 1874 and 1880
- Two Commanding Officers' Residences 1868
- Abbey House 1820 – 1830 ?

Buildings of secondary significance include:

- Three Wagon Sheds, one built 1897 & two built 1903
- Camp & Equipment Store/T block 1903

Later buildings including The Annexe, FLG 2 1935 and C block 1930 are not considered of particular architectural or historic significance.

## Meeanee and Hyderabad Barracks

Although none of the buildings are considered as important as some in other groups, the layout of the Barracks reflects the original plan of the 1855 - 56 "Colchester Camp" with its timber buildings and is therefore considered very significant. The tree-lined avenues, north and south boundary walls and external foyles belong to the earliest development of this site.



Hyderabad Barracks  
Former Officers Quarters

The buildings desirable to retain if possible include:

- Two Officers Quarters buildings of 1898 & 1904
- Accommodation and Dining Block 1904/1938
- Original and present Guard Houses 1897

## The Gymnasium

Built in 1862 after the Crimean War, the gymnasium is one of a very few surviving of its kind and date.



The Gymnasium and pool

## Sobraon Barracks

This infantry barracks built in 1900 south of Abbey Field was later demolished. Sobraon House, the Commanding Officer's residence, though of no architectural significance, is the sole surviving building.

Between this site and the gymnasium is the site of the former Military Hospital, also demolished in 1995. Chestnut and Indian Bean trees which lined the entrance avenue to the hospital survive today.

## Garrison Theatre

Built c.1898 it is the only surviving building of the 1900 Goojerat Barracks which was not replaced by later development. It is an intact example of a late Victorian theatre.



Goojerat Barracks  
The Garrison Theatre

## Kirkee and McMunn Barracks

The two buildings of primary significance are:

- Reed Hall, an early 19c residence retaining original internal fittings
- Kirkee Officers' Mess c. 1935

These buildings are located within the MOD area of the new Garrison.

Other buildings, the accommodation blocks, the Naafi and the workshop are of no merit.

## The Cricket Pavilion and the Sports Pavilion

The former dates from c.1895, and both are good intact examples of

their type forming landmarks in the open space of Abbey Field. It is likely that the Cricket Pavilion will be Listed.

## 2.05 Archaeology

A desk - based assessment was carried out by Colchester Archaeological Trust July to October 2000. The site was divided into three zones of archaeological potential.

### South of Ypres Road

This area is characterised by cropmarks of ditched features; that is, field systems, trackways and possibly settlement or stock enclosures of Romano-British, late Iron Age or earlier. The area lies within the Iron Age dyke system of Camulodunum and it is thought that there were probably several isolated farmsteads or settlements within the system, the outer line of which is marked by Berechurch Dyke.

Part of Berechurch Dyke cuts across the arable field at the southeast corner of the site and though not Scheduled as an Ancient Monument here is still considered to be of national importance.

Aerial photographs do not show cropmarks north of Gurdon Road but this may be due to the area being built over. Iron Age pottery found at Goojerat Barracks substantiates the case for Iron Age settlement in this area. If activity were found to represent part of the Iron Age settlement of Camulodunum, remains might prove to be of national importance.

An extensive Roman building, probably a farm, was revealed at Kirkee and McMunn Barracks in 1994. The occupation features found are considered to be regionally important.

Saxon pottery finds around St Michael's Church, Berechurch, may point to a settlement in the vicinity which would be of local, or potentially more significant, importance.

Also of local importance are traces of a WWII tank-trap, three pill-boxes and a gun emplacement. Colchester Borough Council is currently funding a project to record surviving World War II Defences in the Garrison.

## North of Ypres Road

This area is dominated by Roman burials. The density of burials is demonstrated by the very high numbers recorded in Butt Road, at Le Cateau Barracks and across Abbey Field. The cemeteries are of high regional importance, being some of the most extensive in the country. Late Iron Age cremations have also been recorded. Iron Age burials are rare and would therefore be of regional importance.

Roman pottery kilns have been discovered and more similar finds would be of regional importance.

The Siege works of the Civil War period are thought to run through Abbey Field with a fort on Mersea Road in the area of Meeanee or Hyderabad Barracks, although there are no obvious or recorded physical remains.

## St John's Abbey Area



St John's Abbey Gatehouse  
from St John's Green

The Gatehouse of St John's Abbey is the dominant remaining feature, with parts of the precinct walls still discernable; however the remainder of the Abbey is not visible above ground. The Gatehouse together with eastern and northern parts of the Abbey site are designated as a Scheduled Ancient Monument of national importance.

It is possible that Roman tombs could be found in the area which is part of one of the most extensive Roman cemeteries in the country.

A small Anglo-Saxon church was discovered during excavations in the Abbey grounds which is considered of high regional importance. An early Saxon cemetery on Mersea Road may encroach into this zone and should complete burials be encountered they would be considered equally important.

## **3.00 DEVELOPMENT PRINCIPLES**

This section deals with a number of key issues to be addressed in the planning of the development to achieve objectives set out in Section 1:02.

### **3.01 Planning Context**

Refer to Section 10.00 for National, regional and local planning legislation providing the planning context for this development.

### **3.02 Movement**

A major aim is to promote easy pedestrian and cycle movement throughout the site, as well as to the Town Centre and to public transport facilities. In this way it is hoped to reduce the number of local car journeys especially to the Town Centre, to schools and to work, providing opportunities for a more sustainable and healthy lifestyle and less pollution.

To achieve this permeability new access roads and footpath/cycleways should link into the existing network, and improved east - west links connect with established north - south routes.

### **3.03 Landscape**

The development must take into account the evolving greenlink network for this part of Colchester, which aims to provide connections from the Town Centre to the rural areas south of Berechurch Hall Road and, in an east – west direction, to form part of a green ring around south Colchester. The existing Abbey Field will be retained and enhanced as part of this network (it will be transferred from the MOD to Colchester Borough Council). A small town park is to be created on the site of St John's Abbey, a Scheduled Ancient Monument, extending the green areas to the edge of the Town Centre. Within development areas a provision of 10% open space will be necessary, including children's play areas.



Together these will substantially increase the provision of public open space in the southern urban area of Colchester, providing recreation, play space and routes for pedestrians and cyclists, as well as a variety of wildlife habitats to promote biodiversity.

### 3.04 Mixed Use Development

Mixed Use, which along with sustainability and design form the three key principles of PPG 1, is the key to urban vitality. It can rarely be achieved simply by prescribing it. To establish itself and for it to be long lasting, it has to occur as a consequence of market forces, and the existence of a raft of good urban qualities, such as:

- High density of residential and employment populations
- Adaptability of buildings, allowing change over time
- Easy movement facilitated by a well - connected network of routes
- Variety of building types and tenure

The greatest potential for mixed use development is within the parts of the Garrison nearest the town centre, though there is clearly scope for this in other parts of the site. The mix will include residential, business, retail, community and recreational uses at the northern end of the site, and a simpler mix of residential and employment uses in the south.

### 3.05 Reuse of Redundant Buildings

As already mentioned under section 2.04, six of the barracks buildings are already listed grade 2 and the garrison church grade 2\*. All of these listed buildings will be retained.



Buildings facing Flagstaff Road

Others are also of architectural and historical interest. Many of the

buildings designated to be of primary historic and/or architectural significance, and some of those designated as of secondary importance, in the 'Recommendations on Adaptive Re-use of Historic Buildings' by the Ingram Consultancy, will remain.

Both listed and non-listed historic buildings should be found alternative uses, which secure their long – term future and maintenance, so that they can provide landmarks and a sense of place within the area. They should be repaired and refurbished prior to the occupation of adjoining development. There may be other additional historical features and buildings that could be retained within any detailed development scheme.

Some parts of the boundary walls, including Le Cateau Barracks Gateway will be retained. However, in order to provide active frontages and link the new development visually to existing streets, particularly along Butt and Military Roads, it will not be appropriate to retain all of it.



Le Cateau Barracks Gateway

Further details on specific buildings and proposed new uses are included in the development briefs.

### 3.06 Community Provision

To provide for a new neighbourhood of this size the following community facilities will be required in the locality.

- Primary Healthcare: Provision for 5 new GPs and supporting facilities.
- Education Facilities: A site for a primary school of 210 places is required with a further contribution to expansion at existing schools.
- Children's Play Areas: Provision should be made for 6 Local Equipped Areas for Play (LEAP 's) and 4 Neighbourhood Equipped Areas for Play (NEAP 's) which would include one with facilities for children over

the age of 11 years.

- Community Centre(s): Provision should be made, based on 0.6 sq.m of community space per dwelling, of 1560 sq.m of space.
- Recreation and Sports Facilities: The retention of the existing facilities will be required, for greater public use, with some enhancement and additional facilities.
- The MOD are intending to replace the existing Garrison pool with a new one as part of a new Army sports facility which they would hope to continue to share with the local community.
- Allotment Provision: The Local Plan proposes a standard of 0.2 ha (1/2 acre) per 1000 population.
- Library Services: Provision will be made by reconfiguration and refurbishment of the existing main library in the town centre, with enhancement of its stock levels.
- Art in Public Places: Provision should be made to meet the requirements of the Local Plan, Policy L17.

### 3.07 Conservation Areas



Proposed new Conservation Area

The Second Deposit Draft Local Plan identifies Flagstaff House and adjoining land adjacent to St John's Abbey to be designated as an extension to the St John's Green Conservation Area.

It is proposed that a new Conservation Area, centred on Abbey Field, should be designated, encompassing the Le Cateau and Cavalry Barracks historic buildings and including the Artillery Barracks (Flagstaff), the Cricket Field with the Meeanee/Hyderabad frontage, some avenues within Hyderabad Barracks, the Gymnasium and the former Garrison Theatre.

### 3.08 Home Zones

The Council would also want some of the areas within the development sites to be designated as 'Home Zones'.



Street layout to accommodate a 'Home zone'

'Home Zones' are seen as a way of 'reclaiming' local streets from domination by cars and restoring safety and peace to residential neighbourhoods. They will be achieved by the physical adaptation of some access roads to force motorists to drive with greater care and at very low speeds (as low as 10 mph). Benches, flower beds, play areas, posts, fences and trees will be used to do this and provide amenities for residents within the street. The success of a 'Home Zone' scheme requires the whole community being encouraged to get involved from the start.

### 3.09 Car-free Development

It is intended that car-free development be provided close to the town centre. Residents living in the area would, by prior agreement, not own a car. It would therefore be necessary for the location of the development to be within walking distance of amenities and public transport and the

scheme to be supported by a community car hire (or similar) provision. Adequate access for emergency vehicles and servicing must be provided. By promoting this type of development it is hoped to provide people, who want it, with an alternative to dependence on the car.

### **3.10 Building Design and Construction**

The basic principles of good building design which are to be followed are contained within the 'Essex Design Guide for Residential and Mixed Use Areas' and other Government guidance contained in the bibliography. Further site - specific guidance on urban design issues, such as layout and height of buildings, is given in supplementary development briefs, which complement this Masterplan Statement.

Without prejudicing other design objectives, the following factors should also be taken account of:

- energy efficiency
- efficient use of construction materials – use of recycled building materials where suitable – use of environmentally friendly materials
- sustainable urban drainage
- water saving initiatives – grey water recycling, collection of rainwater and use of water efficient appliances
- all residential and commercial properties must be provided with facilities for the separate collection of recyclable materials within their boundaries

## 4.00 TRANSPORTATION ISSUES

### 4.01 Transportation Objectives

- To segregate the majority of Army traffic from town traffic providing a direct route away from Colchester Town Centre.
- To encourage a shift away from car use, both by providing good connections for pedestrians and cyclists to the Town Centre and Colchester Town railway station, and also by providing additional and improved bus services.
- To mitigate the effects of increased traffic generated by the development.
- To discourage through-traffic in residential areas and design for pedestrians by 20mph speed restrictions and the creation of 'Home Zones'
- To reduce traffic using the northern end of Mersea Road in order to reduce the air pollution 'hotspot' south of the St Botolph's roundabout and also to improve the safety of pedestrian access to the proposed school site.
- To discourage cars approaching from the south from entering Colchester Town Centre to park.

### 4.02 Army Traffic

It is proposed that the main routeing of Army traffic (heavy and light) into and out of the new Garrison areas will be via Berechurch Hall Road connecting westward to the A12. The road is to be improved to accommodate Garrison traffic and will have an imposed speed limit of 30mph. There is a requirement for proposed developers to consider possible highway works on the A12 and to consult the Highways Agency at an early stage.

Movement of Army traffic between the north and south Army areas will be facilitated by an underpass link passing under Berechurch Road.

The ceremonial and visitors' entrance to the new Garrison to be located at the south-west corner of Abbey Field with access from Circular Road South. Pedestrians and cyclists will also use this entrance.

#### **4.03 Pedestrian and Cyclist Connections across Southway and St Botolph's roundabout**

Crucial to achieving the objective of providing easy, safe access for pedestrians and cyclists between the Garrison site, Colchester Town Centre and the Town Station, is finding a solution to the physical and psychological barrier presented by Southway and St Botolph's roundabout. The severance of the Town Centre from this southern area of the town, both practically and visually, must be addressed and a number of solutions are being investigated.

They are as follows:

##### **Additional 'at grade' crossings**

The provision of 'at grade' pedestrian crossings of Southway at Butt Road, Abbeygate Street, Stanwell Street and St Botolph's roundabout with modifications to the subway at Abbeygate Street and also an additional 'at grade' crossing above the Lexden Road subway at the Balkerne Hill roundabout. Generally the existing subways are disliked by the public and do not adequately address the safety and severance aspects for pedestrians and cyclists. This option looks at improving them and adding pedestrian crossings. It is important that the traffic capacity of Southway is not reduced from its present level.

##### **A bridge over St Botolph's roundabout for pedestrians and cyclists**

The provision of a bridge for pedestrians and cyclists from the top of the ancient monument site at the corner of St Botolph's across to the Town railway station with spurs to the multi – storey car park and Magdalen Street. The bridge would offer direct segregated links across St Botolph's roundabout, however its impact on the ancient monument site, its visual appearance, together with the safety / security issues arising from the isolation of pedestrians, will be important considerations in assessing this proposal.

All these options will affect present traffic flows and are being assessed in conjunction with the Eastern Approaches Study and the Adopted Transport Strategy. It is intended that a detailed option study will be prepared for public comments. Whichever option is chosen, improvements will be necessary to the pedestrian environment immediately in front of and around the rail station including connections into Osborne Street / Queen Street / St Botolph's Street.



View across St Botolph's roundabout to the Town Station

#### 4.04 Pedestrian and cyclist connections within the site

An important feature of the masterplan is that major pedestrian and cycle routes will be accommodated along the greenlinks, providing pleasant alternatives to using a car for local journeys, including visits to the Town centre. These will connect with the existing town road network in adjacent residential areas and with paths, cycleways and access roads within the development areas, providing a safe and permeable layout to encourage walking and cycling. Pedestrian and cycleways should be direct, overlooked, well lit and signposted and any shared facilities should be designed to the standards in the Essex County Council 'Designing for Cyclists : Guide to Good Practice'. Access roads will have speed restrictions of 20 mph or less.



View along Artillery Barracks Folley



The existing pedestrian/cyclist routes through the Barracks Follies from Butt Road to Military Road and from Mersea Road to Lisle Road can be made safer and more permeable by providing new connections through the boundary walls.

Some of the existing Public Rights of Way will need realignment to be incorporated into the greenlinks.

#### 4.05 Bus Routes

The area is served by existing bus routes around the perimeter along Butt Road / Layer Road, Mersea Road / Berechurch Road, Military Road and Berechurch Hall Road which provide services to and from the Town Centre. Enhancements to these services must be provided to cater for the new residents on the Garrison site. These include improved timetabling and waiting facilities, marketing, ticket incentives and the provision of passenger information systems such as realtime information. Bus Priority measures to and from the development and, where necessary, within the development are required. Of particular importance are measures along the following routes : Butt Road / Southway / Head Street, Mersea Road / St Botolph's and Maldon Road / Southway. The main bus route into town will be along Butt Road and priorities for buses at its junction with Southway will need to be assessed. This could involve a reassessment of the bus gate on Maldon Road.



View along Butt Road

It is proposed that, through negotiations with bus operators, a bus route will be established through the site between Butt Road and Military Road via Circular Road South and Roberts Road. Roads along potential bus routes within the development should be capable of accommodating large buses.

All dwellings should be within a 400 m catchment area of a bus stop. The bus stops should be compatible with low floor buses and include bus information and shelter facilities of a high standard. Bus stops and buses should be capable of using the Essex bus telematics system.

A footway of at least 3m is required at bus stop locations and high quality pedestrian routes to the bus stops should be provided. Bus stop locations should be determined at the earliest stage of development, and should include the Garrison entrance on Circular Road South.

From the northern area around Abbey Field, walking to the main bus station, for journeys further afield, will be facilitated by improved pedestrian and cyclist routes to the town centre.

Additional direct bus links to Colchester North Station are proposed but must be looked at in conjunction with improvements to train services from Colchester Town Station.

#### **4.06 Rail Routes**

The national rail system can be accessed from the Town Station at St Botolph's which connects with Colchester North Station. The majority of passengers using the station at present are walking there, so improved pedestrian and cyclist links to the station are necessary and various options are being explored in this respect (Refer to 4.03 above). It is considered important that the asset of having a railway station so close to the town centre and to the Garrison site should be exploited by having improved services and access.

To noticeably improve the train service to the town station, improvements to the signalling on the line and the provision of another platform would be required and talks are proceeding with train operators. It seems likely that the greatest potential for future services will be with a package of measures for the Colchester – Clacton / Walton branch line, whilst retaining direct services to and from London.

#### **4.07 Highway Improvements related to new development**

Improvements to Berechurch Hall Road are mentioned in section 4.02. A footpath and cycleway will be required along the whole of the site frontage onto Berechurch Hall Road.

Further width improvements are also required to Berechurch Road, where the 30 m.p.h speed limit will be extended south to Berechurch Hall Road.

A new east – west local distributor road will be created linking Butt Road with Military Road via Goojerat Road, Circular Road South, Berechurch Road and Roberts Road. A separate designated cycleway and footpath will be required alongside this road. The former Garrison roads forming part of this link will need to be upgraded to meet highway

standards, with new junctions necessary at Butt Road, the north Garrison entrance, Berechurch Road, Mersea Road and Military Road. Consideration should be given to Meyrick Crescent traffic management.

Other Garrison roads, such as Circular Roads North, West and East, Flagstaff Road, Napier Road, Clive Road and Wolfe Avenue will also be upgraded prior to being adopted as part of the public road network.

New access roads within the development areas will link into the existing town network with new junctions provided where necessary. Road configuration combined with traffic - calming measures should ensure a maximum speed limit of 20 m.p.h. Restricted parking for residents only will apply in areas near the town centre.

Some streets will be designated and designed as 'Home Zones' where speed limits can be reduced further. Some minor access roads will be designed with shared surfaces for use by vehicles, cyclists and pedestrians.

Development of the Meeanee/Hyderabad site will allow for widening of the footpath to provide a combined footpath/cycleway.

#### 4.08 Reduction of air pollution on Mersea Road

An option being considered is that the north end of Mersea Road could become one-way for traffic heading south, possibly for buses only, depending on the overall traffic assessment and the feasibility of the alterations to St Botolph's roundabout and Southway. This will reduce the volume of traffic using this confined stretch of road, which should lead to a reduction in air pollution.



View along Mersea Road towards St Botolph's roundabout

The reduction of traffic on Mersea Road and the introduction of traffic calming measures near the proposed school site, will create a safer environment for pedestrians going to and from the school.

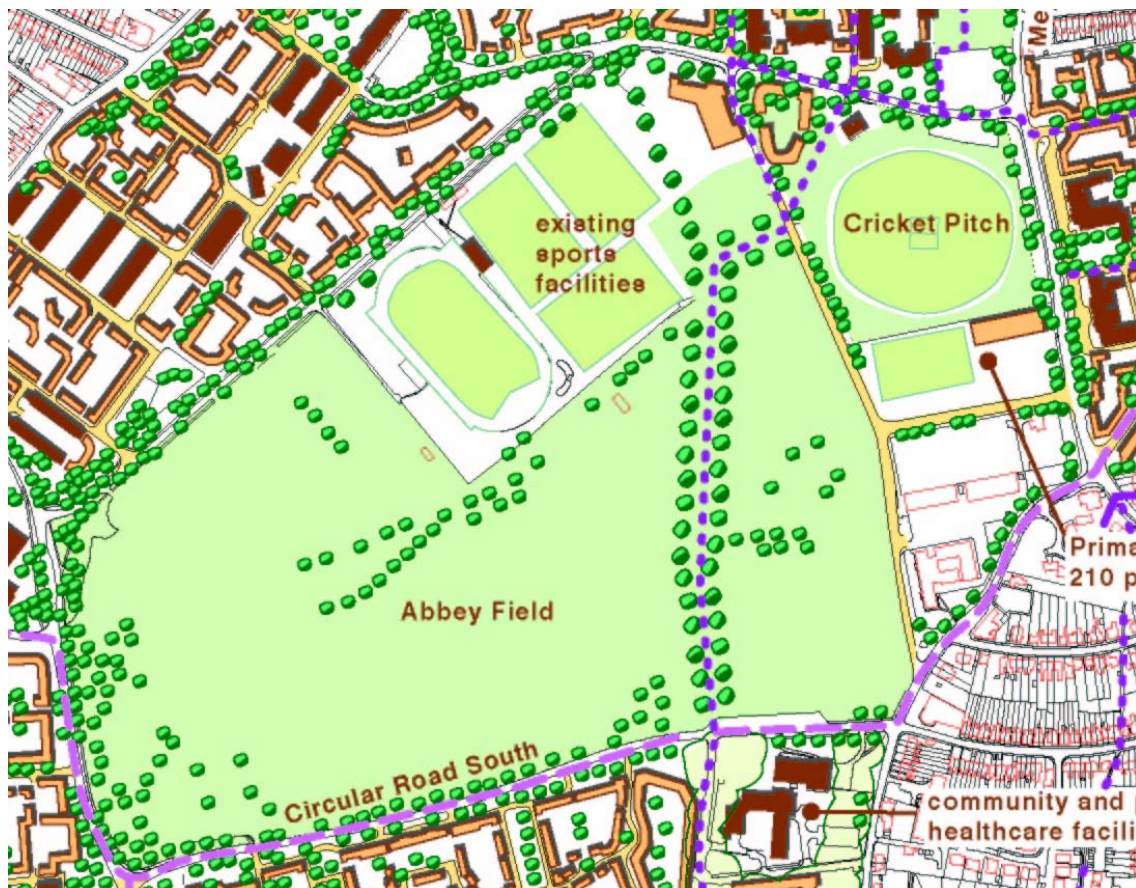
#### 4.09 Provision of public car parks

In accordance with Colchester Borough Council's Transport Strategy two car parks (120 and 150 spaces) will be provided within the Garrison development areas for public use, with the intention of deterring some motorists from entering Colchester Town Centre to park. The site of the present car park will be retained to provide 150 spaces, with access from Butt Road through Le Cateau Barracks Gateway. The other car park will be situated south of the Flagstaff SAM site, accessed from Napier Road. Provision for 80 cars will be made on the north side of the road with a further 40 places on the south side adjacent to the cricket pitch. The location of the car parks is close enough for people to be able to walk to the Town Centre, particularly through enhanced pedestrian links.

## 5.00 LAYOUT AND DESIGN

### 5.01 General arrangement

The masterplan seeks to make use of land surplus to MOD requirements to create a new urban community. The layout builds on the existing structure of roads, open spaces, landscape and retained buildings acknowledging the existing sense of place but regenerating and enhancing it. Development will create a new urban fabric within redundant and disused sites as the garrison relocates. The majority of these development areas are located to the north of the new garrison around Abbey Field, which forms a focus for the area. Two further sites to the east and south are accessed from Berechurch Road and Berechurch Hall Road respectively.



The importance of movement throughout the whole area, for pedestrians and cyclists, as well as motorists, is highlighted in Section 4.00 on

Transportation Issues. The layout of footpaths, cycleways and access roads achieves the objective of good permeability by forming an inter-connecting network, with no 'dead-ends' and a choice of alternative routes. Development areas in the north and south are connected by footpaths and cycleways running through the greenlinks. New connections have also been formed to the existing adjacent residential areas.

Screening of military fencing and facilities with planting or new development is desirable, though every effort is being made to secure a high standard of design within both of the new Army areas. Detailed consideration will be given, in the briefs for the former Sobraon and Goojerat Barracks sites, as to how the new garrison relates to the new adjacent urban development.

Although not part of the development, the location for a required two hectare extension to the cemetery, as required by the draft local plan, is on the eastern edge of the new development site adjacent to the existing crematorium/cemetery. It is separated from the existing cemetery by a narrow strip, 0.5 hectares, of existing woodland, which will form part of an ecological corridor.

A 20 - metre - wide development exclusion zone should be maintained at the location of Berechurch Dyke to preserve any possible buried archaeological remains; however the area can be included as public open space.

Potential allotments are proposed along the southern side of the Berechurch Road development area within the greenlink. This location is near to the existing allotments and connected to them via the footpath/cycleway. Their need and best location will be assessed as the development unfolds and new communities form.

## 5.02 Recreation Space and Greenlinks

It is intended that the Borough Council will adopt Abbey Field, the existing 29-hectare MOD parkland, as public open space, together with the designated greenlinks. Abbey Field will be a focus around which the new urban community can develop. Existing sports facilities will remain as referred to in sections 3.05 and 5.03, but with greater public access.

The greenlinks will connect Abbey Field to the woods of south Colchester, and also link the cemetery and Thomas Lord Audley School to Layer Road.

It is proposed that the area of St John's Abbey, a scheduled ancient monument, be designated as a town park, providing a more traditional, peaceful and intimate setting in contrast to Abbey Field. This use would

also leave any archaeological remains undisturbed.



Park on the St John's Abbey site

Smaller public squares, within the development sites, should provide local focus and interest, as well as meeting requirements for the provision of play areas and open space.

### 5.03 Leisure and Cultural Use

The existing cricket pitch and pavilion will be retained along with the running track, pavilion and pitches on Abbey Field. All these facilities will have improved public access.

The Borough Council will require some enhancement of these facilities, and will be seeking a contribution to additional facilities to meet the needs of the new community.

It may be feasible to establish a museum related to the Garrison site in one of the historic buildings, although this is not an objective of the Museum Development Plan and could not be funded out of existing Borough Council resources. The listed Riding School building will be kept but, subject to a new purpose – built stables being provided for the riding school in a better location, a new use will be allowed for the building and adjacent paddocks.

New sports and leisure facilities are required. It is hoped that the Arena Sports Centre, may, at some time in the future, be redeveloped with facilities being provided in a new replacement building in that locality. The public will have access to the new MOD swimming pool, squash courts and gymnasium forming part of the new Garrison complex, but this will not be 'as of right' and may be subject to restrictions.



Abbey Field existing sports facilities

Other cultural or leisure uses may be identified in due course. A sympathetic secure long – term future for the existing Listed Garrison Church is vital and will be a requirement of the development.

#### 5.04 Community Use

The following primary healthcare and community facilities will be required to meet the needs of the new development.

Primary healthcare facilities, including a GPs' practice, can be accommodated within the building now used as the MOD medical reception centre if suitable adaptations are made to it. A large facility may be required with the possible relocation of an eight GP practice and provision for two new GPs. Surplus space can be adapted for community facilities and used in conjunction with the Gymnasium building where recreational facilities, such as karate or yoga, could be accommodated.

There will be a new neighbourhood centre focused on the triangular site adjacent to Flagstaff Road, which is a strong modal point for pedestrian and cycle linkages. Additional healthcare and community facilities must be planned into the neighbourhood centre.



In the south –east, the Primary Care Trust has recognised the need to combine their GP practice on Mersea Road with their community clinic on Queen Elizabeth Way. This could be expanded to include one new GP and further community facilities to also provide for residents of the new development area off Berechurch Hall Road. A contribution towards the capital sum required for redeveloping this new community health and social centre will therefore be required from the developer.

## 5.05 School Provision

Within the scopes of the Briefs, measures must be implemented to provide access to schools which conform with the 'Safer Routes to School' policy

### Primary School Provision

Initial calculations have indicated that a new 210 place school may be required in the northern area of the Garrison site. A reserved site has been allocated for the school on Mersea Road, south of the Cricket Pitch.

Expansion of facilities at other schools in the area will also be necessary to provide the other 320 pupil places required.



## Secondary School Provision

It is proposed that the 520 pupil places required can be accommodated by expanding the existing Thomas Lord Audley and Alderman Blaxill secondary schools.

## 5.06 Commercial/Business Use

The area between Abbey Field and St John's Green, on a main pedestrian /cycle route to town along Flagstaff Road, is the preferred location for a neighbourhood centre where flexible accommodation can be provided both for small retail units to serve the local area, and other small business uses. These could be mutually supportive, alongside primary healthcare and community facilities. Some of the historic buildings in the adjoining Artillery Barracks (Flagstaff) have already been used for offices and could be used for similar civilian purposes, whilst others nearby can provide a variety of mixed use accommodation.

Sites along Butt Road and Military Road and within the Flagstaff site may be attractive for business use, but it is intended that these will be small scale, such as starter units for the self – employed, and that there will be no major office or retail development. Outline planning permission has already been granted for a supermarket of 882 sq.m net sales area along Butt Road, which would provide a grocery/general supplies retail business in this locality.

A group of small retail units is to be provided in the southern development area off Berechurch Hall Road to provide for local needs. A site in this area has been allocated to employment use which could accommodate ABRO should it be decided that they wished to relocate in the future and found the site appropriate.

## 5.07 Employment

It is likely that employment generated will be in business and services, with some retail work, but this will be on a small scale with no major industrial or commercial employer. Due to the proximity of the town centre and rail connections, the northern area may attract people wishing to run their own business from home.

## 5.08 Building Design and Detailing

Building design will be in accordance with the guidance set out in Section 3.10 and within these principles there is an opportunity to provide good modern innovative design. As much continuous frontage as possible should be provided to enclose spaces and create safe routes. Buildings should front on to public open spaces such as Abbey Field, the Cricket Pitch and smaller public green areas. Generally, buildings within the development areas should be sited on or as close as possible to the back edge of the highway depending on considerations such as the position of existing trees and buildings. Development will be in block form so that backs of buildings, private gardens and parking are screened from the street.

Distant views across Abbey Field will be relevant to the height and massing of new development around its perimeter. To promote a greater sense of enclosure, consideration will be given to buildings of four storeys or more in locations indicated in the development briefs.

Attention must also be given to the scale, massing, detailing and materials of the new development in relation to the retained historic buildings and their settings. The arrangement of new buildings to retain or enhance views of the listed buildings and include them as part of the townscape will be considered important. For example, the view of the Garrison Church from the new local distributor road and that of St John's Abbey Gate from the pedestrian/cyclist route.

## 5.09 Materials

The Design Statements, required as a condition of the outline planning permission, would be expected to give some indication of the materials to be used in each of the development areas. The use of materials can assist in achieving some identity and sense of place for each area (Please refer to pages 46,47 of the Essex Design Guide for suitable materials from the traditional palette). Where a more modern innovative solution is proposed to the urban design principles established in the development briefs, consideration will be given to proposed materials on their suitability for purpose, context within the development and quality of detailing. It is expected that the entire development will be constructed of high quality materials.

Materials and details used to restore historic buildings must be the same as and match those used originally. Materials from demolished buildings on the site should, where appropriate, be recycled for this purpose. The Design Statements will also need to address materials for all hard - surfaced public areas, boundary treatments and street furniture.

## 6.00 LANDSCAPE DESIGN / ECOLOGY

### 6.01 Objectives

The landscape approach for the site is based on the following objectives:

- Implementing a high quality landscape that takes into account the changes in landscape character from a rural woodland environment in the south to an urban northern boundary.
- Creating greenlinks
- Maximising the capacity of the greenlinks and open spaces to provide sustainable wildlife habitat and corridors for the movement of wildlife.
- Providing spaces for recreation and play
- Enhancing main pedestrian routes, cycleways and bridleways
- Creating a diverse and enriching environment
- Creating shelter
- Retaining existing trees and woodland where possible
- Generally providing sustainable landscapes
- Taking opportunities within the built development in both building construction and planting schemes to benefit wildlife

### 6.02 Principles of Wildlife and Habitat Creation

Ensuring that:

- Thorough survey and assessment precedes and guides any changes in existing land use, management regimes or proposed habitat creation schemes
- Existing trees, woodland and hedges are retained where possible
- Protection or appropriate mitigation measures are applied in relation to important and protected species or habitats identified as being present
- Important species and habitats already present are conserved and enhanced
- New habitat is created and improvements made to existing management regimes
- Biodiversity is increased

- Native species form the major part of landscaping and planting schemes or, where these are inappropriate, that ornamental species of known value to native wildlife are supplemented.
- Sustainability is built into all habitat creation and management schemes

### 6.03 Strategy

The design of the greenlinks should follow guidance set out in the Greenlinks Technical Paper 4A (revised) in the second Deposit Draft of the Local Plan and incorporate or link with other facilities, rights of way and public open space. The ideal greenlink will be at least 80m in overall width, incorporating trees, scrub and wildflower grassland. Other features can be incorporated, either retained or created, such as wetland features. Not all the greenlink needs to be publicly accessible provided it can meet the wider objectives of such greenlinks.

- A minimum 30m wide woodland planting along Berechurch Hall Road would provide a link to the woodland habitats south of the road and provide a green edge to the new development. This would incorporate the existing hedges. Species would reflect those native species found in the vicinity, the predominant tree being oak. A native shrub understorey that could be managed by coppicing would be included and native woodland plants introduced as the woodland becomes established. The possibility of utilising existing drainage flows to establish a wetland feature on the corner of Berechurch Hall Road and Berechurch Road would be investigated. This woodland edge would include cycleway, bridleway and pedestrian routes.
- A broad greenlink, with an average width of 80 metres, would provide a substantial wooded link from Berechurch Hall Road northwards to Abbey Field. This would allow for a main north - south cycleway, bridleway and footpath for residents as well as provide spaces for children's play, both formal and informal. The link would be wide enough, in places, to accommodate a range of habitats for wildlife, and would be rural in character. Ditches, mounds, woodland, meadow and wetland species would develop in a varied landscape edge which could be accessible to all. A scalloped 'woodland edge' grading into areas of shrub planting and grassland, particularly taking benefit from southerly or south – westerly aspects, would create good invertebrate habitat. Existing trees and hedges would be retained and strengthened.
- The east – west greenlink between the cemetery and Layer Road is an integral part of the ring of greenlinks and open spaces around Colchester. West of Berechurch Road the wildlife value of the existing woodlands will be enhanced by the selective removal of conifers and

replanting to increase the proportion of native trees. Further tree and shrub planting should be combined with some wildlife meadow features. East of Berechurch Road the integrity of the existing lane with its large hedgerow trees and ancient hedges will be maintained by a programme of hedge coppicing or laying combined with gapping up with native species.

- Tree and shrub layers should form the principle element that emphasizes transitional changes in landscape character through the site. Planting pallets should be drawn from observation of the existing landscape structure. Category A and B trees within the agreed tree survey should be retained, C category retained if possible and D category removed. Replacement planting within proposed landscape schemes is seen as preferable to attempting to retain D or in some cases C category trees.
- Various features will be introduced to create particular opportunities and habitat for wildlife throughout the greenlinks and open spaces. Dead wood is an important invertebrate habitat and this would be introduced in the form of piles or pyramids. Ditches, banks, and ponds will be created in suitable locations. Survey and soil sampling will highlight suitable locations for the establishment of particular habitat types such as acid grassland or leaving areas of bare ground.
- Further surveys should be carried out at an appropriate time of year at the Eyebright (*Euphrasia officinalis* agg.) locality between Somme Road and Circular Road South to determine the presence of reptiles or other valuable acid grassland flora. Appropriate conservation measures need to be taken which might include relocation to a suitable receptor site.

## 6.04 Recreation and Play

Abbey Field and the adjacent sports pitches provide 29 hectares of open space for recreation and leisure, and the greenlinks an additional 47 hectares of open space, thereby fulfilling a combination of landscape, access and recreational functions. Also, neighbourhood and local play spaces will be provided throughout the development, in accordance with local plan policy requirements.

## 6.05 Abbey Field

Abbey Field could be improved by:

- Reinforcing tree avenues by inter-planting or planting double rows where appropriate.
- Creating new avenues of native trees along routes determined by pedestrian desire lines traversing Abbey Field.
- Creating more landscape features such as copses, of native trees and shrubs, and wildflower meadows, although many public representations indicated the need to keep it open in character.
- Incorporating spaces for play, kick-about areas and playing fields.
- Developing its nature conservation potential through appropriate management.
- Removing unsightly buildings and replacing them with appropriately designed facilities.

### 6.06 Landscape within the new garrison areas

- Avenues are proposed along the main access road and within the formal layouts which will provide green fingers through the development linking through to the greenlinks. Native trees and those that produce flowers, fruits and seeds attractive to birds and insects would be most favoured.
- Within the new garrison playing fields area it is proposed that hedgerows be restored and trees planted to provide shelter, habitats for wildlife and a stronger landscape structure, complementary with the rural landscape south of the Berechurch Hall Road.
- Where possible landscaping within the wire will reflect and compliment that in the greenlink or open space outside the wire.
- The land within the inner and outer security fences which is required to be kept open, should be sown with an appropriate grass and wildflower mixture or left as bare ground to colonise naturally depending on the soils and substrate. Subsequent management should be by cutting and removal of arisings.

### 6.07 Landscape within development areas

- Where the tree avenues extend into development sites sufficient room should be left between the road and the buildings for full mature crowns to develop.
- The tree avenues should, where possible, be used to link Abbey Field with larger areas of public open space within each of the sites and

where feasible to the main routes into town, such as Military and Butt Roads.

- The landscape within the development areas will provide a more intimate scale, enhancing the new development and providing a landscape character that is in accord with the local authority's requirements.
- Excavation for development should not be undertaken within the crown/root spread, or at a distance equal to half the height of trees or hedges, whichever is the greater. In addition room should be left for any scaffold or piling works. This is in order to avoid damage to the root structure or crown spread of the trees that might compromise their long-term viability, stability and amenity value, in line with BS. 5837.
- The design of the interface between plot frontages and the street should follow the Essex Design Guide with, for the most part, hard landscaping. Where frontages are set back to provide a front garden it must be adequately enclosed. Opportunities to soften the street scene by planting trees to overhang garden walls should be taken when possible.
- All trees within hard landscape areas to be planted in tree trench (preferably)/ pit backfilled with non-compactable 'tree soil' to ensure their long-term viability.
- Details of sight splay requirements, where they affect tree or hedge lines, should be identified as part of any proposal together with any necessary mitigation measures.
- All open space should incorporate at least some feature of known benefit to wildlife conservation.
- The provision of alternative roost sites for bats should be made prior to the destruction of existing roost and breeding sites, at a time of year when bats are able to colonise the new provision.
- The provision of alternative nesting sites for swifts should be timed to ensure that there is continuity in the availability of nesting sites in buildings to avoid a break in the annual nesting cycle.
- Sustainable Urban Drainage systems, using storm water source control mechanisms, should be applied where practical. This is in order to ensure that an adequate water table is achieved thereby avoiding any undue stress to retained mature trees that may affect their long term amenity. The applied systems also minimize the effects of storm water run-off and pollutant discharge inevitably resulting from development of the site. The management of surface water throughout the new



garrison and development areas may require storage or balancing facilities. In these circumstances opportunities will be taken to create an engineering function that will have benefits to wildlife conservation. These could be the creation of permanent bodies of water with appropriate planting, or reedbeds.

## 6.08 Methodology

- An appropriately qualified landscape consultancy should be employed to produce a detailed landscape plan for the whole of the site. This would be based on the general principles and incorporate the strategic wildlife conservation objectives.
- The possible destructive effects of any landscaping proposals on archaeological remains must be assessed and taken into account.

## 7.00 HOUSING PROVISION

### 7.01 Density

In the current planning context the Garrison site, being near the town centre and with good public transport connections, should provide housing to higher densities. It is proposed that the urban grain becomes progressively finer towards the northern edge of the area with the density of new development correspondingly increasing nearest to the town centre.

Development encompasses a range of densities within the housing areas, which should provide a wide variety and mix of dwelling types and tenures.

### 7.02 Capacity

The Colchester Local Plan Second Deposit Draft – September 2000 states that

*'The final residential capacity of the RA has not been determined. At this time, the planning authority envisage that 1600 units will be built in the period to 2011. However, it is recognised that there is a need, in accordance with the plan, monitor and manage approach, to keep this under review. The Council will liaise with the PFI consortium or their successors as the site is developed, as part of the Council's annual monitoring of housing development, and will agree to an increase in numbers before 2011 should this be required, in particular to achieve Structure Plan housing provision.'*

The number of residential units now envisaged, under the outline planning application, is 2600. If this number were increased much further it is likely that this would have major implications for the transport infrastructure in the centre of Colchester.

### 7.03 Social Housing

This is defined in Colchester's Draft Local Plan as:

*'rented housing that is made available, and remains permanently accessible to people who, for any reason, cannot afford to purchase or rent suitable accommodation at prevailing market prices'.*

Social housing will be provided in accordance with the Draft Local Plan (Policy H4) and developed in accordance with the following principles:

- Dispersal throughout the development
- Easy access to local facilities and public transport
- A range of building types and capacities
- Meeting Special Needs

The Borough Council seeks and expects 25% of the total number of units built to be in the form of social housing.

## 8.00 PHASING OF DEVELOPMENT

Phasing of the release of sites for development will be dependent on the programme for the relocation of the Army to its new operational areas. The current proposed phasing of construction within 'the wire' is included in a full planning application for the new Garrison and a consequential sequence of release of surplus land has been documented by Andrew Martin Associates as follows:

Month 1	St John's Abbey SAM site and adjoining land The former Sobraon Barracks Site adjacent to Berechurch Road East part of site adjacent to Berechurch Hall Road The Cricket Pitch and adjacent timber huts
Month 29	Artillery Barracks (Flagstaff & DCTA) East part of Le Cateau Barracks
Month 30	Remainder of Le Cateau Barracks Cavalry Barracks
Month 42	The Gymnasium and adjacent area The Arena Sports Centre site West part of site adjacent to Berechurch Hall Road Goojerat Barracks and the Theatre
Month 47	Meeanee/Hyderabad Barracks

It can be seen from this that Goojerat and Meeanee/Hyderabad Barracks sites, where the links for the new local distributor road are required, are scheduled for release in the last stages. It seems likely that this new road infrastructure will be required earlier in the development period. Substantial new landscape features would also benefit from being brought into an early phase.

It would seem desirable to develop some of the larger, mainly residential areas around Abbey Field first as this would then start to produce a 'critical mass' for a new identity that may assist the commercial uses that need to be attracted into the area.

## **9.00 LIGHTING AND NOISE**

### **9.01 Planning and Noise**

All new development should comply with the guidance in PPG 24.

The Borough Councils' Environmental Control Division will also generally seek to achieve general daytime noise levels of less than 55dB (A)  $L_{Aeq}$  16 hour in order to prevent any significant community annoyance.

It is also expected that noise measured internally should meet the new World Health Organisation night-time levels of 30 dB (A)  $L_{Aeq}$ .

### **9.02 Floodlighting and Light fittings**

The effect, on wildlife and the residential areas, of floodlights around the Abbey Field pitch and running track, must be considered in their design and location.

Within the constraints of safety and the local authorities' requirements for maintenance and compliance with British Standards, developers should be encouraged to look at alternatives to the traditional road lighting solutions. These will require discussion with and approval by the Borough Council Planning Department. Flexibility in the design and layout help to minimise the impact on wildlife and reduce light pollution.

## 10.00 PLANNING CONTEXT

National, regional and local planning policies of relevance to the new Garrison and new Abbey Field Village and Berechurch Hall Road communities are set out below. The development of these communities will take many years and policies will change over this period. Individual proposals will be judged on the policies current at that time but will include the following:

### 10.01 National

#### PPG 1: General Policies and Principles

- Sustainable Development – urban regeneration – re-use of previously developed land – concentrating development in places well served by public transport and in urban areas
- Mixed Use Development – ‘urban villages’ – mix of dwelling types including affordable housing – range of employment, leisure and community facilities – access to open and green spaces – compact
- Urban Design – high quality – local distinctiveness

#### A Better Quality of Life: A Strategy for Sustainable Development for the UK

- Concentrate new development in urban areas
- Plan location to reduce need to travel
- Re-use land and buildings
- High quality environment with green spaces

#### PPG 3 : Housing

- Provide wider housing choice including affordable housing - create mixed communities
- Re-use of land in urban areas - occupy empty properties - convert non residential buildings for housing

- Avoid inefficient use of land - seek greater density at places with good public transport such as town centres
- Reduce car dependency - facilitate walking and cycling - improve linkages by public transport between housing, jobs and services
- Promote mixed use development
- Landscaping as an integral part of new development – retain existing trees – protect and create open space and playing fields
- Consider needs of pedestrians and quality of places before ease of traffic movement and parking in residential layouts
- Promote good design and high quality living environments

### **PPG 6 Town Centres and Retail Development**

- Sequential approach to selecting sites for retail, employment and leisure starting with sites in the town centre

### **PPG 13 Transport**

- New development to encourage walking, cycling and the use of public transport

### **PPG 15 Planning and the Historic Environment**

- Planning and conservation, Listed Buildings and Conservation Areas

### **PPG 16 Archaeology and Planning**

- Ensure the adequate assessment and evaluation to determine the impact of detailed development proposals on important archaeological deposits prior to the determination of detailed planning permission.
- Ensure that archaeological remains are not needlessly or thoughtlessly destroyed
- Seek the physical preservation of nationally important remains and their settings
- Use appropriate mitigation strategies

- Provide appropriate and satisfactory provision for the excavation and recording of remains.

### **PPG 17 Sport and Recreation (Revision Consultation Paper 2000)**

- Identifying Needs and Opportunities
- Protecting Existing Open Space and Recreational Facilities

### **Circular 02/2000 – Contaminated Land**

- Seeks to identify and remove unacceptable risks to human health

### **The Urban White Paper**

- People to be encouraged to shape the future of their communities
- Better planning and design
- Bringing brownfield sites and empty property back into use
- Looking after the environment better – streets safer and more attractive – Town Improvement Schemes – cleaner – regeneration improving the historic environment – air quality and climate change – parks, play areas and public spaces
- Promoting enterprise and innovation – small business support
- Providing employment opportunities
- Provide an efficient, reliable and safe transport system

## **10.02 Regional**

### **RPG 9**

- Concentrate new development in urban areas and make use of opportunities to redevelop urban land
- Less dispersed patterns of development
- Increased ability to meet routine travel needs through walking, cycling, and public transport



## **The Essex and Southend-on-Sea Replacement Structure Plan**

- Policy CS1 – achieving sustainable regeneration
- Policy CS3 – encouraging economic success – mixed use
- Policy CS4 – sustainable new development – sequential approach
- Policy CS5 – sustainable transport
  
- Policy BE1 – urban intensification – protect and enhance existing high quality urban environments – re-use of existing buildings – use of higher densities where compatible with the character of the area
  
- Policy H1 - distribution of housing provision – makes provision for a net increase of 72250 dwellings in the county between 1996 and 2011
  
- 11000 dwellings are proposed for CBC
  
- Policy H2 - settlement form – residential development to be located with good access to employment and services by a choice of transport, particularly cycling, walking and public transport – maximum amount in existing urban areas – re-use of existing sites and buildings – economic regeneration

### **10.03 Local**

#### **Adopted Central Area Local Plan 1984 Adopted Colchester Borough Local Plan 1995**

The adopted plans make no specific reference to the Garrison but the 1995 plan includes a number of designations:

- private sports facilities and open space on Abbey Field.
- an area of archaeological importance in and around the site of St John's Abbey.
- New Town Conservation Area in the vicinity of the Garrison church.

#### **Colchester Borough Local Plan, Second Deposit Draft Sept. 2000**

Specific reference is made to the Garrison in Section D Chapter 17.

Objectives:

- to work with the MOD to ensure that the Garrison makes the

maximum contribution to the area's economy, whilst safeguarding landscape and nature conservation interests.

- to provide continuous greenlinks from Berechurch Hall Road through to Abbey Field and east - west from Layer Road towards the cemetery (ref. policy UEA 15).
- to make optimum use of land declared surplus for MOD purposes, bearing in mind other policies in the local plan.
- to support the remodelling of the Garrison area for defence purposes subject to suitable safeguards.

The area affected by the PFI initiative is shown as a Regeneration Area (RA) on the Proposals map.

Five development areas are identified within the RA:

- Hyderabad and Meanee Barracks
- Flagstaff House and Land adjoining
- Cavalry and Le Cateau Barracks
- Central section west of Berechurch Road and south of Abbey Field
- Southern section east of Berechurch Road

Particular reference is made to the Garrison Church and Abbey Field.

Although most of the new development is envisaged as residential it will be important to ensure that other uses are provided.

Development will proceed in accordance with an agreed masterplan to be secured via a Section 106 Agreement and will include:

- overall concept – principles of sustainable development, including giving priority to non-car modes of travel – design principles.
- development areas – types of development – indicative layout.
- phasing in respect of development.
- community and transport infrastructure that will be required to support the development both on-site and off-site and which the developer will be expected to provide.
- identification of the greenlinks.
- a mechanism for monitoring and reviewing the masterplan including the number of dwellings to be built.

Other policies of particular relevance can be found as follows:

#### Section A Chapter 6 Urban Environment and Archaeology

- Conservation Areas (UEA 1-3)
- Listed and existing buildings (UEA 4,5,7)
- Scheduled Ancient Monuments (UEA 8)
- The Iron Age Dyke system (UEA 9)
- Design quality (UEA 12)
- Greenlinks (UEA 15)

#### Section B Chapter 8 Community Facilities and Infrastructure

- Provision of community benefits and infrastructure (CF1)
- Access for disabled (CF3)
- Garrison Primary School (CF7)
- Primary healthcare provision (CF10)

#### Section B Chapter 10 Leisure, Recreation and Tourism

- Improved facilities at the Garrison athletic track (L1,ii)
- Open Space provision in new residential development (L5)
- Public Rights of Way (L13)
- Footpaths, cycleways (L14)
- Public Art (L17)

#### Section B Chapter 11 Transport

- Pedestrian and cycling networks (T1, T2)
- Green Commuter Plans (T3)
- 'Car-free' residential development (T4)
- Public Transport (T5)
- Traffic management schemes (T7)

#### Section C Chapter 13 Housing

- Social Housing provision (H4)
- Housing Density (H16)
- Housing at the Garrison site (Table 4: New housing sites 1996 - 2011)

#### Section C Chapter 14 Employment

- Development within main urban areas (EMP 2)

### **The Essex Design Guide for Residential and Mixed Use Areas**

Advice on urban design issues now adopted as supplementary planning guidance by Colchester Borough Council.

## 111.00 PLANNING OBLIGATIONS

The development proposals for Colchester Garrison will trigger the need for most aspects of the development to be controlled by appropriate legal agreements. Such agreements would need to be entered into by the landowner or appropriate developer and the Borough Council and County Council.

The broad purposes of these legal agreements are:

- To identify what needs to be done/be provided
- To state which party is to take financial responsibility in each case
- To clarify what is the timetable for needed actions (triggers)

The broad areas likely to be relevant in this regard include (in no particular order):

1. Transportation Measures
2. Education provision (primary & secondary)
3. Social housing
4. Open Space
5. Community facilities
6. Sport & recreation
7. Structural landscaping
8. Public Art
9. Archaeology
10. Contamination survey / remedial works
11. Mixed - use development
12. Phasing of development / transportation measures
13. Commuted sums (where MOD passes on maintenance responsibilities / running costs to CBC)

## 12.00 NEXT STEPS

Detailed guidance on the development of each area is given in the site-specific development briefs mentioned in the introduction to this document. It is hoped that phased development of sites by different developers will encourage architectural variety within the constraints of these briefs without losing a sense of unity and enclosure around Abbey Field.

There are still outstanding decisions to be made about transportation issues related to this development. The alternative solutions set out in Section 4.00 to resolve the problem of pedestrian and cyclist access across Southway and St Botolphs roundabout, are being investigated in more detail. This is being done in conjunction with looking at ways of reducing traffic, and thus air pollution, on Mersea Road, without causing problems elsewhere, such as on Military Road. It is intended that solutions will be put forward during the consultation period.

After a period of discussion and public consultation any necessary amendments to these documents can be incorporated, prior to the proposals being adopted as Supplementary Planning Guidance. It is intended that, by adopting these documents as SPG, the objectives which are set out, especially high standards of urban design, can be safeguarded. As well as giving information to developers about the form of development which will be acceptable, the SPG can form a yardstick against which planning applications and supporting design statements from developers, can be assessed.

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to agree with the briefs  
Amended after consultation 1.11.02