

## ST BOTOLPH'S QUARTER, COLCHESTER



June 2005

Masterplan Planning Guidance

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## 1.0 The Vision

*The St Botolph's Masterplan sets out a vision for the sustainable development of new cultural, retail, residential and visitor facilities in the eastern part of Colchester's Town Centre. It is the result of extensive research, analysis, design work and stakeholder consultation. It will guide the sustainable development of Colchester Town Centre in a way that recognises the immense historic value of the heritage both above and below ground. It also addresses the present functional weaknesses of the area and proposes a form of mixed-use development in keeping with the grain of the existing town.*

*St Botolph's Quarter will be an attractive, safe, vibrant, walkable and integrated part of Colchester Town Centre. The Quarter will be home to new places and facilities that will be valued by new and existing communities, users, visitors and investors. The aspirations for the Quarter are high and will remain high and all those with an interest in its success will be asked to assist in the renewal of this important part of Colchester.*

*The purpose of this Masterplan document is to set out the urban design, planning, transportation and implementation criteria for the future development of St Botolph's Quarter. The Masterplan indicates the general principles of location, design and massing of new development. The Masterplan was adopted by Colchester Borough Council as Planning Guidance on 30 June 2005.*

## 2.0 Introduction

### 2.1 Background

The regeneration of St Botolph's Quarter is one of the four major regeneration projects planned as a key objective of the Council's Strategic Plan and 'Colchester 2020, the Community Strategy'. The Council is committed to the regeneration of St Botolph's Quarter in a sustainable manner and has put resources in place to act as catalysts for the process of regeneration. A key element of successful regeneration is having clear objectives and the Masterplan sets these out.

The Masterplan comprises, by necessity, a complex set of interrelated schemes with cross-funding of community benefits and infrastructure provision. All the projects and infrastructure need phasing while keeping the Town running.

The Council has a duty to consider the wellbeing of the community and is charged with taking a lead to promote solutions to identified problems. The Masterplan has evolved through close working with the community, with other partners and with business. Although individual views can vary and are not always compatible with others, successful regeneration requires a shared vision. The Council's main role is as co-ordinator of this vision and of this partnership approach.

### 2.2 The Masterplan Process

In the spring of 2002, the Council commissioned a team led by Space Syntax to produce a masterplan for the regeneration of the eastern end of the Town Centre: 'St Botolph's Quarter'. The Quarter includes:

The Quarter includes:

1. The Queen Street site - bounded by Queen Street to the west, the buildings on East Hill to the north and the Town Wall to the east and south
2. Priory Street Car Park
3. St Botolph's and Britannia Car Parks
4. Colchester Town Station
5. The Vineyard Street area.

Following its appointment, the masterplan team undertook a series of surveys, including an analysis of the movement of people in the Town Centre, the existing land use patterns, transport arrangements and spatial layout. There was an initial architectural, historical and archaeological review of the area and an analysis of various sectors of the property market, including commercial, residential and retail. At the same time, numerous meetings took place to gather the opinions of local and national stakeholders.





Four masterplan design options were then prepared and were the subject of consultation in early autumn 2002. In addition further detailed work was also done on conservation and archaeological matters leading to the preparation of a Conservation Area Appraisal and the appointment of Oxford Archaeological Associates to carry out a first stage archaeological assessment of the area.

The findings of the consultation, conservation and archaeological studies, along with further design and appraisal work by the masterplan team and meetings with stakeholders, led to the development of a single masterplan option. This was presented as the Draft Masterplan document in June 2003, which was issued for a more extensive period of public consultation with the community, businesses and consultees. The consultation has been an ongoing process and has included a visit by the urban panel of English Heritage and the Commission for Architecture and the Built Environment (CABE) in December 2003.

Following consideration of all comments received a 'revised draft Masterplan' was issued in July 2004 for another period of public consultation and this was followed

by a Sustainability Appraisal in December 2004.

### 2.3 Planning policy context

The Masterplan has been prepared in accordance with government advice in relation to Supplementary Planning Guidance. It expands upon the proposals, planning strategy and policies contained in the 'Adopted Review Colchester Borough Local Plan March 2004'.

This Masterplan follows the strategic objectives of the Local Plan, and is specifically aimed at promoting the necessary urban regeneration throughout the St Botolph's Quarter area and beyond, through the creation of mixed-use, high-quality urban environment. The Local Plan policies set overall land use and environmental criteria for the regeneration area.

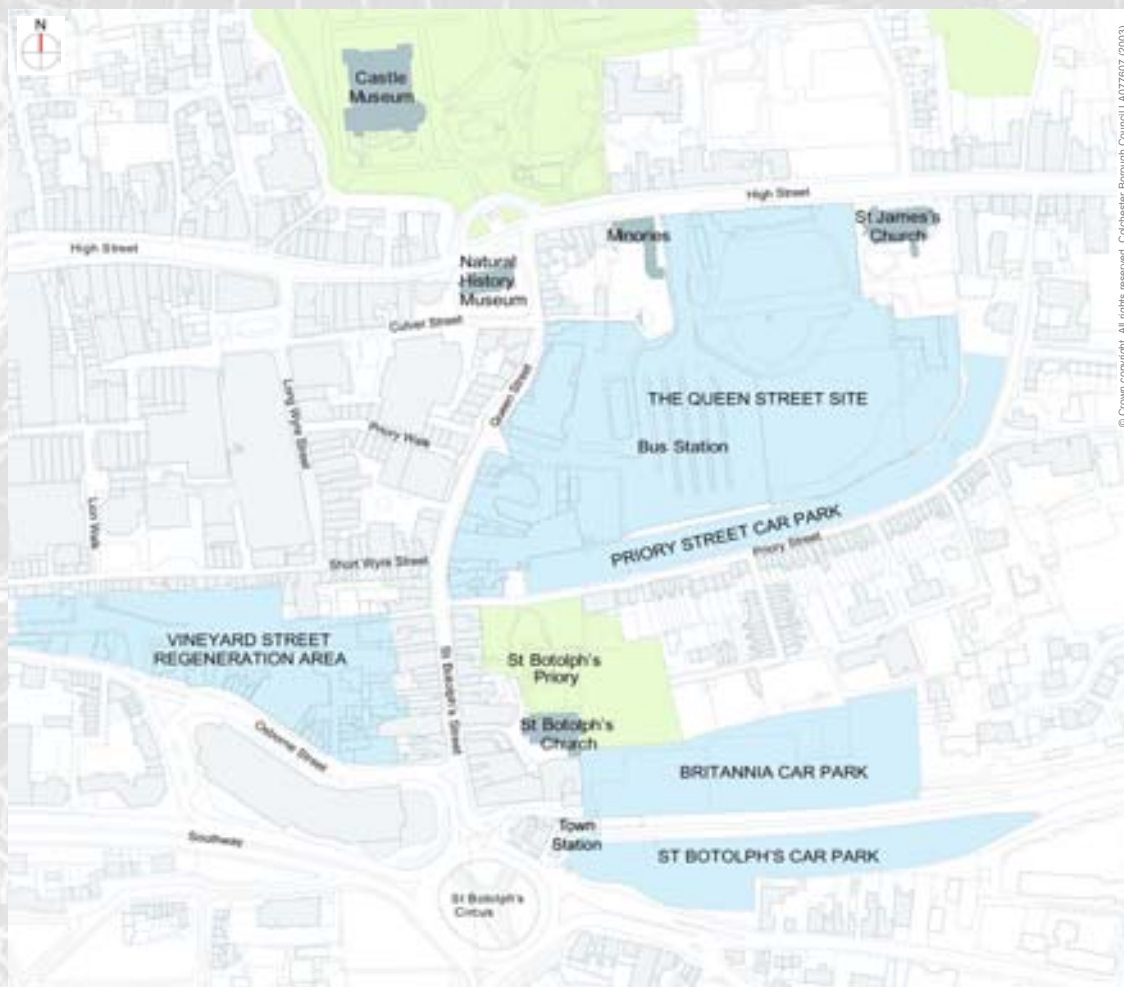
These criteria, together with the national, regional and other Local Plan policies, will be used in determining planning applications within the St Botolph's Quarter area. Further details are provided in the Planning Policy context chapter.

In addition, the Masterplan has also learnt from a range of design advice which has been prepared in recent years by

government, CABE and English Heritage. They include amongst others: The Urban White Paper (DETR 2000), 'By Design' (DETR/CABE 2000) and 'Building in context - new development in historic areas' (CABE/English Heritage 2001). These and other publications set the agenda and challenge for better urban design and point the way towards better practice. This guidance has greatly influenced the objectives for the regeneration area.

### 2.4 Historical significance

St Botolph's Quarter contains a significant number of historic buildings, structures and areas, many of which are Listed or designated as Scheduled Ancient Monuments. A detailed Conservation Area Appraisal of the Quarter, has been undertaken. The Appraisal, completed in May 2003, describes the historical development and townscape of the area and assesses its special character and significance. It also highlights issues that might affect the future of the area including the value of these historic assets which need to be made more accessible to visitors.



#### Location map

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## 2.5 Archaeology

In order to provide further guidance for the Masterplan, and to establish the basis for a more detailed consideration of the archaeological issues in the imminent development proposals for the Quarter, a Cultural Heritage (Archaeology) Statement (Part 1) was commissioned by the Council in parallel to the Conservation Area Appraisal, and published in April 2003. This document incorporates the 'baseline' elements, including applicable policy, physical setting, description and discussion of known archaeological material. In addition the Council maintains an Urban Archaeological database, accessible to interested parties and containing the most recent finds.

## 2.6 Sustainability Appraisal

Much of the survey and analysis carried out to prepare the Masterplan has been conducted with the objective of ensuring that the regeneration it proposes is sustainable in social, economic and environmental terms. A sustainability appraisal of the proposals has been prepared and published in December 2004.

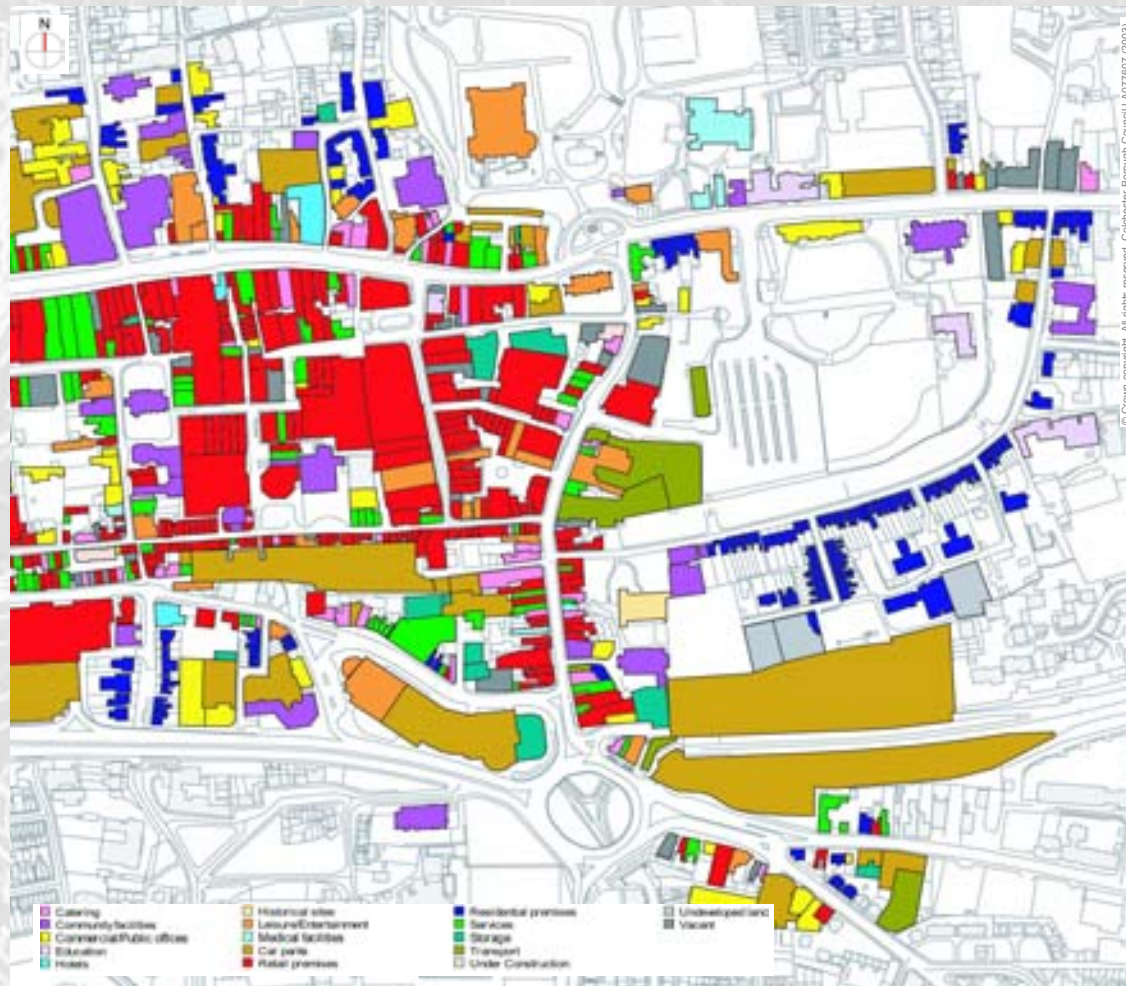
## 2.7 Statement of Community Involvement

Executive summaries of previous consultation exercises (September 2002,

June 2003, July 2004 and March 2005) are available from the Council. They include a summary of the level of consultation undertaken and the extent and nature of comments received. Full summaries of the consultation and results obtained are available from the Council.

As a result of the extensive consultation during a period of over two years, the Masterplan proposals have been significantly amended, key amendments include:

- Removal of the High Street link, which required demolition of 65-66 High Street, and replacing it with the existing footpath through the grounds of the All Saints Museum
- Reduction of the crossing points on the Priory Street Town Wall to two access points, which are based on two existing entrances on the Wall
- Changing the alignment of the proposed 'Heritage Route' to a meandering route
- Changing the covered plaza in Vineyard Street to an open public space in order to maximise the visibility of the Town Wall
- Moving of the site of the Visual Arts Facility 'firstsite:newsite' to a new location which was determined by a high-profile architectural competition
- Changing the name of St Botolph's Park to Berryfield in order to reflect discussions about the correct name of this open space
- Changing 'Bus Interchange Facility' to 'Bus Station' to provide the capacity to deal with the increase in bus services and amendments to accommodate the leisure use in Osborne Street
- Amendment to the transportation proposals, following measures identified in the 'Transport for Colchester' document agreed by both County and Borough Councils
- Amendment to the layout of Queen Street Cultural Quarter, including the change of building heights to 3-4 storeys; removal of the covered public space fronting Queen Street and replacing it with building frontages; changing the geometry of proposed routes to a more relaxed and natural layout; removal of the proposed buildings at the existing bus station approach; removal of the path separating the Folly from the rear garden of the Minories; and alteration of the relationship between the proposed Visual Arts Facility, Park and adjoining buildings
- Retaining the view from Magdalen Street towards the Priory and Town Wall.



Survey of ground floor land uses - May to July 2002



## 3.0 Urban Codes

The aims of the Masterplan can be described in terms of individual design principles or "urban codes". These codes form a framework for considering individual development projects. They are both strategic and detailed in nature, setting out broad design policies and establishing specific design features.

### 3.1 Quality and Sustainability

The over-riding aim of the Masterplan is to create a high-quality public realm for St Botolph's Quarter. This means high-quality design, construction and maintenance as well as routes and places that are used, enjoyed and respected by all.

In seeking to produce an attractive, high quality design in sympathy with the character of the area, the Masterplan includes a range of measures that will promote the social, economic and environmental performance of St Botolph's Quarter while protecting the heritage assets and enhancing their setting. In this way the proposals will be truly sustainable over their life.

Equality and social inclusion are addressed by the provision of a mixed development of affordable and market value housing, together with a healthy mix of business uses and a range of community facilities.

Disabled access throughout the Masterplan is an over-riding consideration. Community involvement in the design of the Masterplan has been encouraged from the outset. In implementing the Masterplan, locally sourced skills should be encouraged. The issue of economic sustainability is addressed through a combination of design that encourages a good distribution of activity (footfall) throughout the area and a careful land use strategy that matches pedestrian sensitive uses to areas where high activity levels are envisaged. The provision of a large number of new employment opportunities in the area will significantly contribute to the economic sustainability of Colchester as a whole. Conservation through the sustainable treatment of historic assets is also one of the key concerns of the Masterplan. Conserving the historic character and preservation (preferably in situ) of the many significant archaeological remains will be a key requirement for all new developments in the area. New developments in the Quarter will follow environmental good practice in materials specification and use. The Masterplan encourages the use of locally sourced and recycled construction materials. Environmental improvements in the Quarter will largely depend on the success of the proposed transportation-related measures.

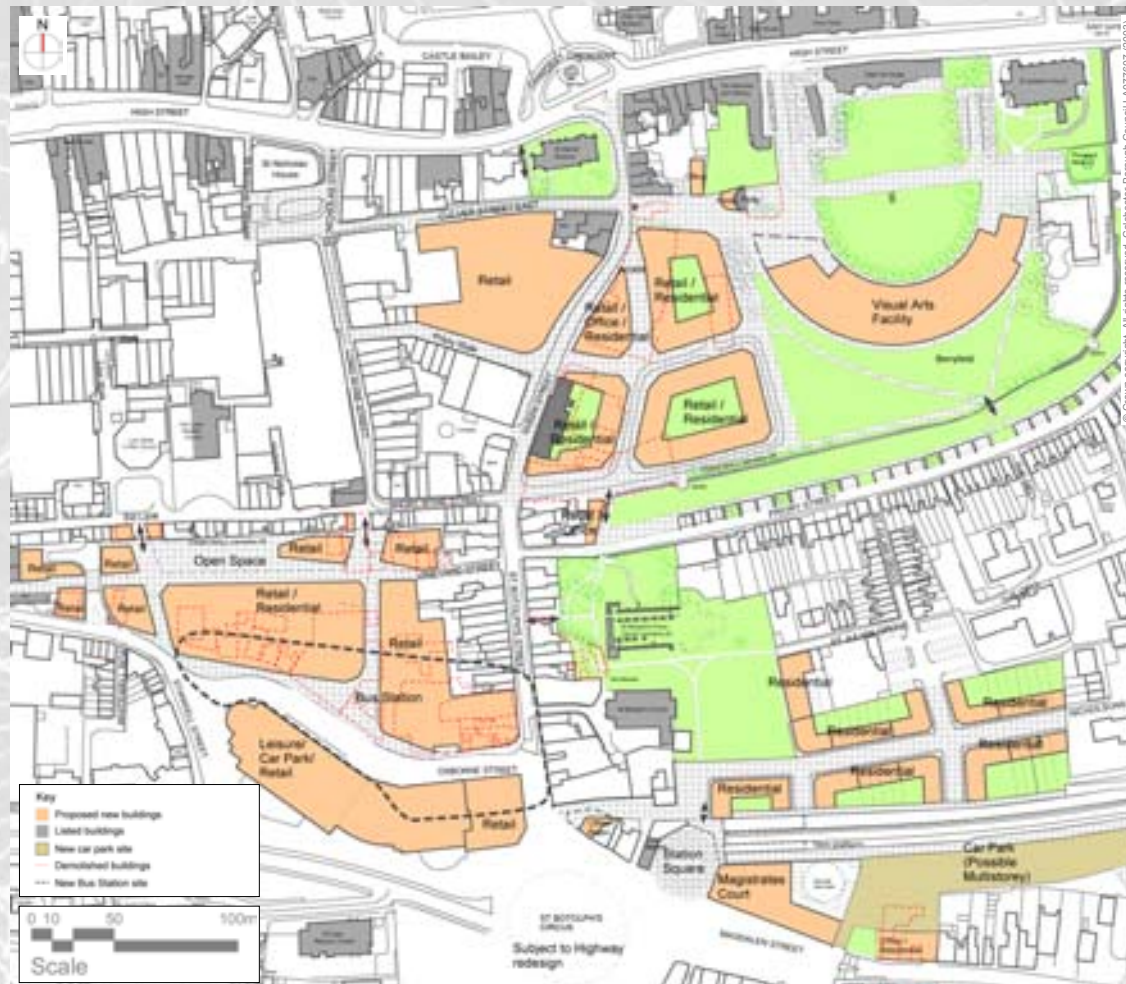
These are aimed at limiting the volume of vehicular through-traffic, encouraging walking, cycling and the use of public transport.

All development proposals will be expected to be accompanied by a sustainability appraisal which clearly shows how the development achieves the highest of environmental targets. The Masterplan encourages the efficient use of energy in new and refurbished buildings. A suggested method of achieving this would be the application of BREEAM and, where applicable, Ecohomes rating standards.

### 3.2 Routes

The Masterplan creates a network of new urban connections across St Botolph's Quarter, reinforces existing routes and reinstates former alignments. The overall aim is to establish routes that will be well used, safe and sympathetic to the existing grain of the Town Centre. Within St Botolph's Quarter, Queen Street is recognised to be the principal connector. The Masterplan reinstates the historic, medieval alignment of Queen Street and proposes ground level activities to enhance its function as a commercial street. Running parallel with Queen Street, a north-south 'Heritage Route' links together many of the important historic assets of the





Masterplan Planning Guidance

Quarter as well as taking pedestrians close to the entrance of the new Visual Arts Facility (VAF). Running east-west, the alignment of Vineyard Street is reinstated as an important connection across the town. Access above the Roman Wall at Priory Street is provided by a new walkway running into the new park. Connections between Priory Street and Berryfield are provided by enhancing the two existing routes through the Wall.

### 3.3 Places

In creating a network of routes, the Masterplan also identifies key points where these routes come together to create places. Some of these places, such as St Nicholas Churchyard and the grounds of St Botolph's Priory, exist and will be enhanced. Others, such as Station Square and the space in front of the entrance to the Visual Arts Facility, will be created. Berryfield, the historic open space at the heart of the Quarter, will be opened to public use as a park for the first time in recent history. The network of places will provide both hard and soft-landscaped areas and places with different character for pausing, resting, gathering and wayfinding.

### 3.4 Views

The Masterplan identifies certain, specific

views across the Town Centre of Colchester that either exist and should be enhanced, or that can be created. The aims of providing these views are firstly, to enhance the setting of key buildings and key building groups and secondly, to improve the legibility of Colchester to pedestrian users by establishing a series of landmarks. Certain views, such as that from the junction of Magdalen Street / Military Road to the north, are long views that take in the townscape and roofscape of Colchester. Others, such as the view of the west front to St Botolph's Priory, are short views that will create local interest and aim to encourage pedestrian flow.

### 3.5 Frontages and Spaces

The streetscape of Colchester is defined by the alignment of building frontages and by the types of uses taking place at ground level. At its most traditional the frontages are small scale, individual and detailed. The Masterplan establishes a layout in which all frontages are activated by building entrances. Long stretches of blank frontage are to be avoided.

The presence of active frontages contributes greatly to streets and public spaces feeling safe. It is also equally important in residential as well as in retail or commercial areas. No 'buffer zones'

between buildings and the public realm are recommended, and there should be a clear distinction between public and private spaces. In this way any confusion over the 'ownership' of the spaces and abusive use of spaces can be avoided. It is also important that building entrances open directly onto the public realm and that the public realm is overlooked by building windows.

In achieving a people-focused, vibrant, attractive and safe public realm a balanced approach should be taken to the relationship between pedestrians, public transport, cyclists and cars which should be able to co-exist without conflict. In the currently car-dominated environment of the Quarter, this will require the re-allocation of space from private vehicles (road space and car parks) to pedestrians, cyclists and public transport.

### 3.6 Building Heights

The Masterplan proposes buildings heights in keeping with the predominantly three and four-storey character of Colchester, points of height can be used to provide unity. Good design should be used to ensure a continuity of scale and massing.

### 3.7 Masterplan Layout

The Masterplan layout drawings





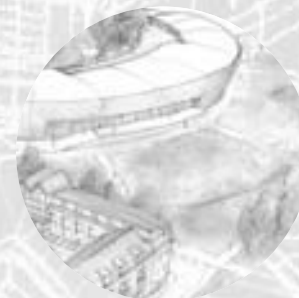
Urban Codes diagram

themselves form the principal Design Code. These establish the basic development footprint, land use mix, landscape form and massing arrangement for St Botolph's Quarter. They provide indicative guidance and each planning application will need to be assessed on its merits. The local grain needs to be interpreted from the Character Areas. In some cases it may be appropriate to do further detailed design studies or briefs to help guide the final form of development.

### 3.8 Land Uses and Character Areas

An appropriate mix of land uses is a key to the area's vitality. To build on the tradition of the best urban areas, the Masterplan encourages a variety of uses throughout the Quarter. Achieving mixed uses is, admittedly, a major challenge, as it cannot be achieved simply by prescribing it. In well-functioning areas a mix of uses is brought about by market forces and a presence of high quality, dense and flexible developments, with good accessibility and a mix of building types and occupants. In order to achieve a balanced and appropriate mix of activities, the Masterplan proposes a different mix of land-uses in different areas of the Masterplan.

The Masterplan creates five distinct areas of differing character. The first of these is Queen Street / Berryfield, which is the 'Cultural Quarter' containing the Visual Arts Facility and development of a small-scale retailing, eating and drinking character, as well as the open park space of Berryfield itself. The second is Priory Street where the open views of the Roman Wall and the smaller-scale, residential character of the street are the defining characteristics. The third is the St Botolph's Priory area, comprising the remains of the Priory, St Botolph's Church and new, residential development on the site of the Britannia Car Park. The fourth area is Vineyard Gate, taking in the new Bus Station and significant new retailing space. The fifth, and smallest, area is Colchester Town Station, comprising a new Magistrates Court or other public buildings. The five areas are stitched together by the network of routes and places such that movement between them is simple. Each area will have a different character in terms of the vibrancy provided by the type and variety of its land uses, scale, architectural style and combination of built form with landscape.





## 4.0 The Character Areas

### 4.1 Queen Street / Berryfield Cultural Quarter

Removal of the Bus Station in the Berryfield area provides the opportunity to create a different, visitor-based mix of uses. Concentration of various visitor attractions and historic buildings within and around this site, the proximity to the existing Minorities Gallery, the potential to provide a location for the new Visual Arts Facility (VAF) and the somewhat calmer nature of this area at the eastern edge of the Town Centre reinforce the idea of creating a new Cultural Quarter.

The new development is strongly associated with the Visual Arts Facility project, which is seen as the most important new building to be built in Colchester for many years. The location and layout of the building is the result of a high-profile architectural competition. The building conforms to the existing geometrical patterns to the north of the Berryfield site, overlooking a new park. This new open space transforms a hidden and inaccessible site in Colchester into an attractive and useful urban space sensitive to the valuable and delicate archaeological resource underneath it. The East Hill House, which if viable, is proposed to be converted into a hotel, plays a complementary role in the context of the

VAF site. The VAF, in combination with Berryfield and the East Hill House gardens, creates a unique setting for the eastern part of the Cultural Quarter. The development in this area includes the enhancement of the boundary of the Mulberry Tree Centre to the east of the VAF to protect privacy.

Use of Berryfield as a public park will depend on satisfactory replacement of the current unused school playfield with an alternative facility. Berryfield and East Hill House Gardens are a Scheduled Ancient Monument. Special care will be needed to enable any works to take place on this site and separate consent from English Heritage will be required.

The western part of the development includes four urban blocks of mixed-used developments, including a blend of small, specialist (cultural-related) shops, restaurants, cafes and office units. The proposed blocks are mainly 3-4 storey buildings, which represent the common scale of buildings in Colchester Town Centre, with three storey town houses overlooking the Town Wall and higher elements in the middle of the scheme. The buildings contain restricted car parks for the residents at the ground floor, with retail and office units wrapping around them. The car parks are decked over, to provide residential roof gardens at the first floor level. The proposed buildings also create a replacement façade for Queen Street,



Queen Street - looking north

which will be sensitive to the scale and form of the existing historical buildings in Queen Street. The same principles would apply to the proposed development between Culver Street East and Priory Walk on the west side of Queen Street.

The layout of the new blocks creates two intersecting routes. The north-south alignment, or the 'Heritage Route', links the Castle and Castle Park in the north, to the Natural History Museum, the new Visual Arts Facility, the Priory and St Botolph's Church with the Town Station to the south. The second route, which creates an important east-west alignment, links Priory Walk to Berryfield and the VAF. The two proposed routes are linked with the existing network of streets in Colchester and reinforce the links between key locations around the site. It is considered critical that these routes are narrow and this will create a challenge for a design solution for this development.

The north-western tip of the site is a location where Queen Street, Culver Street East, the route leading towards the new park in the southeast and the new 'Heritage Route' to the south all intersect, creating a strategically important decision making point in the area. In order to emphasise the significance of this point, as well as the

entrance to the VAF, it is proposed that the existing building overlooking the intersection (15 Queen Street) is removed, although the trees should be retained if possible. In addition the significance of this location should be highlighted by a new focal point, which will need careful design.

#### 4.2 Priory Street

The character of this area is predominantly defined by a long stretch of the Town Wall in Priory Street. The Masterplan will improve the character of the area by transforming the existing surface car park to a green open space to enhance the visual impact of the Wall and to serve as a visitor and leisure facility, and a buffer between the new development and the

residential units in Priory Street. A row of designated places for parking along Priory Street responds to the need for local car parking in the area, but by creating a street-like effect and blending these places with green spaces and high quality paving, the conflict with the visual quality of the Wall will be minimised.

The link between the Priory Street area and Berryfield is improved by providing two 'access points' through the Wall. These access points are based on two existing entrances on the Wall and will only be enhanced to provide the proposed links. The layout of the Berryfield area corresponds sensitively with these two



Queen Street - looking south





Queen Street / Berryfield Cultural Quarter, aerial view - looking north

links, maximising the potential for creating a strong link between Priory Street and the new park.

#### 4.3 St Botolph's Priory area

St Botolph's Priory, together with its grounds and St Botolph's Church, is one of the most valuable historic assets of the Masterplan area, but also the one that is most marginalized and under-visited. The Masterplan therefore proposes a new, pedestrian 'Heritage Route' through the



Priory grounds and the incorporation of a number of additional footpaths linking St Julian Grove with St Botolph's Street and bringing activity into the Priory grounds. This includes a new link to St Botolph's Street opposite the western front of the Priory creating a new local view. The new footpaths follow the profile of the terrain as much as possible, especially in the immediate surroundings of the Priory. The detailed layout of the footpaths here will have to be designed so that the existing mature trees, graves and changes of levels are negotiated without significant new groundworks. At the southern end of the 'Heritage Route', a new stairway is proposed, linking the lowest point of the Priory grounds with the new Station Square.

A new residential development is proposed for the Britannia Car Park site, to complement the existing residential areas to the north and east and create a new, enhanced 'face' for the Priory grounds. This development contains town houses with garages and back gardens on the ground floor and small apartment blocks with small car parks or enclosed gardens in their back yards. These buildings are formed along a new east-west route accessed from the existing access or Nicholson Grove and St Julian Grove. The residential development

in this area is aimed to improve the sustainability of the area by adding new uses, pedestrian movement and active frontages to this secluded part of the development site.

#### 4.4 Colchester Town Station

A new civic focus for the Town Centre is created in the area around the Town Station. The development here is centred on the new Magistrates Court and the new Station Square. The square integrates the improved Town Station with the new Magistrates Court building and provides a starting point for the 'Heritage Route' leading towards the new Cultural Quarter. The Town Station development is also connected to the new developments and rest of the Town Centre via St Botolph's Street and Queen Street. The whole development in this area is influenced by the strategic views from the site and Magdalene Street towards some of the main historical elements of the Town Centre.

Further improvements in this area will include amendments to the existing transportation and highway arrangements. These amendments will follow the agreed transportation measures identified in 'Transport for Colchester' documents.



#### 4.5 Vineyard

Based on the study of the retail centre, morphology of the town and people's activities in Colchester Town Centre the solution for developing new retail in Colchester was found in locating the new prime retail development at the Vineyard Street site and combining it with the new Bus Station near Osborne Street. This new development on the one hand creates an active and efficient extension of the retail centre in Colchester, and on the other hand allows the Berryfield site to form a new Cultural Quarter.

This location was found to have multiple advantages for the proposed retail-based development and transport provision, such as: proximity to the existing prime retail core, opportunity to have multiple level trading, proximity to the existing multi-storey car park, a direct relationship between the new retail and bus station, easy interchange between the trains, coaches and buses and proximity to the large new housing area at the Garrison Site. By locating the new centre in Vineyard Street, the perceptual differences between the eastern and western halves of the existing retail area will be evened out and the potential harmful effect of a main retail development on the historic assets and

Scheduled Ancient Monument land can be minimised. The walking distance from the proposed Bus Station to the existing retail centre of Colchester and the town train station is also considerably reduced.

The character of this part of the development is defined by a balanced mixture of a new retail centre which embraces and respects the existing Town Wall with a new Bus Station which utilises the Osborne Street route and potentially part of the Osborne Street multi-storey car park to provide a large and efficient Bus Station for the Town Centre. The change of level from Vineyard Street to the walled area of the Town Centre creates an opportunity to build a retail centre that works efficiently at two levels. This development also facilitates the route to the Town Centre by providing a better environment and more convenient access, via a range of public and private escalators and lifts. The Town Wall in this development is an important element of the design, which creates a unique character for Vineyard development.



## 5.0 Transport Issues

'Transport for Colchester' (Essex County Council / Colchester Borough Council 2004) sets out measures to address traffic congestion for the borough of Colchester. Its policies will allow the introduction of the Historic Core concept where journeys through the historic Town Centre by car will be discouraged except for access.

As part of these proposals the Town Centre's accessibility for those cycling, walking and arriving by bus will be improved. Disabled and business access will be maintained.

The exact measures that are needed to make the Town Centre a better environment and to provide for the displaced traffic is the subject of detailed work, but they will require capacity on neighbouring streets to be increased to cater for any additional traffic.

### 5.1 Bus Station

A new bus station needs to be a light, attractive and safe facility that encourages more people to use public transport. The location is proposed to be near Osborne Street, including the possible use of part of the ground floor of the east end of Osborne Street car park.

The new bus station needs to:

- Be accessible to all users, however they arrive
- Allow users access to other buses, or other modes of transport for their onward journey
- Be able to cope with future growth in bus numbers due to Colchester's expansion
- Have easily accessible travel and ticketing information, and people able to assist when needed
- Have all modern facilities expected to make using it a pleasant and comfortable experience and be well maintained and safe at all times
- Accommodate taxi rank and long-distance coach facilities
- Allow existing leisure use (Gala), which is a good town centre use, to remain.

The traffic management measures needed to make this work are subject to detailed studies, but could include:

- Closing Osborne Street to all but buses and removing St Botolphs Street bus lane to allow Town Centre car traffic to exit the Town Centre
- Reconfiguring St Botolph's Roundabout
- Changing car access to Osborne Street car park to Southway/Stanwell Street
- East-west cycle route via Vineyard Street/Priory Street
- Tourist coaches set down/pick up in High Street outside The Minories.

These measures are in the context of less traffic expected in the area due to measures to limit the number of cars using the Town Centre as a through route.

### 5.2 Parking

Vineyard Street and Britannia Car Parks will be redeveloped, but it is possible to increase the capacity of St Botolphs car park by making it multi-level. Priory Street car park will be reduced in size and will provide parking for residents, users of the places of worship and the local school. Some limited public parking may still be available in Priory Street depending on landscaping design. Overall this will reduce the number of car park users that enter the historic Town Centre.

However, all existing multi-storey car parks will remain, and additional spaces will be





1



2



3



4



5



6

available at the new Mersea Road / Napier Road 'Park and Walk' car parks. Also the proposed 'Park and Ride' scheme at Stanway and north Colchester will make about 1,600 spaces available on the outskirts of town. The parking proposals will offer a wide choice to those that need to travel to the Town Centre by car. The parking proposals will offer a wide choice to those that need to travel to the Town Centre by car.

It would be expected that none of the existing Colchester Borough Council car parks allocated for development would close before Park and Ride is available.

- Figures  
 1. A cycle friendly street  
 2. Ecles Interchange, passenger facilities (courtesy of Greater Manchester Passenger Transport Executive (GMPTE) and Jefferson Sheard Architects)  
 3. Bus stop waiting facility (London)  
 4. Chorley Bus Interchange, passenger facilities (courtesy of Lancashire County Council, Chorley Borough Council and Strzala Associate Architects)  
 5. Norwich Park and Ride, passenger facilities building and bus (courtesy of Norfolk County Council)  
 6. Ipswich Park and Ride passenger facilities building and carpark (Suffolk County Council)

## 6.0 Implementation and Phasing

The successful development of the St Botolph's Quarter depends on the phasing of three key development sites, specifically:

1. Queen Street / Berryfield Cultural Quarter
2. St Botolph's Priory Area (Britannia Car Park)
3. Vineyard

The development of these three sites will be interlinked. Each will impact upon local highway infrastructure and will need to contribute to mitigation measures. The timing of development on each of these

three sites is also interlinked both by the need to ensure the proper planning of this important area and having regard to significant site assembly and relocation issues.

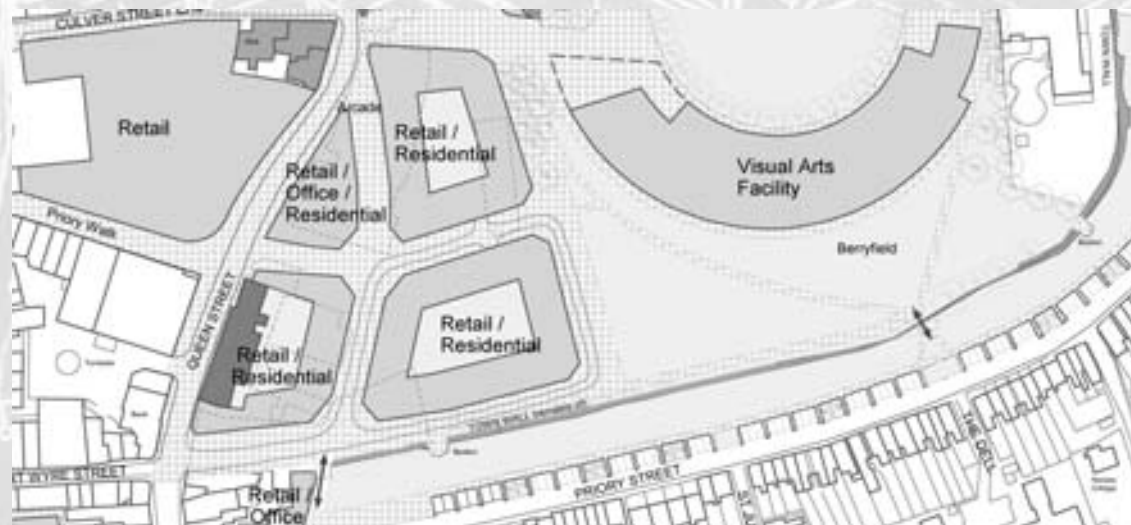
As set out below two of these three sites can be progressed through a design led selection process, the Vineyard Area is already the subject of initial design proposals.

Taking each of these development situations in turn we consider that the current property ownership, development

and phasing issues which need to be addressed through the implementation process are as follows:

### 6.1 The Queen Street / Berryfield Cultural Quarter

The development of this site includes both the successful completion of the Visual Arts Facility and complimentary commercial and residential development. Both elements of the development require relocation of the current bus station and Shopmobility. It would be expected that the closure of the current bus station and Shopmobility will not take place until provision of adequate





interim arrangements are in place.

Construction of the Visual Arts Facility is programmed to commence in autumn 2005 with completion in August 2007.

The regional significance of the Visual Arts Facility is such that Rafael Vinoly has been selected as project architect and a detailed planning application for the Visual Arts Facility is due to be submitted Spring 2005. The Visual Arts Facility demands a high quality urban context and environment. Development over the balance of the Site also needs to recognise the importance and the quality of its setting. With this in mind, development of commercial and residential property in this important location will require detailed planning guidance in any design selection process.

Prior to development, properties within the development site which are currently in third party ownership will need to be brought under single ownership. The Council has indicated its willingness in principle to use compulsory purchase order powers if necessary to assist with site assembly.

The scale, density and form of a commercial and residential development on part of the Site needs to be planned in

such a way as to create a successful link between the Visual Arts Facility and the wider town centre. It also needs to incorporate uses which will sustain a viable evening economy. Restaurant, café and arts related uses will be encouraged. In order to achieve the quality of development it is expected that a lead developer will need to take overall responsibility for the comprehensive treatment of this area. This may be best achieved by a selection process.

Prior to development commencing the relocation of the bus station will need to

have been successfully completed and important planning, transportation and heritage issues will need to have been successfully addressed. Given the fine grain development proposed it is likely that it will be completed on a phased basis with completion by about mid 2008.

## 6.2 St Botolph's Priory Area / Britannia Car Park

The Council currently owns the pay and display car park which could now be released to improve the quality of the urban environment adjacent to the St Botolph's Church and Priory and otherwise be



redeveloped for residential purposes.

New development will also need to properly relate to adjacent residential areas, Town Station and proposed development of a Magistrates Court adjacent to the Town Station.

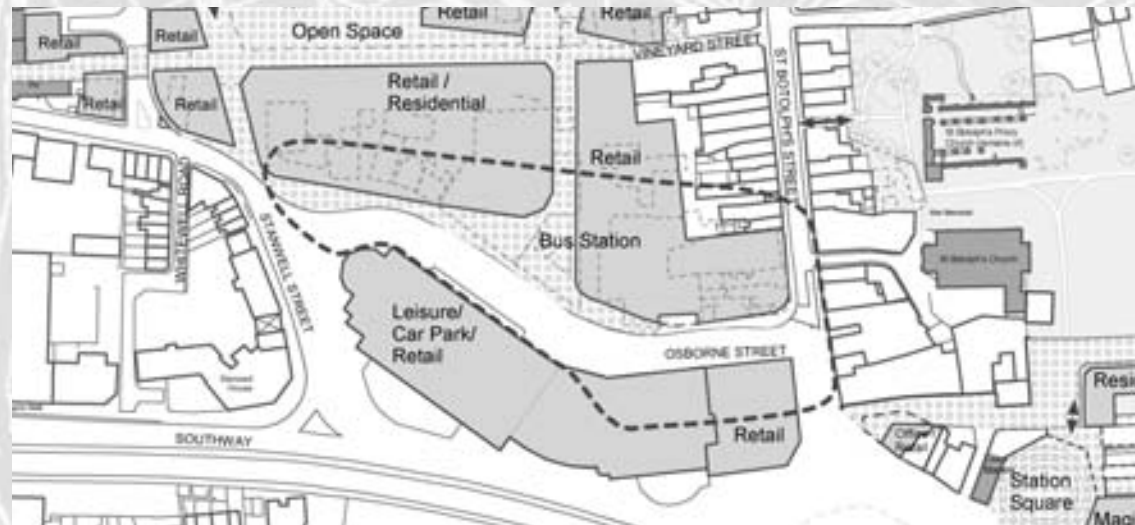
Based on initial investigation there are adjacent third party occupational interests which will be affected by these proposals and where agreement will need to be reached prior to development.

Subject to addressing these technical and

operational considerations and having regard to the Council's overriding concern that it secures a high quality development which is complimentary and sympathetic with its heritage situation, this is a phased development which can be brought forward relatively quickly through a competitive tendering process.

Assuming that satisfactory terms can be agreed and issues associated with replacement car parking can be resolved, development can commence by 2006 with construction being completed by mid 2007.

The detailed phasing of this part of the St Botolphs Quarter will need to be carefully programmed to link in with the development proposals for a new Magistrates Court and associated environmental works adjacent to the Town Station. It is anticipated that the new Magistrates Court will commence construction in early 2006 and will be completed by mid/end 2007.





### 6.3 Vineyard

The Masterplan indicates the potential to secure retail development and associated and complimentary commercial and residential uses principally on the site surrounding the Vineyard Street surface car park.

An indicative area for 'comprehensive redevelopment for a single integrated scheme' bounded by Eld Lane, Stanwell Street and St Botolphs Street (including the Osborne Street multistorey car park) provides a focus for detailed scheme feasibility and viability appraisals being led by a prospective private sector developer.

The Vineyard Street pay and display car park is currently owned and managed by the Borough Council. There are also a number of additional properties within the area for comprehensive consideration which are in third party ownership. The Council has agreed in principle to use its compulsory purchase order powers if necessary to secure a successful and viable scheme.

The Council and its prospective partner have agreed a statement of intent though which the scheme design proposals are being prepared to provide not less than 300,000 sqft (gross) of new retail

accommodation including a significant retail anchor. These proposals are expected to be appraised in 2005.

At present the Council's proposed private sector partner is hopeful that agreement on key points of principle will be reached by spring 2005 with a view to a detailed planning application being made towards summer 2005.

Given that the scheme will need to address a number of complex design, heritage and archaeological issues (not least of which is the importance of the Town Wall and change of level between Eld Lane and Vineyard Street) it is possible that the developer's planning application will be determined later in 2005/2006. During this period the Council and its development partner will need to progress site assembly with a view to commencement of construction as quickly as possible. Subject to the resolution of detailed planning heritage and site assembly matters construction could commence in the early part of 2007 which may mean that this element of St Botolphs Quarter could be developed by late 2009.

## 7.0 Planning Policy Context

This Masterplan has been prepared to provide detailed guidance on the future redevelopment of the area known as 'St Botolphs Quarter' to the eastern end of Colchester Town Centre.

The proposals are in general accord with the advice contained in PPG6 and the draft PPS6, in respect of safeguarding and promoting the vitality and viability of Town Centres. In particular this promotes the development of major retailing schemes, important cultural, leisure and similar facilities, and public transport hubs. It also follows the principles and good practise set out in the advice issued by the Office of the Deputy Prime Minister (ODPM) and Commission for Architecture and the Built Environment (CABE) on promoting urban regeneration and the creation of quality urban environments. The details of the proposals have been based on the strategies, policies and proposals in the Adopted Review Colchester Borough Local Plan March 2004.

In particular, the Masterplan has had regard to objectives and policies relating to:

- Urban Design
- Conservation Areas, Listed buildings and Archaeology
- Traffic minimisation and access requirements

And to the objectives for promoting:

- The development of major new shopping development
- The provision of new housing
- The provision of leisure and cultural facilities

all of which are aimed at enhancing the Town Centre's vitality and viability.

To achieve these objectives, the brief also takes account of the main thrust of the proposals for the two Regeneration Areas of Queen Street and Vineyard Gate.

Details of some uses, and the locations of various elements of development on individual sites have however been amended, to incorporate specific proposals for the Visual Arts Facility, Magistrates Court and retailing, which have emerged from the detailed planning and public consultation process.

Finally, the brief also supports, and will help to implement, several of the major themes included in the Colchester Local Strategic Partnership's Community Strategy 'Colchester 2020'. These include the provision of a Contemporary Visual Arts Facility, an Integrated Transport System and the promotion of both the Town's outstanding heritage and innovative modern architecture of the highest quality.

The Masterplan expands upon the following key elements of the Local Plan Strategy and Objectives. The full 'Objectives and Policies' relating to these objectives, and 'Proposals for the Regeneration Areas' are set out in the 'Adopted Review Borough Local Plan 2004' where appropriate specific policy numbers are noted.

### 7.1 Overall Local Plan Strategy

- To protect and enhance important cultural and historic resources
- To protect the character, environment and setting of Town Centre and Conservation Area
- To protect and enhance important greenlinks
- To provide for a level of new development which safeguards key environmental and historical features
- To protect and promote the vitality and viability of Colchester Town Centre
- To protect existing important services and facilities and encourage new ones in sustainable locations
- To promote a balanced approach to transport infrastructure, with priority to non-car modes.



## 7.2 Key Urban Design and Archaeology Objectives

- (a) To safeguard and enhance the historic form and character of settlements
- (b) To encourage the highest standards of design for all non-residential development
- (c) To improve those areas with poor environments
- (d) To retain and enhance green wedges and greenlinks.

(Policies UEA 1, 2, 3, 4, 5, 7, 11, 14, 16, 20)

## 7.3 Key Leisure, Recreation and Tourism Objectives

- (e) To promote Colchester Town Centre as the main focus for leisure, cultural and visitor facilities
- (f) To promote sustainable tourism and the development of visitor attractions.

(Policies L 1, 14, 18,)

## 7.4 Town Centre Objectives

The strategy for the Town Centre is to maintain the pivotal role of the Town Centre as a major economic centre and the social and cultural focus for the Borough, compatible with its historic character and overall environment.

Summaries of the specific Local Plan policies for the Town Centre are set out below.

Objectives in respect of leisure, housing, the built environment, and community developments are as follows:

- (g) To protect, preserve and enhance the historic environment of the Town Centre
- (h) To ensure that all new development respects and enhances the historic character and built environment of the Town Centre Conservation Area
- (i) To promote living in the Town Centre
- (j) To maintain and, if possible, enhance the job opportunities in the Town Centre.

(Policies TCS 10, 19, 20, 22)

Objectives in respect of transportation and access are as follows:

- (a) To promote public transport, cycling and walking ahead of private transport within the Town Centre
- (b) To minimise unnecessary access by private cars into the historic core of the Town Centre
- (c) To promote appropriate traffic and access management schemes within the Town Centre.

(Policies TCS 15, 16, 17, 18)

Objectives in respect of shopping are:

- To safeguard and promote the vitality and viability of Colchester Town Centre as a sub-regional shopping centre.

(Policies TCS 1, 2, 3)

Policy for all Regeneration Areas, including Queen Street and Vineyard sites (TCS 24)

....."Within these areas, as defined on the Proposals Map, redevelopment will be promoted so as to:

- Make the best use of the land and property resources of the Central Area
- Significantly improve the environment and the overall vitality and viability of the Town Centre."

## 8.0 Planning Obligations Expectations

All development will have differing levels of impact on the town and the community. Such impact will be assessed in order to identify the mitigation necessary to ensure any adverse impact is compensated for and the community is not left with costs that should be met by the development. Developers will be expected to enter into planning obligations to secure appropriate mitigation.

All developments in the area will be expected to:

- Provide high quality public realm which is easily maintained and where appropriate contribute to its upkeep
- Enhance access by all travel modes and where additional travel demand is significant, contribute towards off-site works to manage those impacts
- Contribute to the costs of various transportation-related schemes, such as the new bus station, changes to St Botolph's Circus, streetscape enhancements, improvements to the

Town Station, Park and Ride and others

- Mitigate the indirect as well as direct impacts on the archaeological and historic fabric which will require contributions towards its long term preservation
- Make contributions towards the enhancement of the arts in the environment (1% for art).

Each scheme will have to fund those works which are essential for it to operate effectively and safely. In addition, subject to viability, each scheme will be expected to contribute towards transport, environmental and other improvements of benefit to the regeneration project as a whole.

Each scheme will be judged at the time of the proposal coming forward and may be subject to other specific requirements relating to that proposal.





Development		
VAF	<ul style="list-style-type: none"> <li>• Convert existing bus station access from High Street into two-way vehicular access</li> <li>• Upgraded pedestrian link to Queen Street opposite Culver Street East</li> <li>• Coach stops on High Street</li> </ul>	<ul style="list-style-type: none"> <li>• Contributions to Park and Ride</li> </ul>
Mixed-use development at Queen Street Site (Burryfield Cultural Quarter)	<ul style="list-style-type: none"> <li>• New vehicular access from Queen Street at southern end of site</li> <li>• Additional pedestrian links to Queen Street</li> <li>• Landscaping for new public park within Wall, including enhancement of existing accesses via walls from Priory Street</li> <li>• Landscaping of Town Wall on Priory Street</li> <li>• Extension of Town Centre pedestrian signing scheme</li> <li>• Extension of CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Full reconstruction and landscaping of Priory Street car park</li> <li>• Two-way working on Priory Street, including cycle gap at western end</li> <li>• Contribution towards environmental enhancements on Queen Street</li> <li>• Contribution towards other transportation improvements which may include Park and Ride and/or Historic Core Zone (HCZ) schemes</li> <li>• Contribution towards repairs and interpretative strategy for Town Walls</li> </ul>
Britannia residential development	<ul style="list-style-type: none"> <li>• New vehicular access from St Julian Grove</li> <li>• Upgraded pedestrian/cycle link to St Botolphs Street (incorporating site between 2 Magdalen Street and 26 St Botolphs Street</li> <li>• Pedestrian link to new Station Square</li> <li>• Pedestrian/cycle route to Nicholsons Grove</li> <li>• Extension of Town Centre pedestrian signing scheme</li> <li>• Extension of CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements to the grounds of St Botolph's Priory, including acquisition of 38a St Botolph's Street and improved access to St Botolph's Church</li> <li>• Improved visitor experience at St Botolph's Priory, including new information boards</li> <li>• Contribution towards new Station Square</li> <li>• Contribution towards other HCZ schemes</li> </ul>
Magistrates Court PFI	<ul style="list-style-type: none"> <li>• New signalled access onto Magdalen Street opposite Military Road</li> <li>• Land for new surface car park</li> <li>• Extension of Town Centre pedestrian signing scheme</li> <li>• Extension of CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Contribution towards new Station Square</li> <li>• Contribution towards new surface car park behind Magistrates</li> <li>• Court</li> <li>• Contribution towards other HCZ schemes</li> </ul>
Vineyard	<ul style="list-style-type: none"> <li>• New bus interchange, including environmental enhancements to Osborne Street area</li> <li>• New accesses onto Southway</li> <li>• Environmental enhancements to Stanwell Street</li> <li>• Contribution towards improvements to St Botolph's roundabout (replacement of subways with at-grade pedestrian/cycle crossings, capacity enhancements)</li> <li>• Extension of Town Centre pedestrian signing scheme</li> <li>• Extension of CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Contribution towards Park and Ride</li> <li>• Contribution towards environmental enhancements on Queen Street and St Botolph's Street</li> <li>• Other transportation improvements (HCZ)</li> </ul>
Priory Walk	<ul style="list-style-type: none"> <li>• Public realm improvements, including Culver Street East, the acquisition of passageway east of 66 High Street and the landscaping of the proposed link</li> <li>• Extension of Town Centre pedestrian signing scheme</li> <li>• Extension of CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Contribution towards environmental enhancement of Queen Street</li> <li>• Other transportation improvements including HCZ and Park and Ride</li> <li>• Reuse of Sainsbury's mural</li> </ul>
New Housing - general	<ul style="list-style-type: none"> <li>• Enhanced vehicular, pedestrian and cycle accesses</li> <li>• On-site car and cycle parking</li> <li>• Off-site works to manage impacts of additional travel demand (where applicable)</li> <li>• Affordable housing</li> <li>• Contributions towards education, open space, play space and community facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Contributions towards HCZ projects</li> <li>• Contribution towards public transport infrastructure</li> </ul>
Commercial schemes - general	<ul style="list-style-type: none"> <li>• Enhanced vehicular, pedestrian and cycle accesses</li> <li>• On-site car and cycle parking</li> <li>• Off-site works to manage impacts of additional travel demand (where applicable)</li> <li>• Improvements to lighting and natural surveillance</li> <li>• Improvements to CCTV</li> </ul>	<ul style="list-style-type: none"> <li>• Contributions towards HCZ projects</li> <li>• Contributions towards public transport infrastructure</li> <li>• Contributions to Park and Ride</li> </ul>

### Next Steps

Further information can be obtained from the Council's website, [www.colchester.gov.uk](http://www.colchester.gov.uk). Any comments on the Masterplan Planning Guidance should be sent to:

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If you need help with reading or understanding this document please take it to Angel Court council offices, High Street, Colchester or telephone (01206) 282222 / textphone (01206) 282266 and we will try to provide a reading service, translation or other formats you may need.

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