



COLNE HARBOUR

East Colchester

Master Plan SPD

January 2008





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1 Introduction

Scope & purpose

- 1.1 This master plan report has been prepared by David Lock Associates (DLA), Turner Morum, Peter Brett Associates (PBA) and Land Use Consultants (LUC). The work was commissioned by a partnership comprising Colchester Borough Council and Essex County Council, major landowners in the area comprising Lexdon Restoration and Development Limited, Vaughan and Blyth Group and S.B. Wheeler & Sons Ltd, and EEDA.
- 1.2 It is proposed that the master plan be adopted by Colchester Borough Council as a Supplementary Planning Document (SPD) to help promote and co-ordinate the ongoing regeneration and redevelopment of the area.
- 1.3 The master plan represents the consultant teams recommendations and will be subject to further consultation, with an opportunity for further revision as may be required, prior to being adopted.
- 1.4 DLA have led the work and provided urban design and town planning input. Turner Morum have provided an assessment of development feasibility and the property market. PBA have provided transport advice, and LUC have undertaken a Sustainability Appraisal required by the Town Planning and Compulsory Purchase Act 2004.

1.5 The aims of the master plan report are to:

- ★ Provide a broad, contextual master plan for Colne Harbour considering regeneration to date, and providing guidance on a range of issues including design and development components, and transportation;
- ★ Consider the role of the public realm as a means of unifying Colne Harbour and enhancing the pedestrian environment, providing opportunities for people to walk in safe, attractive surroundings;
- ★ Develop detailed guidance for two key sites within Colne Harbour, King Edward Quay, to include Coldock, and Haven Road. These form an essential part of the master plan document to ensure that guidance is properly informed by wider issues and subject to the Sustainability Appraisal; and
- ★ Consider delivery and implementation issues in relation to King Edward Quay and Haven Road, in particular how a portion of the value generated by the area's regeneration can be captured through contributions to bring about wider community benefits and deliver key infrastructure.





1 INTRODUCTION

Informing the master plan

- 1.6 The master plan has been informed by a process of consultation and engagement with community representatives, land owners and developers, Essex University, Essex County Highways, key officers and elected members attending a number of meetings and workshops.
- 1.7 An Interim Report was produced setting out the findings of the evidence base, and outlining emerging proposals for the master plan SPD. The report was the subject of detailed comments from the project partners, officers and members of Colchester Borough Council, and officers from Essex County Council which have helped shape the master plan report. The Interim Report has informed the Evidence Base of the Technical Appendix which is part of this document.
- 1.8 In addition, as part of the Sustainability Appraisal process a Scoping Report was produced. The report comprehensively reviews relevant plans and policies relating to the area and provides a baseline analysis of social, environmental and economic issues. The Scoping Report is also contained within the Technical Appendix.

An identity for Colne Harbour

- 1.9 The impact of Colne Harbour should be derived from enhancing the existing assets of the area to the full, particularly the river, and stitching the urban fabric of the area back together by intelligent transportation links and a first class public realm.
- 1.10 The masterplan does not set out to promote deliberately high profile flagship development. It is orientated towards identifying practical projects and proposals that should provide the conditions to encourage a strong, sustainable community to flourish.
- 1.11 This strategy should be complemented by a clear interpretation of the area's history. Only development that meets high design standards will be permitted and all developers will be encouraged to employ good architects to design their schemes.
- 1.12 The next section of the draft master plan report considers the vision and objectives for the project in more detail.





2 A Vision for Colne Harbour

Master Plan vision statement

- 2.1 The aspiration to regenerate East Colchester is currently enshrined within the Local Plan and supported by policies within other policy and regeneration documents (set out in the policy context in section 3 of this document).
- 2.2 The Local Plan identifies four basic objectives for regeneration of East Colchester and the Hythe:
- (a) To ensure that all development in the area contributes positively to the social, economic and environmental regeneration of East Colchester;
 - (b) To create a balanced and harmonious mix of uses and environment so as to maximise benefits in the area and Colchester as a whole;
 - (c) To make the river and adjoining sites, from East Bridge downwards, the focus for regeneration and environmental enhancement;
 - (d) To improve the overall environment of the area by:
 - (i) removing or reducing sources of pollution and contamination;
 - (ii) protecting and enhancing the natural environment;
 - (iii) upgrading the built environment and protecting the historic heritage;
 - (iv) promoting high standards for new development. It is important here to consider the quality of architecture in assessing new development proposals;

(v) improving public transport links and reducing traffic congestion where possible;

(vi) promoting regeneration through working and creating partnerships with developers, residents and outside bodies.

- 2.3 The vision for the area, and therefore the guiding purpose behind regeneration, has been further clarified by Colchester Borough Council at the recent (September 2005) “Way Forward” exercise. This was a consultative process that considered options and came up with a vision that essentially suggested the following attributes for a new East Colchester:

- ★ A vibrant and diverse mixed community with its own distinctive identity
- ★ A high-quality mixed-use area of residential, employment and associated uses successfully co-existing with each other, where people will actively choose to live and/or work
- ★ A strong social infrastructure, supported by good community and recreational facilities
- ★ A strong urban character within Colchester, focused upon the river and waterside areas and unified by a high quality public realm
- ★ A strong emphasis on reducing the need for travel by private car, and
- ★ A pioneer for sustainable and energy efficient design and construction.



- 2.4 The current **Colne Harbour Design Framework** aims to guide development in East Colchester in a manner that brings maximum benefit to the people who will one day live, work in and visit Colne Harbour. A primary objective is to secure economic regeneration.
- 2.5 In addition, the framework aims to enable the emergence of sustainable, mixed use neighbourhoods focused on the river. This will evolve into a new corridor of investment that redefines the eastern gateway of the town.
- 2.6 The document will remain in force and, together with the Colne Harbour Public Realm Design Guide and Colchester Borough Council's Affordable Housing SPG (2004), will continue to be applied to development sites across the area. All three documents are contained within the Technical Appendix to the Master Plan.
- 2.7 The master plan is a land use and regeneration led document – it can be used to help support community aspirations and to contribute towards providing a long term and sustainable future for Colne Harbour.
- 2.8 In view of the vision and aspirations already set out the master plan therefore focuses upon the following key elements:
- ★ Identifying development proposals aimed at ensuring Colne Harbour becomes an attractive, joined up, part of Colchester with buildings and an urban environment of the highest quality in terms of design, materials and mix of uses to support a thriving and diverse community;

- ★ Creating a public realm of the highest quality that unifies and underpins the identity and character of Colne Harbour, celebrating the history and shaping the future of The Hythe and the River;
- ★ Ensuring the transportation measures focus on Colne Harbour to improve accessibility for all, especially pedestrians, cyclists and public transport users; and
- ★ Suggesting delivery and implementation mechanisms that can help bring forward realistic opportunities for the key sites of King Edward Quay and Haven Road.

- 2.9 Previous plans for the area have included proposals for retained high water using a barrage. Work undertaken to examine the feasibility of those proposals suggests that it will be very expensive to deliver, potentially costing up to £14 million and will require possible £1 million just to apply for the various permissions and consents that would be required for its construction. In addition, the Sustainability Appraisal process and the Environment Agency have highlighted the potential ecological impacts that may arise from the construction of the barrage.
- 2.10 The scale of the cost means that the proposal must be subject of external funding without which it cannot be delivered, should that be considered appropriate. Such a cost would be far beyond the aggregate total of all funds previously or likely to be generated through Section 106 contributions. The master plan has therefore been prepared on the basis that a project to ensure retained high water may still prove deliverable if the funding can be secured, and subject to consideration of ecological issues, but is not based on retained high water as a pre-requisite.



Master Plan project objectives

2.11 The project objectives have been formulated through discussions with key project representatives including stakeholder workshops that were held on 27th October 2005. They are consistent with the Local Plan regeneration objectives.

2.12 Project objectives are essentially tools to enable the vision to be realised. They also enable the sustainability implications of the masterplan to be assessed, and have therefore been established for two main reasons to:

- ★ ensure that the master plan is consistent with the policies and proposals contained with the Colchester Local Plan and the emerging Local Development Framework, with the Council's own visioning for East Colchester and Colne Harbour (Way Forward Report, September 2005), and with the raft of other initiatives that are relevant to the area; and
- ★ provide a basis for testing the master plan through the Sustainability Appraisal.





2.13 The master plan project objectives focus on process and product output:

Process

- ★ Review and critically assess work to date in Colne Harbour in connection with the adopted Design Framework;
- ★ Engage stakeholders and the community in shaping the future for Colne Harbour;
- ★ Provide a delivery and implementation strategy for King Edward Quay and Haven Road and identify the roles and responsibilities of public and private sector stakeholders;
- ★ Devise mechanisms for raising design quality and celebrating Colne Harbour's heritage;
- ★ Identify funding, land remediation and infrastructure priorities for King Edward Quay and Haven Road;
- ★ Establish a robust master plan within which a balanced and mixed use sustainable community for the Hythe and Colne Harbour can be encouraged; and
- ★ Recommend a possible management strategy for the River Colne and its frontages.

Product

- ★ Create a clear identity for Colne Harbour establishing the area as a distinctive part of Colchester;
- ★ Ensure ready access to good quality public realm and open spaces;
- ★ Optimise opportunities for biodiversity and habitat creation;
- ★ Identify opportunities where necessary social infrastructure can be brought forward including education, employment and affordable housing; and
- ★ Identify a balanced raft of transport measures to affect modal shift and maximise pedestrian and cycle accessibility.

2.14 The project objectives have been used within the Sustainability Appraisal (SA) scoping report, and the first stages of the formal appraisal process.





3 Context & Analysis

Analysis overview

- 3.1 Colne Harbour has a rich and diverse character. As part of the master planning process an extensive analysis of the Colne Harbour area has been undertaken to help shape and inform proposals. The analysis has been based on the context appraisal approach set out in the Urban Place Supplement.
- 3.2 It is anticipated that the master plan may help to inform the emerging Local Development Framework for Colchester.
- 3.3 The analysis is also closely linked to the Sustainability Appraisal Scoping Report and the Sustainability Appraisal of the master plan. The full analysis and Scoping Report are contained within the Technical Appendix. An overview of key findings is provided on the following pages.
- 3.4 In addition, the master plan has been supported by a Phase I Habitat Survey that was undertaken as a result of the findings of the Sustainability Appraisal (SA). The SA has been carried out in parallel with the master plan.



Master plan spatial context

- 3.5 Colne Harbour stretches from the south-eastern edge of Colchester town centre in the direction of Wivenhoe. Simultaneously the surrounding countryside reaches into the town at this point, as it does around much of the town's perimeter, bringing a distinct rural character to the outer reaches of the study area as shown on **figure 3.1**. Its elongated shape is derived from the River Colne corridor, a route which is also followed by the railway line.
- 3.6 The Colne Harbour master plan focuses broadly on the area within the River Colne Regeneration Area (RA), identified in the Adopted Colchester Local Plan, 2004. It covers an area known as The Hythe where three wards meet - St Andrew's, New Town and Harbour. The SPD also extends slightly into St Anne's ward. The four wards represent around 32,450 people; just over one fifth of Colchester's population.

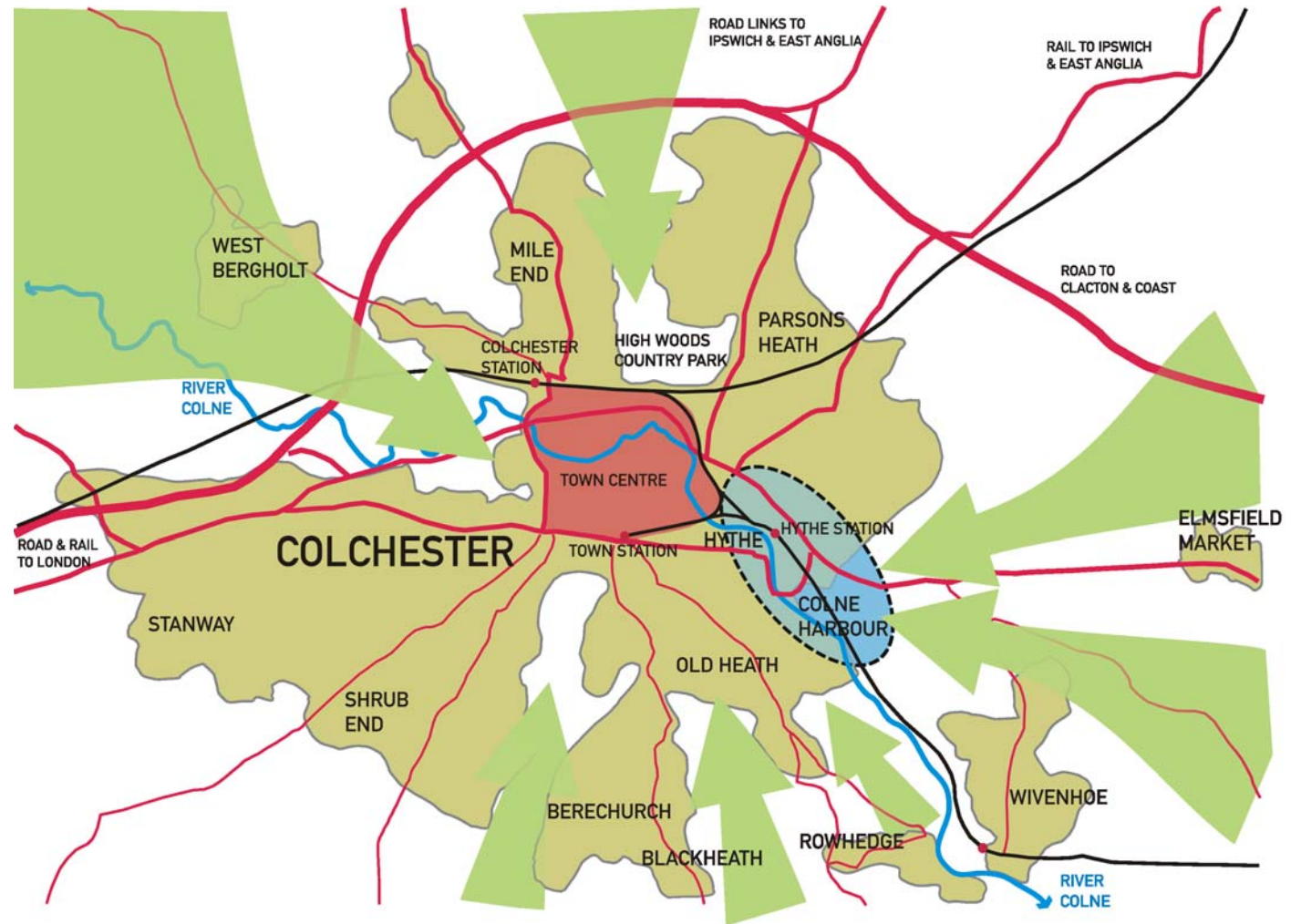


Figure 3.1

- 3.7 **Figure 3.2** shows the boundaries of the River Colne Regeneration Area and the Design Framework SPG. For the purposes of the analysis, a wider view has been taken to ensure that study is informed by as many relevant factors as possible, including the Whitehall Road Industrial Area.
- 3.8 The master plan area allows a broad contextual analysis of Colne Harbour to be undertaken which in turn informs more detailed proposals for the key study sites of Haven Road, King Edward Quay and Coldock, as required by the project brief.
- 3.9 The area has significant potential for regeneration, as highlighted through the Colne Harbour Design Framework, 2001, and has seen a good deal of ongoing investment and developer interest. There are a number of social and environmental issues, including comparatively high levels of deprivation in some areas, and gradual dereliction around the river environment which need to be addressed.

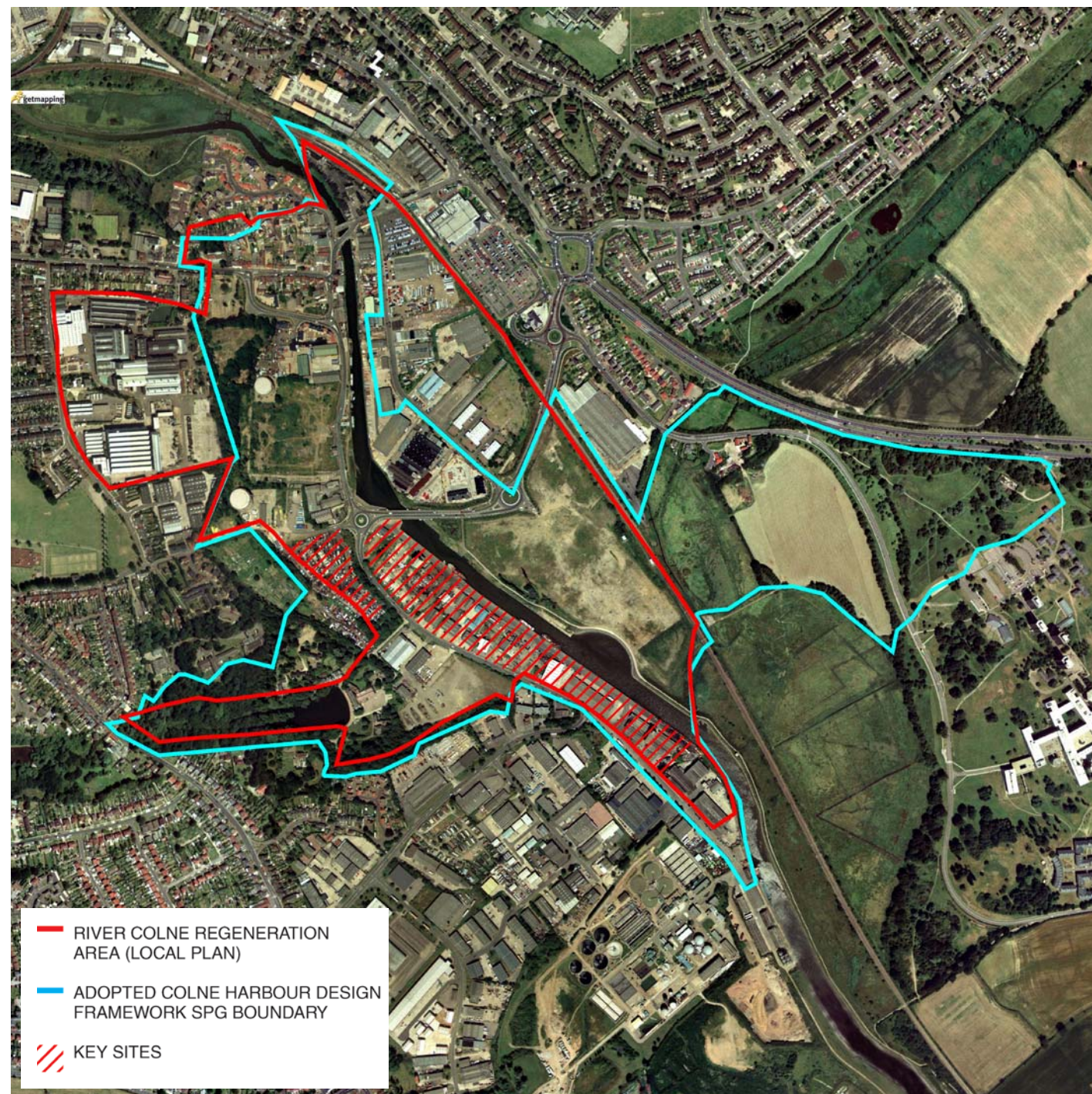


Figure 3.2

Planning policy context

- 3.10 This section provides an overview of the relevant planning policy context for Colne Harbour. It summarises the more detailed review contained within the Evidence Base and the Sustainability Appraisal Scoping Report which are attached as part of the Technical Appendix to this report.
- 3.11 In addition, a review of **transport policy** is contained within the Evidence Base of the Technical Appendix supporting Section 5 of this report.

RSS - East of England (2004)

- 3.12 The draft RSS sets out a strategy to guide planning and development in the East of England to the year 2021.
- 3.13 The draft RSS (**policy SS2**) envisages a major role for Colchester as a key centre and a main focus for redevelopment. Colchester is also identified as an area of high deprivation and therefore a priority area for regeneration (**SS11**) where economic, social and environmental deprivation must be tackled.
- 3.14 Within the sub-regional element of the draft RSS, Colchester falls within the **Haven Gateway** sub-region where economic growth will be supported in order to deliver a more sustainable pattern of development (**policy HG1**). In particular, policy HG1 seeks to build on Colchester's already diverse economy in order to reduce economic vulnerability. In total, 14,200 net additional jobs and 17,100 net additional dwellings are sought in Colchester in the period up to 2021.
- 3.15 **Policy HG2** provides tacit support for regeneration initiatives in East Colchester, which could focus on the maritime heritage and links to the university. The area is identified as an area of poor environmental quality, containing some pockets of deprivation which are in urgent need of regeneration. The regeneration case for Colchester established at regional policy level is reflected at all subsequent tiers of policy.

Haven Gateway Regeneration Study (2005)

- 3.16 The East Colchester area is identified within this study as being in need of regeneration for mixed use development in order to create nearly 6,000 jobs and 1,500 homes.
- 3.17 The potential of East Colchester to deliver jobs, homes and learning opportunities has been highlighted and the area is considered one of the most suitable opportunities for regeneration in the Haven Gateway sub-region.
- 3.18 In an evaluation of all regeneration opportunities in the Haven Gateway, East Colchester scores very highly in terms of development potential, sustainability and funding and delivery and is thought to be an area whose regeneration potential is strong.

Colchester Local Plan (2004)

- 3.19 Local planning policy background for Colne Harbour is provided by the adopted Colchester Local Plan. The Local Plan presents an environment led strategy which seeks to reach a balance between housing and employment development supported by adequate service and infrastructure provision.
- 3.20 Amongst the Plan's policy aims priority for new development is given to previously developed sites to ensure that land resources and derelict or contaminated land is used to best effect. In terms of the urban environment, the Local Plan seeks to safeguard the historic form, retain local character, encourage high quality design, improve poor environments and retain green wedges and Greenlinks.
- 3.21 Throughout the Borough, high quality development which promotes local distinctiveness whilst harmonising with existing development is sought. Particular emphasis is placed upon high quality materials and townscape.
- 3.22 In terms of the historic environment, new development within or adjacent to Conservation Areas is expected to meet the highest design standards so as not to detract from the character or setting of the Conservation Area.
- 3.23 A total of 11,000 new homes are sought in Colchester up to 2011 (**policy H1**) to meet anticipated housing need. **Policy H4** requires that the Council seek 25% of new housing to be affordable. Colchester Borough Council have produced SPG relating to affordable housing (2004) which reiterates this requirement and sets out the circumstances in which affordable housing will be sought. **Development within Colne Harbour will be expected to contribute towards the provision of affordable housing in accordance with the policy and SPG.**
- 3.24 Colchester's new Strategic Plan 2006-9 commits to increasing the number of people who have access to affordable homes and to fewer people being homeless. Additionally, Colchester's 2020 local strategic partnership has also stated it's commitment to "increase the amount of the housing stock that is available to local residents". At this time the councils Local Plan Policy H4 (Housing) supported by adopted Supplementary Planning Guidance supports these commitments by requiring an affordable housing contribution from developers on new, qualifying sites. However, these guidelines may well be subject to change in the light of the forthcoming D.C.L.G. proposals outlined in the draft PPS3 guidance document.
- 3.25 A need for the provision of 551 new affordable homes every year was identified in the council's most recent Housing Needs Survey as being necessary in order to address Colchester's affordable housing shortfall. This target is not being met and it is likely that the shortfall will be seen to increase in the next Housing Needs Study.

- 3.26 The overwhelming housing priority identified is for affordable rented tenure properties of all sizes. There is little current evidence of any need for intermediate tenure homes in the borough although limited numbers are being built as a result of planning gain negotiation. The councils preferred intermediate tenure is for sub market rented or shared ownership homes which must be made available to local people at genuinely affordable prices. Additionally, there is a demonstrable need for wheelchair and special needs units to address the particular requirements of local people with disabilities.
- 3.27 The SPG is appended to the master plan within the Technical Appendix.
- 3.28 **Policy CF1** states that new development will not be permitted unless provision is secured for community benefits and other infrastructure, including education, healthcare and open space, directly related to the development.
- 3.29 The Hythe in particular is identified as an area in particular need of regeneration and an area for major change. The Colne Harbour area falls within the '**River Colne Regeneration Area**', where mixed use developments include housing, commercial, industrial, office, leisure and small scale community and retail uses will be sought. The policies relating to the River Colne area aim to encourage a mixed use regeneration through limiting any one use to 60% of the floor area developed on any site.
- 3.30 **Policies ECH2 to ECH6** set out the requirements in terms of land use and mix for the five Areas within the site, including King Edward Quay (Area 5) and highlight the need for river front uses to attract visitors and provide public access.
- 3.31 The Local Plan recognises the potential costs involved in regeneration of this scale and seeks contributions to environmental, community and infrastructure improvements. It is the intention of the Council that the area be developed comprehensively with effective control over funding to secure area-wide infrastructure and the coherent regeneration of the existing disparate sites.
- 3.32 The Local Plan also highlights the potential of the growth and redevelopment of the **University of Essex** in assisting the regeneration of East Hythe.
- 3.33 The overall vision for the East Colchester area is to ensure development contributes to regeneration, to create a balanced mix of uses, to make the river a focus for regeneration and to improve the overall environment of the area.

Colchester 2020 - Colchester Community Strategy (2003)

- 3.34 The Community Strategy presents a broad vision for Colchester in which sustainable environments are created where people enjoy high levels of health and well being with adequate health and social care services.
- 3.35 In terms of the built environment and regeneration, the strategy seeks integrated transport systems, outstanding heritage and modern architecture, affordable housing, employment and improved education.
- 3.36 For East Colchester, the regeneration priorities are as follows: research park, new railway station, more than 1,500 new homes, at least 2,500 new jobs, tidal barrage, maritime centre and community facilities.

Colne Harbour Design Framework (2001)

- 3.37 The master plan seeks to build upon the success of adopted **Colne Harbour Design Framework** which was produced in 2001 to guide development within the area. The Framework clearly articulates guidance on a range of design related issues, and has provided Colchester Borough Council with sound advice for responding to development proposals. The codes and guidance articulated within the Design Framework will continue to be an important material consideration influencing the design and subsequent assessment of development proposals.
- 3.38 It is appended to this master plan document within the Technical Appendix and has been used to shape and inform the proposals contained within. The design Framework will continue to be used to assess proposals coming forward within Colne Harbour.

Essex Design Guide for Residential and Mixed Use Areas (2005) and Essex Design Initiative

- 3.39 The master plan also seeks to complement and reflect the detailed design guidance contained within the Essex Design Guide for Residential and Mixed Use Areas as well as ongoing work on the Essex Design Initiative, incorporating the Urban Place Supplement. Both give comprehensive design advice relevant to the Essex context.

Urban design & built form context

- 3.40 In urban design terms understanding the physical structure and built form of a place can give a very clear picture of how the area currently operates, and where its key assets lie.
- 3.41 It is often the case that historic areas require a subtle master plan approach which looks at the existing strengths of the area and seeks to mend and repair the ‘broken’ elements in order to re-establish the whole, rather than an eye catching ‘big bang’ or ‘wow factor’ approach.
- 3.42 This is the case at Colne Harbour, where the scale of the land available for new development is relatively limited, the physical structure of the area is determined by a relatively small number of factors that are difficult to revise, such as the topography of the river corridor, location of the railway line and existing development for example, and access opportunities are restricted.
- 3.43 **River Colne.** Perhaps the single most defining feature within Colne Harbour is the River Colne. It has provided the focus for much of the built environment in the area, and its tidal nature means the river has a constantly changing character, with mud flats being as common a view as water.
- 3.44 Whilst it divides the area, it has great potential to unite it by acting as the focal space. Opportunities to cross the river, particularly for pedestrians, are currently limited and could be greatly enhanced, not only to offer better access, but also to enrich the experience of the river.
- 3.45 **Biodiversity:** A Phase I Habitat survey has been carried out across the master plan area. It is included within the Technical Appendix. The survey was carried out as a result of the findings of the Sustainability Appraisal conducted on the master plan. The findings of the survey have helped further refine the site specific proposals contained within the master plan.
- 3.46 The master plan area is predominantly built up and, as such, contains few significant habitats. The area around the Distillery Pond, the allotments and the River Colne corridor are the most significant areas in terms of their ecological value. The habitat survey recommends that particular attention be paid to these areas. The key recommendations are summarised below:
- ★ Any potential impact on the River Colne, including water quality and quantity, should be identified and avoided/mitigated for, to prevent significant impacts on downstream national and international sites of nature conservation value.
 - ★ Redevelopment proposals should seek to avoid or minimise impacts upon local sites of nature conservation importance within or adjacent to the development area. It should be noted that there are not national or internationally important sites within or immediately adjoining the master plan area. There are two Sites of Importance for Nature Conservation (SINC) within the master plan area: the tidal River Colne, and the Distillery Pond. The Moors, land at Essex University, and Essex University Marshes are SINC's that all adjoin the master plan area.

- ★ All works should consider potential impacts on protected species and if required develop suitable mitigation proposals to meet legal requirements, and to at least maintain if not enhance the status of the species in the local area. Appropriate surveys should be undertaken early on in the development of proposals, ideally for the redevelopment of the area as a whole to enable the development of a coherent integrated strategy. In particular this may include for:

- badger within the scrub/woodland to the western part of the master plan area;
- reptiles within suitable areas of the western part of the site;
- bats within appropriate buildings and trees;
- water vole within the River Colne ditches around the University grounds;
- breeding birds within woodland/scrub habitats and buildings.

It should be noted that the Phase I Habitat survey did not identify the presence of any protected species within the master plan area although there may be habitats within the master plan area that could potentially support them.

- ★ Areas of invasive species, in particular Japanese knotweed, need to be identified and controlled to prevent spread and to meet legal requirements. Some knotweed was identified on the former railway yard site to the north of the master plan area.
- ★ The integrity of the western green link should be maintained and enhanced as a valuable feature for both wildlife and local communities, including enhanced management. The relatively 'rural' and secluded character of this area should be maintained as far as possible.
- ★ Opportunities for ecological enhancement of the River Colne should be investigated and implemented, including the encouragement of marginal habitats and enhancement of bank side habitats.
- ★ New areas of open space should be designed and managed with both wildlife and local communities in mind, including the creation of linkages with existing open space to the west of the master plan area.
- ★ Opportunities for other green infrastructure should be investigated such as living roofs and green walls.

- 3.47 **Flood Risk:** flooding is one of the many considerations that must be addressed in Colne Harbour. Much of the area is within a high risk flood zone (zone 3). The Colne Barrier currently provides a standard of defence for tidal events although future risk, particularly in light of the potential effects of global warming, will also need to be taken into account.
- 3.48 The key development sites within the master plan may be classified as previously developed land, and there is strong policy support for regeneration of such sites within East Colchester and elsewhere. Much redevelopment has already been achieved within the flood zone on previously developed land. The master plan does not seek to allocate new areas for development over and above that already allocated within the Local Plan as supplemented by the adopted Colne Harbour Design Framework SPG.
- 3.49 It is therefore important to recognise that flood risk is a significant issue and this must be practically balanced against the regeneration objectives for the area. A strategic flood risk assessment will need to be carried out as part of the Local Development Framework process in order to identify where the most appropriate sites for development should be focused around Colchester.

- 3.50 In terms of the master plan the detailed design of buildings and flood mitigation measures will be critical to enable identified opportunities to be implemented satisfactorily. This will enable developers and other land users to continue to make best advantage of the riverside locations in Colne Harbour which are in demand and which offer opportunities to maximise regeneration potential and public accessibility.
- 3.51 **Connectivity:** The central part of the study area is dominated by major road infrastructure which serves to sever the areas to the north and south of Colne Causeway. In addition Haven Road, the railway line and the River Colne present significant barriers to east/west movement. It presents a challenge for the master plan, which must allow good access for local business, and a high level of pedestrian and cycle penetration throughout.
- 3.52 **Nodes:** As the places where a number of different routes intersect, such as junctions or bridging points, nodes are important in helping to understand where the most connected and therefore potentially the busiest places are located. At Colne Harbour, there are a two important nodes which command special attention in the master plan:
- ★ **Hythe Station**, where a complex environment is created by the proximity of the river to the railway and the conservation area. Given the level of activity surrounding the station, there are opportunities here to create a special location within Colne Harbour; and
 - ★ **Colne Causeway**, an important junction of movement routes through the area adjacent to the river. Whilst the character of this node is limited, there are opportunities to redefine the character and role of this place.
- 3.53 **Mix of uses:** The industrial character of Colne Harbour runs though the heart of the area following the River Colne. With the closure of the Port of Colchester they are now served by the road network as opposed to the river channel. There are also two industrial estates: Whitehall Road and Hawkins Road, which accommodate manufacturing workshops, warehouses and distribution units. These are key sources of local employment and are important to understanding the context of development opportunities within Colne Harbour.
- 3.54 The existing community at The Hythe features a mix of traditional and historic residential development focused around the conservation area and Hythe Hill. New residential development has come forward in small infill pockets on the fringes of the industrial harbour, with more major areas around University Quay and Colne View.

- 3.55 The provision of community uses is more limited. As well as local businesses and a number of retail premises there is the popular and important **Hythe Community Centre** located on Maudlyn Road. This operates at near capacity and is a focus for a number of local groups and sections of the community. **The master plan will need to enhance the diversity of uses within Colne Harbour and provide additional community uses in the form of a flexible hall space and community rooms that can respond to different needs.**
- 3.56 Provision of a **primary school** within the area is a long standing aspiration and is highly desirable in terms of the physical and social regeneration of the area. A number of sites have been considered across the master plan area and are the subject of ongoing discussions between the relevant stakeholders. If it proves impossible to deliver a new school within the Colne Harbour area then clearly will be important to enhance physical linkages with nearby primary school provision.
- 3.57 Colne Harbour also has areas of green space although much of it is, at present, difficult to use for other than very informal recreation purposes. The key challenge here is to ensure that there is good access to open space as a means of enhancing the quality of life for residents and users of the area.
- 3.58 The **University of Essex** is an important local employer and a significant driver for change within the area. Proposals for the **University Research Park** have received formal planning permission and are well progressed. Targeted improvements to the transport network feature strongly, particularly access arrangements via the A133.
- 3.59 Ensuring that the physical linkages from Colne Harbour to the campus are retained and enhanced will be important. In particular, improving cycle and pedestrian links to Hythe Station along Hawkins Road and across the River Colne are vital.
- 3.60 It will also be important to provide a mix of uses within Colne Harbour allowing students and future occupiers of the research park to access local shops, bars and restaurants for example, as well as a range of high quality dwellings and social housing. Part of the proposals include elements of market housing and student accommodation which will increase the resident population living within easy distance of Colne Harbour.
- 3.61 Changing patterns of land use over time mean that there is an opportunity to consider how many sites might be developed more intensely to maximise the opportunity to create a sustainable mixed use community. Consideration should therefore be given to:
- ★ promoting the development of robust, high quality uses including mixed residential, community focused and commercial activity in key locations, especially along the river banks;
 - ★ forming a structured sequence of open spaces, which led the to the water front and open countryside to address identified community needs; and
 - ★ establishing centres of activity at King Edwards Quay and around Hythe Station, both accessible locations.

- 3.62 **Built Form:** The analysis of the general built form character is summarised in the following text and on **figure 3.3**. The analysis guides proposals within the master plan giving clues as to the appropriate scale and type of built form within the area.
- 3.63 **Building heights** in the wider Colne Harbour are variable from domestic scale two storey terraced houses through to more modern apartment buildings at University Quays and the Molar works site up to six storeys. There are also notable former industrial buildings, particularly Coldock, which is a significant presence within the area the equivalent of around eight storeys. In addition, the university towers, set within parkland on the edge of the Colne Harbour area, provide variation and significant local landmarks.

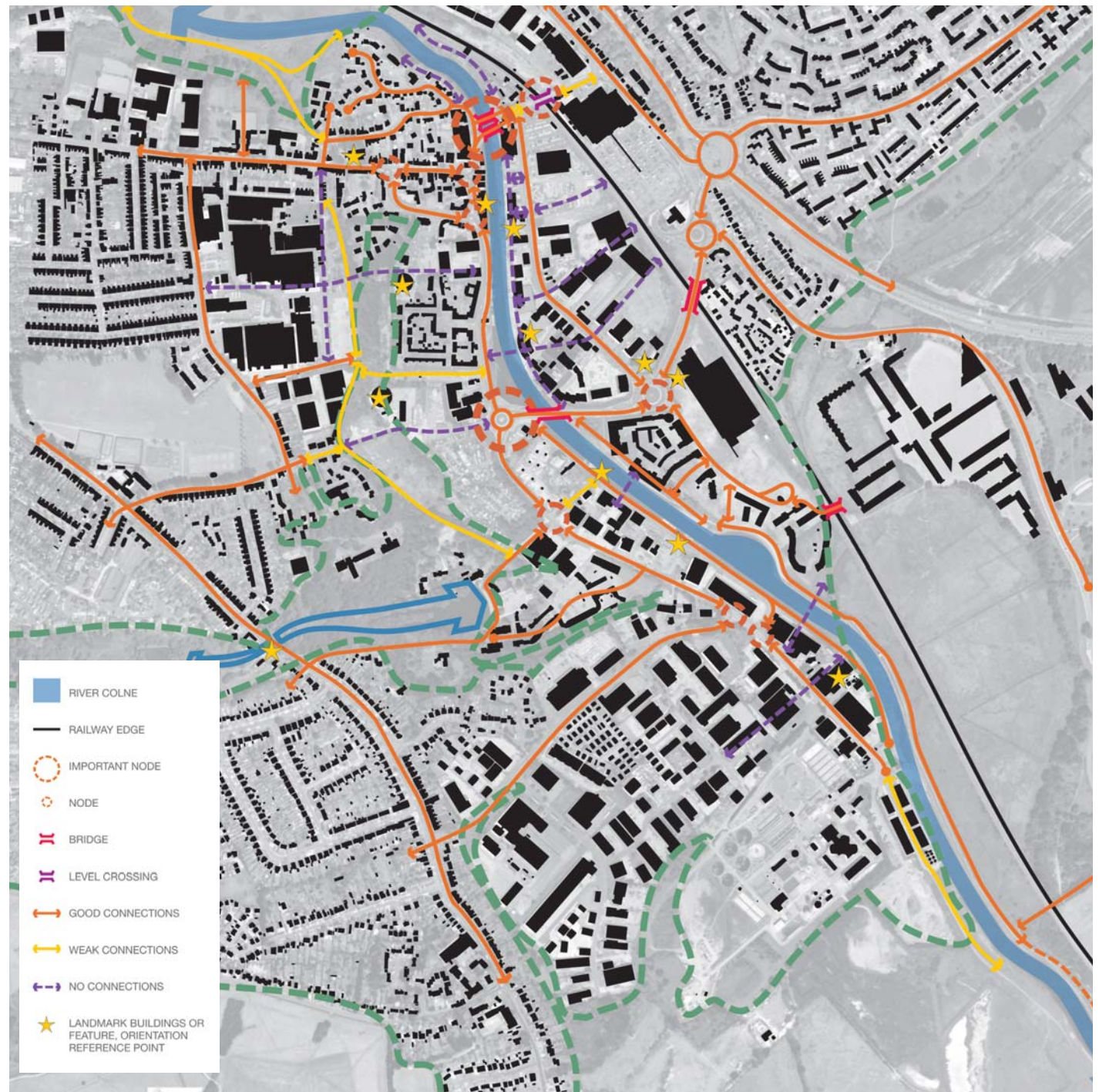


Figure 3.3

- 3.64 **Architectural styles** are varied largely due to the merging forms of the industrial port and the various residential areas which have grown around the employment sources of the Port. Compact urban forms in The Hythe contrast with the industrial terrace worker housing around the former Paxman's factory, and more generous family housing on the post war estates of Greenstead and Old Heath.
- 3.65 Colne View provides a good example of contemporary housing design: attractive modern architectural styles set in well structured urban layout of connected streets, with clear views and links to the river.
- 3.66 The **palette of materials** again derives largely from the area's historic and industrial originals. Soft red brick and tile are characteristic of the Hythe whilst timber and metal sheet cladding is a common on industrial buildings. Each are used to good effect on some of the contemporary development schemes in Colne Harbour, together with yellow London stock bricks historically brought in as ballast material by boats using the port.



Property market overview

- 3.67 In order to inform the master plan a broad **property market assessment** was made examining key land uses. The full assessment is detailed within the Evidence Base of the Technical Appendix to the master plan. The key findings are summarised below:
- 3.68 **Office:** There is an identified need to improve the supply of flexible, low cost business premises to help support the local economy and small to medium enterprises within East Colchester. It will be important for the master plan to provide for a mix of smaller business premises where there is good accessibility not only to public transport but also car parking.
- 3.69 **Industrial:** There is demand for good quality space, with refurbished premises being the most economically viable. It will be important for the master plan to identify and protect areas where refurbishment of existing industrial business premises can take place, increasing quality and potentially leading to a gradual restructuring of local industrial estates to generate an increased number of jobs. Whitehall Road and Hawkins Road are therefore particularly important within Colne Harbour.
- 3.70 **Retail (A1, A2, A3, A4) and leisure:** Commercial retail and leisure space often finds more tenants towards the end of the overall regeneration period where the critical mass of residents is in place. It will be important for the master plan to identify new sites and opportunities for retail and leisure uses even if these are unlikely to be realised in the short term.
- 3.71 **Residential:** It will be important to ensure that there is a balance between apartments and town houses in order to provide a broad base for regeneration. As a driver for investment and generating land value on difficult, contaminated sites with higher build and remediation costs, apartments should play an important part of development proposals within Colne Harbour particularly in waterside locations.



London Docklands





4 Public Realm in Colne Harbour

A Public Realm of the Highest Quality

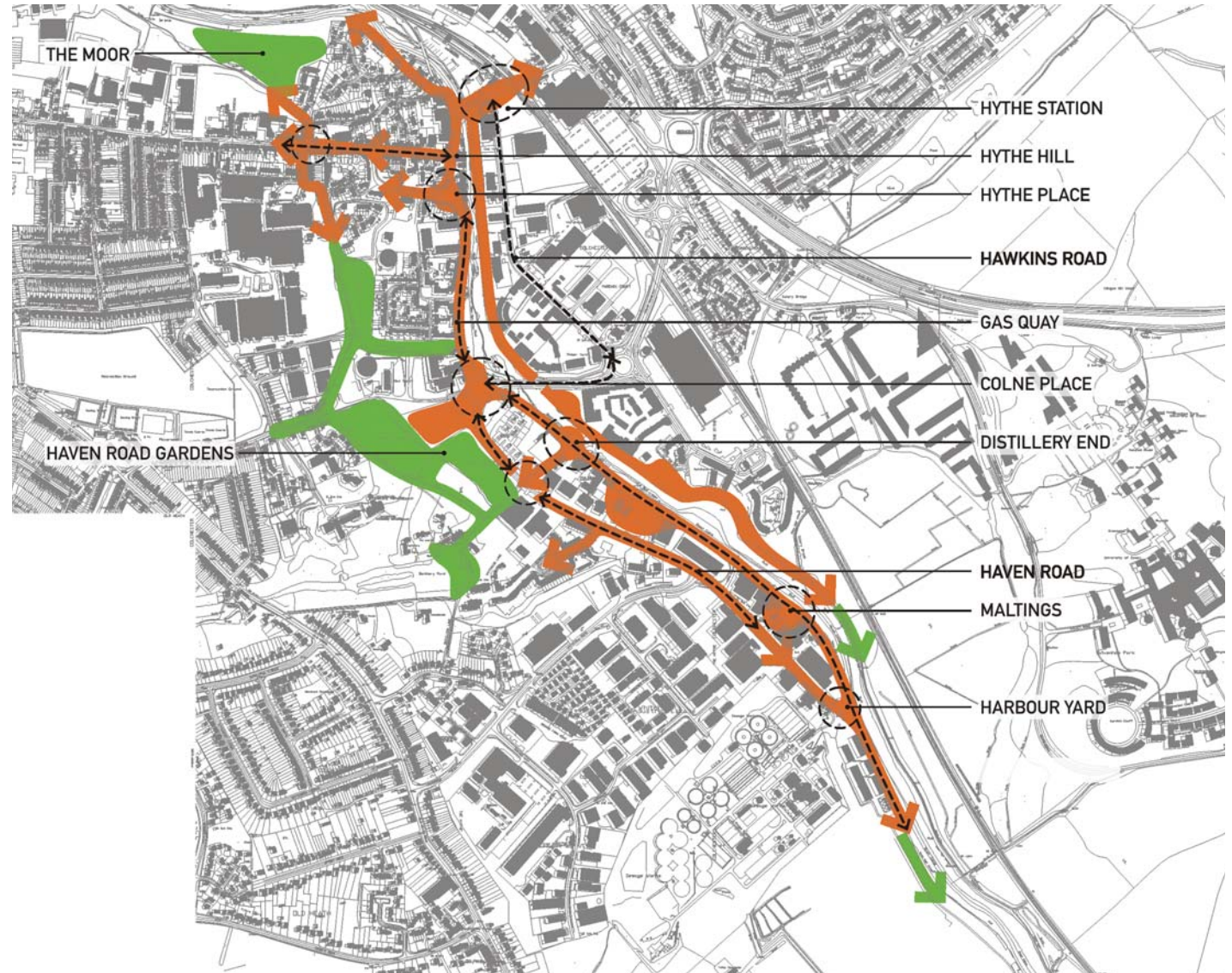
- 4.1 The public realm comprises the streets, footpaths and open spaces which are contained by buildings, other structures and the river. It influences and shapes people's perceptions of place as well designed and cared for places are more attractive than tired, run-down areas. The design, quality and appearance of the public realm therefore becomes a vital master plan component with the potential to create long term value and underpin investment in Colne Harbour.
- 4.2 In addition, the public realm has a key role to play in:
- ★ stitching together the various development sites within Colne Harbour, both visually and physically;
 - ★ contributing to the character and identity of Colne Harbour, helping to instil a strong sense of place; and
 - ★ unifying the area through a coordinated design approach.
- 4.3 Given the high remediation costs associated with developing complex brown field sites, a reasonable balance must be struck between the various requirements for developer contributions and the provision of public realm enhancements. A high quality, attractive and distinctive public realm can help to give confidence in the regeneration of Colne Harbour, providing a strong basis from which development opportunities can be marketed and brought forward. It should therefore be considered as a primary regeneration opportunity from the outset.



High quality public realm - Bristol

Public realm context & opportunities

- 4.4 The setting of Colne Harbour, with its distinctive topography formed around the river, present a significant opportunity. Although part of Colchester the Colne Harbour area never-the-less feels distinct from it. Major footpaths run through the area, and there are opportunities to connect the area effectively to both town and the countryside to the south east. Green linkages across the area and the Rowhedge and Wivenhoe trails provide attractive leisure routes around Colne Harbour which could be used to enhance sustainable travel patterns.
- 4.5 The Hythe conservation area already has a strong character, and new development, particularly around University Quay, is striking, contemporary and of good quality.
- 4.6 However, despite recent regeneration initiatives and major development investment within Colne Harbour, the public realm is largely of a poor quality. Low grade surface materials are unwelcoming and do little to contribute to character or sense of place. Maintenance is an issue and much of the area looks uncared for. This contrasts with areas around University Quay and elsewhere which feature unified surface treatments of a high quality. The overall appearance is somewhat piecemeal and fragmented.
- 4.7 The public realm is dominated by vehicles, with significant infrastructure such as the Colne Causeway having an engineered character with limited pedestrian crossing points and relatively narrow footways.

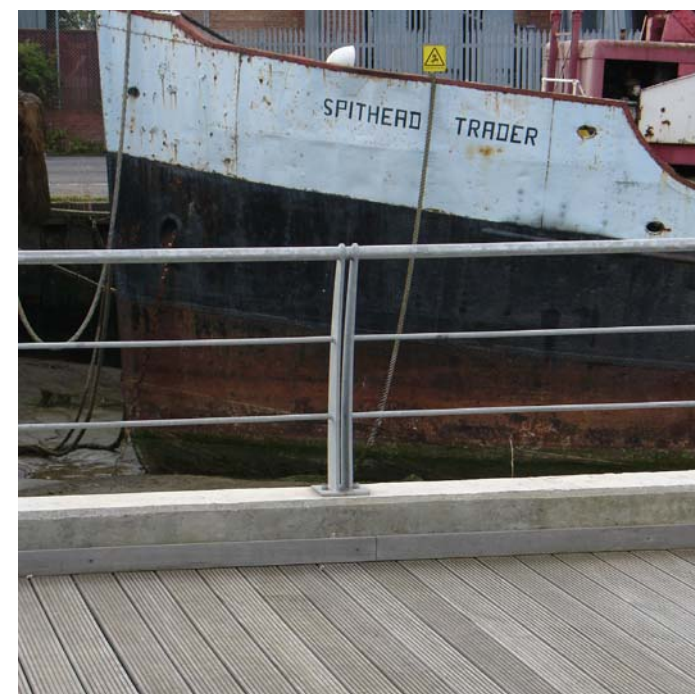


4 PUBLIC REALM IN COLNE HARBOUR

- 4.8 Physical barriers to movement include the busy Haven Road, the River Colne, and the railway line making east west movements across the area extremely difficult for cyclists and pedestrians.
- 4.9 Lack of meaningful open space provision within the area has been highlighted as an issue, and is of importance to the existing community. However, because of topography, linear character of the area, and the costs associated with remediation limited opportunities exist for the creation of large areas of open space. **It is vital that smaller scale, useable public spaces are effectively linked together. This includes the provision of a new open space at Haven Road Gardens centrally located close to King Edward Quay.**
- 4.10 Colchester Borough Council has already commissioned a number of public realm studies relating to Colne Harbour. Each provides important background and contextual information relevant to development within the area.
- 4.11 The **Colne Harbour Public Space Design Guide** supports the adopted Colne Harbour Design Framework and contains detailed specifications aimed at restoring quality and distinctiveness to the public realm throughout the Borough. The document has been used by the Planning Regeneration Team as a basis for negotiating a number of schemes across Colne Harbour. It is attached as a technical appendix to this master plan document.

- 4.12 In July 2005 the proposal to build a maritime centre in the Hythe, as set out in the Borough's Strategic Plan and in the Colne Harbour Design Framework, was formally evaluated and rejected. However, the **Town to Sea Colne Harbour Maritime Heritage Study** recognised that a gap existed in the provision of cultural facilities within Colne Harbour. It also recognised the role of a high quality and locally distinct public realm. A further gap was the perceived lack of connectivity between the town centre and the new visual arts centre and the Hythe.
- 4.13 The recommendations of the Study were accepted and a trail is being developed that will fill these gaps called Town to Sea. The trail will use place sensitive artworks to express the stories and traditions of the river and East Colchester. These artworks will provide a form of interpretation and way finding along a route between the town centre, the Moors (site of importance for nature conservation), the Hythe conservation area and the public quaysides.
- 4.14 The artworks will raise awareness of the rich heritage of the area and become cultural 'milestones' in the regeneration area. The route would bridge the gap between the Colne Valley Path and the Wivenhoe Trail. Critical to the creation of the trail will be environmental improvements so the experience of walking or cycling the route will feel secure and rewarding.

- 4.15 The first phase of the project is being funded by section 106 contributions and by the INTERREG North SEAFaring Programme.
- 4.16 Work is also being undertaken for Essex County Council and Colchester Borough Council on behalf of the Renaissance Partnership looking specifically at public realm enhancements along King Edward Quay.
- 4.17 In addition, the **Essex Design Guide** and the **Urban Place Supplement** provide important guidance on the design and layout of the public realm.



Public realm principles

- 4.18 In order that Colne Harbour has a public realm of the highest quality it is recommended that five principles should underpin the design approach to projects and proposals:
- 4.19 **Restore character and identity:** The character of the streets and other spaces associated with an area plays a large part in people's understanding of and identification with a particular place. Where they have become downgraded through insensitive development and poor surface materials, or broken apart with left over land and interrupted frontages, then a negative impression is given. It is therefore important to restore character and identity, providing a setting for development.
- 4.20 Particular locations within Colne harbour, such as The Hythe and King Edward Quay, can be subtly emphasised and distinguished through the approach to the design of the public realm, helping to make it easy for pedestrians to find their way around through making places that are memorable and distinctive.
- 4.21 In addition, it will be important to identify those locations where there are opportunities to enhance or diversify biodiversity through, for example habitat creation or management of the environment. Areas around Distillery Pond, the Moors adjoining the River Colne, and other places along the Green Links network are all important areas of existing or potential nature conservation interest.

- 4.22 **Simplify layout and eliminate street clutter:** A clutter of signs, bollards, servicing boxes, lampposts and pedestrian barriers not only undermines the quality and attractiveness of the public realm but can also act as a confusing barrier to people wishing to access a place. The removal of unnecessary street clutter and the co-ordination of signage and street furniture is therefore an important aim.
- 4.23 In addition, a programme of signposting and waymarking across Colne Harbour should be adopted to include pedestrian and cycle routes, key public transport stops, car parks, and important facilities and destinations. The specification of street furniture components such as lamp stands, bus shelters, litter bins and seating, must add to the overall identity, quality and character of Colne Harbour.
- 4.24 **People focused, pedestrian friendly environment:** The public realm must link the area together, both visually and physically, helping to make it easy for pedestrians to move around and visually distinguish the wider Colne Harbour area as well as more specific places within. The provision of a convenient and accessible network of good quality, pedestrian friendly routes that are busy and well overlooked by adjoining development should be an important aim.



Coffee 'pod' - Birmingham



Paving detail - Malmö

4 PUBLIC REALM IN COLNE HARBOUR

- 4.25 These should take the form of streets that accommodate both cars and pedestrians in a way that the latter is not made subservient to the former. This can be achieved through wide, well surfaced pavements, the use of street trees in key locations, conveniently placed crossings that follow logical desire lines, and animated frontage development, such as front doors, balconies, and the windows of habitable rooms, which help make the route both interesting and safe.
- 4.26 Vehicles should rightly have access to many streets, and the use of shared surfaces can also help control traffic speeds in key locations. Vehicular access during the evening can contribute to a livelier night time economy through making it easy to get to a particular place outside the busiest times of the day.
- 4.27 **Pedestrian crossing and bridging points that reflect pedestrian desire lines:** all too often pedestrians are forced to cross streets and public spaces via the least direct route. A basic principle in the design and layout of all crossings and public spaces should be following the lines that people want to take, not forcing alternatives. This will help to join together different parts of Colne Harbour, increasing permeability, and overcoming the barriers created by busy roads, such as Haven Road, the railway line, and the River Colne. It is also important to consider cyclists and incorporate facilities that will enable a balanced mix of transport options.
- 4.28 **High quality materials with simple detailing:** robust, low maintenance and timeless design must be a key component of any public realm works in Colne Harbour. A co-ordinated but limited palette of surface materials will provide a strong setting for development. It will also help to give image and identity to Colne Harbour unifying overall appearance and character whilst distinguishing specific areas within it through specifying variations on the overall palette. As the overly complex design and layout of spaces can also lead to clutter and confusion simplicity must be allowed to dominate.
- 4.29 **Animating the public realm:** Well design streets and spaces should be busy and attractive places, used as a backdrop for informal activities, as meeting places for friends and friends, as a stage for special events and festivals, as places for trade and debate, and as places to relax and observe the world around. Colne Harbour must therefore have a distinctive, people-centred environment.
- 4.30 Activity is one of the key generators of life and vibrancy taking place within the streets, squares and open spaces or within buildings and covered places. Where there is an interface between the two an active edge is formed such as a street café, bar or restaurant, a shop window, or a busy doorway or entrance point.
- 4.31 Enhancing and extending the range of uses increases the amount of activity that takes place and the hours during which it takes place. The master plan therefore identifies where a range of different uses and activities could be introduced, particularly along the riverside at King Edward Quay for example.
- 4.32 Further details relating to the way buildings and site specific proposals should relate and respond to the public realm, animating and enlivening riverside, streets and spaces, are detailed in section 6 of this master plan report.
- 4.33 It will be also important to identify other opportunities to animate the public realm at various times of the day and night. This could include markets, festivals and open air performances actively programming streets and spaces particularly around The Hythe and along the river.



Public art - Docklands Melbourne

Public Art

- 4.34 The introduction of public art into the public realm can contribute towards giving Colne Harbour additional character and identity as well as providing local landmarks to improve legibility. This can be achieved through relatively modest outlay when compared with the overall cost of public realm enhancements.
- 4.35 Public art nearly always attracts the attention of the local community and can provide a talking point, raising interest in and the profile of the area. It can also be a good way of engaging people through, for example, the selection process, and through collaboration between artists, community groups, or school children.
- 4.36 Proposals for the design and layout of Haven Road Gardens could involve the community and local artists in this way (the open space opportunity at Haven Road Gardens is described below).

Public Realm Priorities for Colne Harbour

4.37 There are four public realm priorities for Colne Harbour, closely linked the public realm principles, that will assist in taking forward proposals across the area in a coordinated way:

- ★ Creating an public realm network including the provision of a new area of open space at Haven Road Gardens;
- ★ Enhancing the Colne Riverside;
- ★ Bridging the Colne for pedestrians and cyclists; and
- ★ Supporting pedestrians and cyclists through enhancing linkages across the area.

4.38 These will enhance the identity of Colne Harbour as a whole, and contribute to the attractiveness and accessibility of the area for existing and future communities. A strong emphasis will be placed on 'joining up' Colne Harbour, utilising design quality and the potential connectivity of the public realm network to improve place identity, walkability and accessibility.

4.39 In addition to this, a range of practical and achievable measures addressing transportation and accessibility will contribute towards modal shift and provide opportunities for people to not use a car if they so wish. The development of a sustainable, walkable neighbourhood together with a characterful, high quality public realm will help to create conditions for social interaction, allowing communities to thrive.

4.40 The public realm priorities for Colne Harbour are described on the following pages.

Creating a public realm network:

4.41 The provision of a comprehensive public realm network of interrelated footpath and cycleways, discrete hard landscaped and green open space, helping to address the existing shortage of public open space in this area, is an important master plan consideration. Public realm opportunities must come forward in a coordinated way as part of a network in order to achieve a consistent design quality.

4.42 Proposals relating to an public realm network must:

- ★ be closely related to existing footpaths and the Green Links network to ensure the area is useable and 'joined up' to the wider pedestrian and cycle movement network;
- ★ provide a variety of opportunities including pocket parks, riverside promenades, and informal recreation areas for example; and
- ★ should have a specific character and purpose catering for different user groups.

4.43 The following projects are considered to be key to establishing a public realm network because they relate to important locations, public transport stops, pedestrian and cycle routes.



After school - Chatham



Hythe Station

- 4.44 Hythe Station provides a principal arrival point and interchange, giving access to many other destinations in Colne Harbour. The pressing need to improve the station and its environs has already been recognised.
- 4.45 Any proposed initiatives for this area will be required to address significant constraints, most notably a 12m wide sewer easement bisecting the site opposite the station. Public realm improvements, in conjunction with the renovation of both the station building and the Rising Sun public house can help facilitate pedestrian activity and make the use of public transport a more enjoyable experience.
- 4.46 Any new development in this area will be subject to securing agreement of land currently reserved for a freight facility from Network Rail. The provision of cycle parking and a bus interchange point will be required in accordance with Code SUS11 of the Colne Harbour Design Framework.
- 4.47 Significant investment has already been allocated by Colchester Borough Council towards improving the station through increasing platform capacity. This can only enhance the role of the station as a key interchange point within Colne Harbour. In addition, linkages to the university could also be enhanced through improvements to footpath and cycle linkages, and consideration to bus facilities and services.

Hythe Place

- 4.48 The area adjoining the historic granary buildings and the large, over-engineered roundabout, leading into Maudlyn Road, could potentially be re-configured in order to improve the quality of the pedestrian environment.
- 4.49 Future design proposals should seek to improve the sense of enclosure, give consideration to the introduction of street trees, and seek to enhance the setting of adjoining buildings on the edge of the Hythe conservation area.
- 4.50 Reconfiguring the roundabout to a less land hungry junction could also be explored, subject to discussions with the relevant highway authorities, and ultimately could deter through traffic in this location if that was considered to be desirable. This must be subject to exploration with the relevant Highway authorities.
- 4.51 Public realm enhancements should also extend to the roundabout adjoining the **Hythe Community Centre**, emphasising the setting and importance of this key community facility.





Colne Place

- 4.52 Colne Place forms an important gateway at the top of King Edward Quay. The necessary function of the space as a traffic junction must be balanced with the needs of pedestrians, with clear crossing points provided in accordance with pedestrian desire lines, clear linkages to nearby Haven Road Gardens and a unified public realm.
- 4.53 Enclosure and definition of this space by development at King Edward Quay and Gas Quay will strengthen its identity. There is also an opportunity to provide a focal point in the form of a striking piece of public art as well as strengthening and defining the space through tree planting.





Coin Street - London

Haven Road Gardens

4.54 Haven Road Gardens represents a significant new open space opportunity at the heart of the Green Link network which runs around the west bank of Colne Harbour and beyond. The existing allotment gardens are statutorily protected and will be retained.

4.55 Haven Road Gardens is located in an area that is close to a number of potentially valuable wildlife habitats, particularly the area around Distillery Pond close by, the wooded area to the west, and the allotment gardens. The Phase I Habitat survey identified the area as being of interest, particularly given the opportunity for wildlife corridors running along the green links network along the western side of the master plan area. Opportunities to manage the area for both wildlife and recreation should be recognised as part of the development of the open space at Haven Road Gardens.

4.56 Key elements that should be incorporated into the design of the space will include:

- ★ A children's play area and Multi Use Games Area to the south of the Haven Road site. It could be possible to involve the community, particularly local schools and youth groups, in designing and specifying the space thereby ensuring that the facilities are targeted towards those who will use them;

- Ready access from all surrounding residential areas including the higher density residential development proposed at King Edward Quay. This will help to address identified concerns relating to the deficiency in open space within the overall Colne Harbour area;
- Recognition and management of habitats or potential habitats that could contribute to the biodiversity of the area, particularly linkages and wildlife corridors to Distillery Pond and environs; and
- New development to the west and south of the gardens, accessed from Distillery Lane, providing containment and definition to this space and potentially extend the development pattern from Albany Gardens to the south (further details of these development opportunities are provided in Section 6).

4.57 In addition, the area adjoining Haven Road may have potential to provide some public parking facilities, accessed directly from Colne Place, with good pedestrian links for those visitors to King Edward Quay. This may also be combined with a bus stop and interchange facility together with a possible public transport, enhanced cycle and pedestrian linkage to Recreation Road. The link has been the subject of consideration by the relevant Highway authorities within the Transport for Colchester document.

Other public realm opportunities.

- 4.58 There are also a number of other public realm opportunities that should be explored across Colne Harbour, considered in conjunction with the Colne Harbour Public Space Design Guide which is appended. The spaces include:
- 4.59 **Hythe Hill:** Hythe Hill is an important historic route into The Hythe and Colne Harbour, much of which is designated as a Conservation Area. Opportunities for significant enhancements to the public realm exist including:
- ★ Paving materials and street furniture that unify Hythe Hill taking care to respect the character of the conservation area.
 - ★ Provision of a new open space, focused around the pedestrian crossing, on Hythe Hill, at the junctions with, Timber Hill and St Leonard's Road. The space could also provide a gateway into the Colne Harbour area on this key approach from the town centre;
 - ★ Provision of a wider crossing point establishing a clearer link between the redevelopment of the MAN B&W site, the Moors adjoining the River Colne, and the Town to Sea trail; and
 - ★ Consideration of sensitively designed traffic calming measures.
- 4.60 **Hawkins Road:** Hawkins Road is a key route in Colne Harbour. It provides an important linkage between the railway station at The Hythe, Colne Causeway, and the residential development at the site of the Molar Works and University Quay.
- 4.61 At present the route has a poor quality environment dominated by vehicles and the parking forecourts of a number of business premises. As a result the road is poorly overlooked and the relatively narrow footways create an unwelcoming environment for pedestrians and cyclists.
- 4.62 Public realm enhancements must focus on providing:
- ★ a more attractive pedestrian environment through provision of wider footways, high quality surfacing materials and clear waymarking to the station and other parts of Colne Harbour;
 - ★ dedicated parking bays would allow an element of on-street parking, with the associated traffic calming benefits. Although currently contrary to Essex County Highway policy it will be important for this to be reviewed as appropriate; and
 - ★ the introduction of street trees improving the character and appearance of Hawkins road.
- 4.63 Opportunities for redevelopment in this area, including the introduction of new housing along the River Colne and a mix of more intensive business activities, may extend the times during which the area is populated, improving the natural surveillance of the area at different times of the day and into the evening.
- 4.64 **Haven Road:** Haven Road is also an important route in Colne Harbour providing access from the Colne Causeway to King Edward Quay, the Whitehall Road industrial area, and beyond. Presently the road is dominated by traffic including a significant number of heavy vehicle movements which create a barrier effect between the River Colne and the area to the west, including the new housing at Albany Gardens.
- 4.65 The pedestrian environment is extremely poor, with limited footway provision in places, and no pedestrian crossings. Although new business and retail premises have recently been constructed fronting Haven Road, there are no short stay parking bays to attract passing traffic.



4.66 The key public realm objective here will be to break down the barrier effect of Haven Road, enhancing east west pedestrian movement. This will be achieved through:

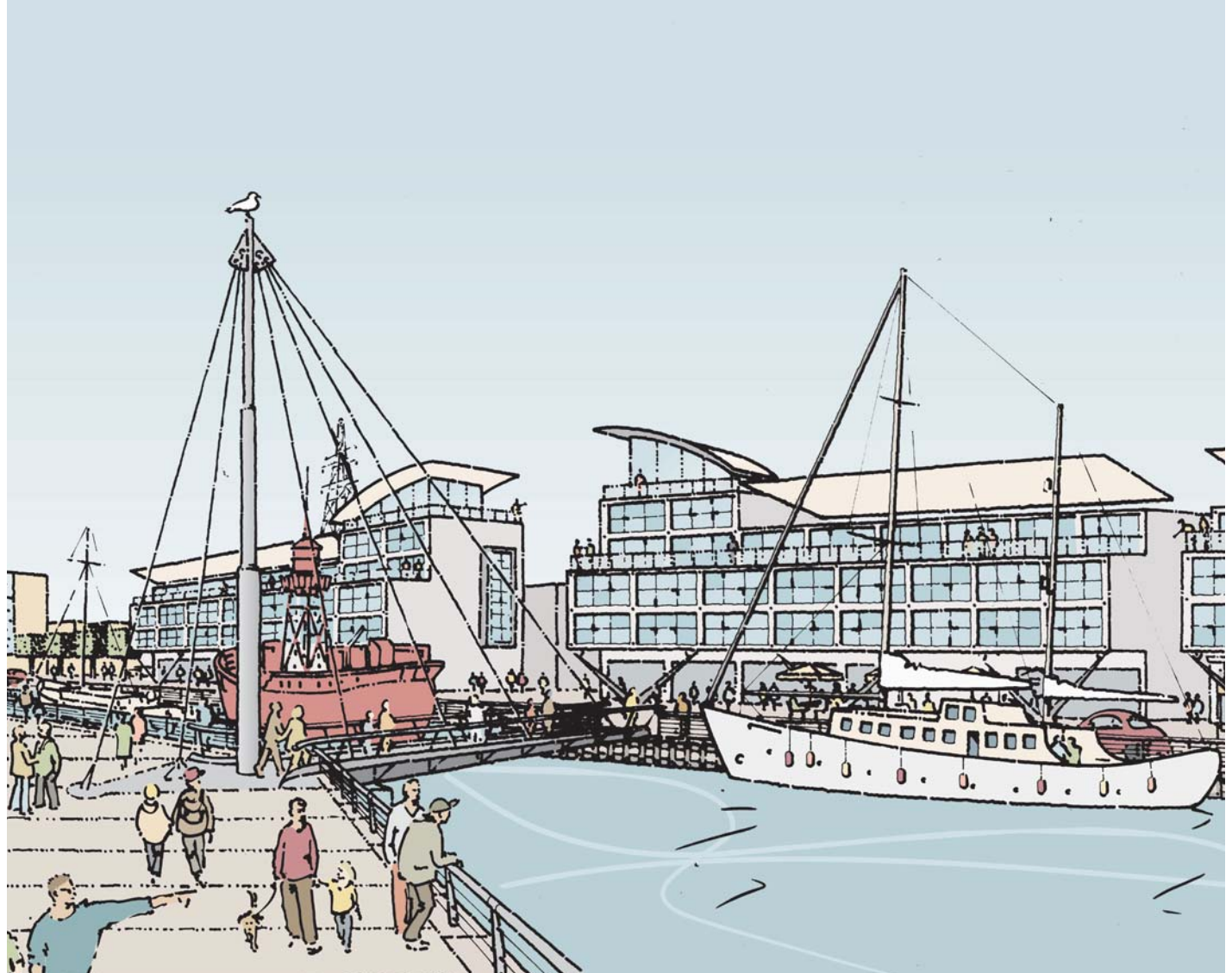
- ★ the introduction of pedestrian crossings in key locations where significant development has either come forward, or is likely to come forward attracting more residents or visitors. These will include areas adjoining Albany Gardens, Distillery Lane following the alignment with the proposed bridging point, and the Colne Causeway roundabout. The detailed location of crossings should follow logical desire lines;
- ★ widening the footways to provide a more attractive pedestrian environment but still allowing the road to function as a key access point; and
- ★ providing an element of on street parking to support emerging local shops and businesses. This should be provided in bays together with tree planting to break down parking into discrete groups and limit visual impact.

4.67 Although the provision of on-street parking is currently contrary to Essex County Council Highway policy it is important that this be considered flexibly as part of any wider review of highways policy.



Enhancing the Colne Riverside:

- 4.68 The River Colne is a key asset running through the area. People are attracted to water and there are many examples of successful regeneration projects where a waterside environment has provided a significant catalyst for development.
- 4.69 At Colne Harbour an initial priority should be the proper management of the river environment, including the river bed. Shopping trolleys, rubbish and silting are visible at periods of low tide creating a negative impression through a lack of care and maintenance.
- 4.70 A regime of management and regular clearance of silt and rubbish should be instigated to maximise the positive benefits of the riverside environment and enhance confidence not only from investors but importantly the local community. Further details are given in section 7 on Implementation and Delivery.



4 PUBLIC REALM IN COLNE HARBOUR

4.71 Along the banks of the River Colne the priority will be to:

- ★ introduce attractive and continuous walkways giving public access at all times to the river;
- ★ provide discreet, informal open spaces along the length of the river, pockets of space along the walkways particularly adjoining the Colne Causeway Bridge which is a busy and important nodal point within Colne Harbour and adjoining the significant development site at Coldock;
- ★ establish a strong character and identity to these areas, possibly through an industrial aesthetic but also reflecting the historic character of the Hythe;
- ★ recognition and management of habitats or potential habitats that could contribute to the biodiversity of the area. In particular the creation of marginal and bankside habitats will help to improve the ecological value of the river. This could be achieved through the design of new river walls with a microtopography capable of supporting aquatic organisms, the creation of small inlets and intertidal terracing as well as floating planted rafts which respond to changes in the tide;
- ★ opportunities to introduce soft bankside habitats with native aquatic and waterside planting should also be explored particularly along the southern parts of the master plan area beyond the Coldock site, and close to The Moors;

- ★ implementation of the Town to Sea Trail; and
- ★ ensure that the river banks are fronted by a mix of different uses on adjoining development sites.

4.72 Along **King Edward Quay** a minimum of 10 metre margin will be defined between the quay edge and the elevations of adjoining buildings, as set out within the adopted Colne Harbour Design Framework (code MEN5).

4.73 Special attention should be given to discrete spaces along the length of King Edward Quayside. These areas include:

- ★ the prominent area adjoining the Colne Causeway bridge which could be used as café spill out space or provide an open air venue;
- ★ the Distillery Lane junction with the quayside (Distillery End), currently a focus as the lightship is moored, but a potential future location for a footbridge;
- ★ the electricity substation the appearance of which should be softened by new hard and soft landscape treatments, lighting, and possibly through the introduction of single aspect development fronting the river; and
- ★ the area around The Maltster's Arms public house.

4.74 There are significant opportunities for providing open air performance space for many events including quayside markets. These must be carefully

considered as part of the design of the public realm along King Edward Quay.

4.75 In addition, the quayside should provide adequate mooring facilities to attract boats into the area which enliven the space and provide important links to the commercial maritime heritage of the area. Issues to consider include the provision of water and sewerage discharge points for boats as well as electrical and umbilical hook ups.

4.76 At **Hythe Quay** and **Gas Quay** there are also significant opportunities to enhance the public realm, although the area will need to continue to accommodate vehicular traffic between Colne Causeway and Hythe Hill. Ready access should be made available to the riverside at Gas Quay. Wider pavements should be introduced in order to ensure a welcoming pedestrian environment. A unified design treatment and palette of materials should be adopted across the whole area to reflect the character of the Hythe conservation area. In addition, provision should be made for cyclists in the area to promote a balanced mix of travel options.

4.77 On the east bank of the Colne, opposite Hythe Quay proposals coming forward for development must contribute to the reinstatement of a footpath along the river between the Hythe bridges and the Colne Causeway. Opportunities for discrete areas of public space linking the riverside to Hawkins Road should also be actively considered as development proposals come forward.

Bridging the River Colne

- 4.78 Although the River Colne is a significant asset around which development in Colne Harbour will be structured, it never the less presents a barrier to east west movement. Therefore the provision of safe and convenient **pedestrian and cycle bridging points** over the River Colne will be a priority. New footbridges improve connections between the two banks of the river and enhance the walkable catchment areas for ground floor commercial uses as well as access to public transport and the footpath and cycle network.
- 4.79 Three primary bridging points have been identified creating a strong connections to the university quayside and both enhancing the walkability of the area while providing access to bus services operating from the University halls of residence:
- ★ alongside the Coldock site at the southern end of King Edward Quay;
 - ★ the area around the end of Distillery Lane, continuing this route from the pond, through King Edward Quay and across the Colne; and
 - ★ Gas Quay to the east bank of the River Colne and beyond to Hawkins Road.
- 4.80 The bridges present a significant opportunity for a series of contemporary and attractive engineered structures to be introduced that contribute to the character and appearance of the area. They must also be designed to allow the River Colne to remain navigable to the south of the Colne Causeway Bridge. The opportunity exists to hold a design competition thereby increasing the profile of the area.

Supporting a pedestrian & cycle network

- 4.81 The provision of a comprehensive and safe network linking King Edward Quay, Haven Road, Gas Quay and Hythe Station together will make walking and cycling a more attractive and viable option for future residents across the whole of Colne Harbour, and particularly in areas with greater numbers of dwellings and higher residential densities. Facilitating access to the station can also support the local rail service.
- 4.82 In addition, a network of cycleways and footpaths should complement the street network allowing people to take a direct or indirect route should they wish and contributing towards making an active, healthier alternative to motorised transport available. These should link in with the existing pattern of footpaths and Greenlinks which run across the Colne Harbour connecting it with other parts of Colchester, as well as the Town to Sea Trails and the potential for new footbridges.



Cycle Stands - Bristol

Public realm funding & delivery

- 4.83 In order to help fund and deliver improvements to the public realm S.106 developer contributions could be collected to form part of a **Colne Harbour development fund**. Contributions may then be targeted to particular public realm projects within the area.
- 4.84 The delivery mechanism will need to be based on detailed costing and design specifications for each of the projects identified above. A design brief could be drawn up to include materials from an identified palette, street furniture from a co-ordinated range, and tree species appropriate to the location. This could draw extensively from the work already done as part of the Colne Harbour Public Space Design Guide appended to this master plan.
- 4.85 The Development Team would be responsible for prioritising projects, with the Regeneration Planning Team leading negotiations and discussions with developers and investors. It may also be appropriate to have a mixed team writing public realm design briefs drawing upon a full range of local expertise and interest and potentially including the involvement of local artists.
- 4.86 Further details on section 106 priorities and delivery mechanisms are provided in section 7 of this master plan report.



Cantilevered footbridge - Bristol



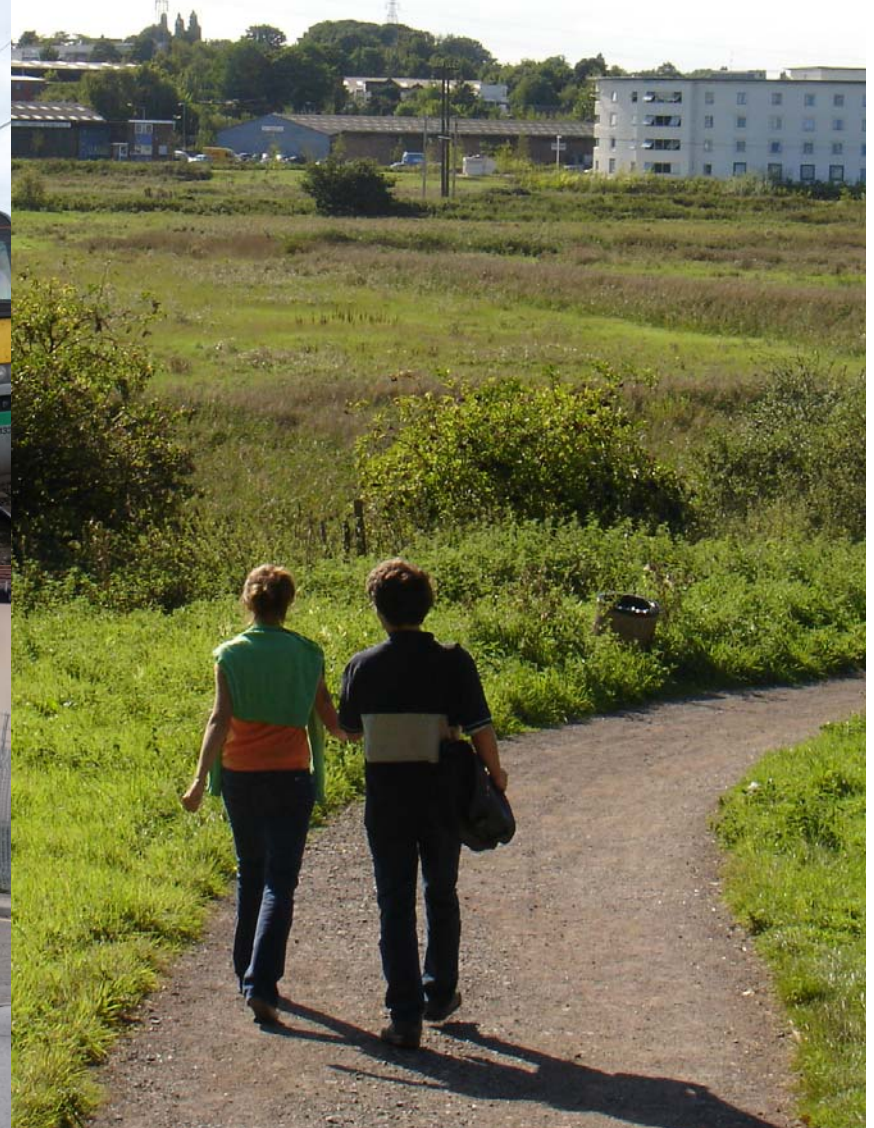
5 Transportation: Getting around Colne Harbour

Transportation Approach

- 5.1 As has been identified earlier in this document the Colne Harbour regeneration area has its own unique challenges and opportunities, not least in the area of transportation in all its forms. Whilst a more traditional transport assessment approach can be applied it does not always lead to a clear cut solution as may be the case in a green field type development for instance. The work done so far identifies a range of measures that can be taken and therefore offers a palette to choose from.
- 5.2 Other changes in the Government's approach to developer funding also now offer more flexibility in the field of Section 106 Agreements. The Tariff approach or Standard Charge is becoming more common and has broad Government support. Indeed the Government is now moving forward with a Community Infrastructure Levy. This gives an opportunity to use this new approach in the Colne Harbour Area and offers two important advantages over the more common Predict and Provide Section 106 approach.
- 5.3 A standard charge (SC) levied on a per dwelling and per sq.m of commercial development basis offers certainty to the developer on contributions, speeds up the planning consent process and offers certainty to the planning authority of an known income stream to meet infrastructure costs.
- 5.4 It also offers flexibility as to when and how transport measures are bought forward without delaying the delivery of much needed re-generation on the area.
- 5.5 It is recognised that there are a range of issues that must be taken into account when considering this approach in the Colne Harbour Area. Experience elsewhere would suggest that a figure of £20,000 per dwelling unit for a range of infrastructure provision is appropriate; of this some £10,000 would be for transport needs. One size does not fit all and this is particularly true in the Colne Harbour Area.
- 5.6 Work done so far identifies some key transport elements such as Hythe Station and its setting in the Eastern Transit Corridor, bridge connections across the river and other softer measures such as additional public transport services and comprehensive cycling and walking provision. It is accepted that the total cost of these measures will far exceed what can be reasonably funded from the development itself without prejudicing the future regeneration of this area. However the SC should make an appropriate contribution to these costs having regard to other funding bids and opportunities.



- 5.7 For this reason a figure has been calculated that offers sufficient funds to bring forward appropriate measures in a planned way but not of such a burden that the development of sites becomes unviable. The Master Plan therefore proposes that a Standard Contribution (SC) approach is applied to the remaining areas for re-development within the Plan area on a per dwelling basis. The SC would be payable prior to the start of construction. On larger developments staged payments may be considered. The SC would not be limited to the scale of development and would for instance be payable on a single unit of development.
- 5.8 The elements listed below are taken from the LDF Transport Topic Paper as they relate to the East Colchester development area. An allowance is made to reflect the other funding bids and opportunities so that development in the area makes a fair and reasonable contribution to the total cost of the various elements.



Key Elements for East Colchester

	Infrastructure Cost	Standard Charge	% of total cost
Hythe Rail Station improvements	£ 1.6 million	£60 per dwelling	3.75%
East Transit Corridor	£4,000,000	£1,000 per dwelling	25%
Green Links	£500,000	£ 500 per dwelling	100%
Public Transport	£ 500,000	£ 500 per dwelling	100%
A133 central corridor upgrade (stage one)	£2.25 million	£500 per dwelling	0.02%
Total infrastructure cost: £8.85 million			
Housing allocation: 1000 units			
Standard charge: £2560 per unit			

5.9 Further details on how the transportation approach was devised are contained within the **Technical Appendix** to the Master Plan.





6 King Edward Quay & Key Site Proposals

The Heart of Colne Harbour

- 6.1 As required by the initial project brief the main focus of the master plan is **King Edward Quay**, incorporating Coldock, and **Haven Road**. These are prime sites, closely related, at the heart of Colne Harbour. They will be considered within the context and analysis provided covering other parts of Colne Harbour as already set out within this document.
- 6.2 The development components described may also be of relevance to the other sites in Colne Harbour which also have a significant role to play in the overall regeneration of the area to include:
- ★ The Hythe, especially Hythe Quay and Hythe Station;
 - ★ Man B&W;
 - ★ The Transco site; and
 - ★ Hawkins Road and Whitehall Road.
- 6.3 These areas are considered to provide context to the main sites as required by the project brief, but in less detail.

The aims of this section of the master plan will be to:

- ★ shape proposals specifically for King Edward Quay, Coldock and Haven Road, but also for other sites, supported by the analysis undertaken;
- ★ identify sub areas across King Edward Quay and Haven Road which help to shape and inform specific development proposals and secure a high quality environment; and
- ★ provide guidance as to the likely development components and site specific proposals that can achieve a mix of uses and support a sustainable community, informed by market potential.



A vision for King Edward Quay

6.4 The King Edward Quay area is ripe for regeneration and offers an impressive waterfront that overlooks the new development rising at University Quay on the opposite side of the Colne. The area will:

- ★ form an important destination within Colne Harbour, supporting a mix of uses and complementing development elsewhere; and
- ★ have a character and identity firmly rooted in the history of the harbour, drawing extensively from the textures, forms and colours already present.

6.5 A vibrant waterfront environment will include a substantial residential population as well as attracting visitors, supporting a range of retail, café, bar and restaurant uses. Community uses, leisure opportunities, and small business premises will appeal to a wide range of occupiers set within a built environment that is stylish and contemporary.

6.6 A rejuvenated linear space along the quayside will maintain and enhance access to the waterside, with a mix of open spaces, including play space for children of all ages, thereby providing recreation and leisure opportunities for all.

6.7 The site has a key advantage in that there are a limited number of landowners with a potential willingness to work together. With the certainty of a practical, realistic and clear master plan there is a real opportunity to enable the regeneration of this key waterfront site which, to date, has remained undeveloped.

6.8 In so doing it will be critical to link development to a range of public realm enhancements, focused on maximising pedestrian and cycle accessibility across Colne Harbour, in particular all routes to, and the area around, Hythe Station.

6.9 The Colne Harbour Design Framework identifies a new University railway station which will help to support a mix of uses for Colne Harbour. The long term aspiration for a railway station in this location, together with a new bridge across the Colne, must continue to be promoted as it will:

- ★ enhance pedestrian accessibility;
- ★ improve public transport provision;
- ★ support a greater population density; and
- ★ generate an improved mix and diversity of uses.

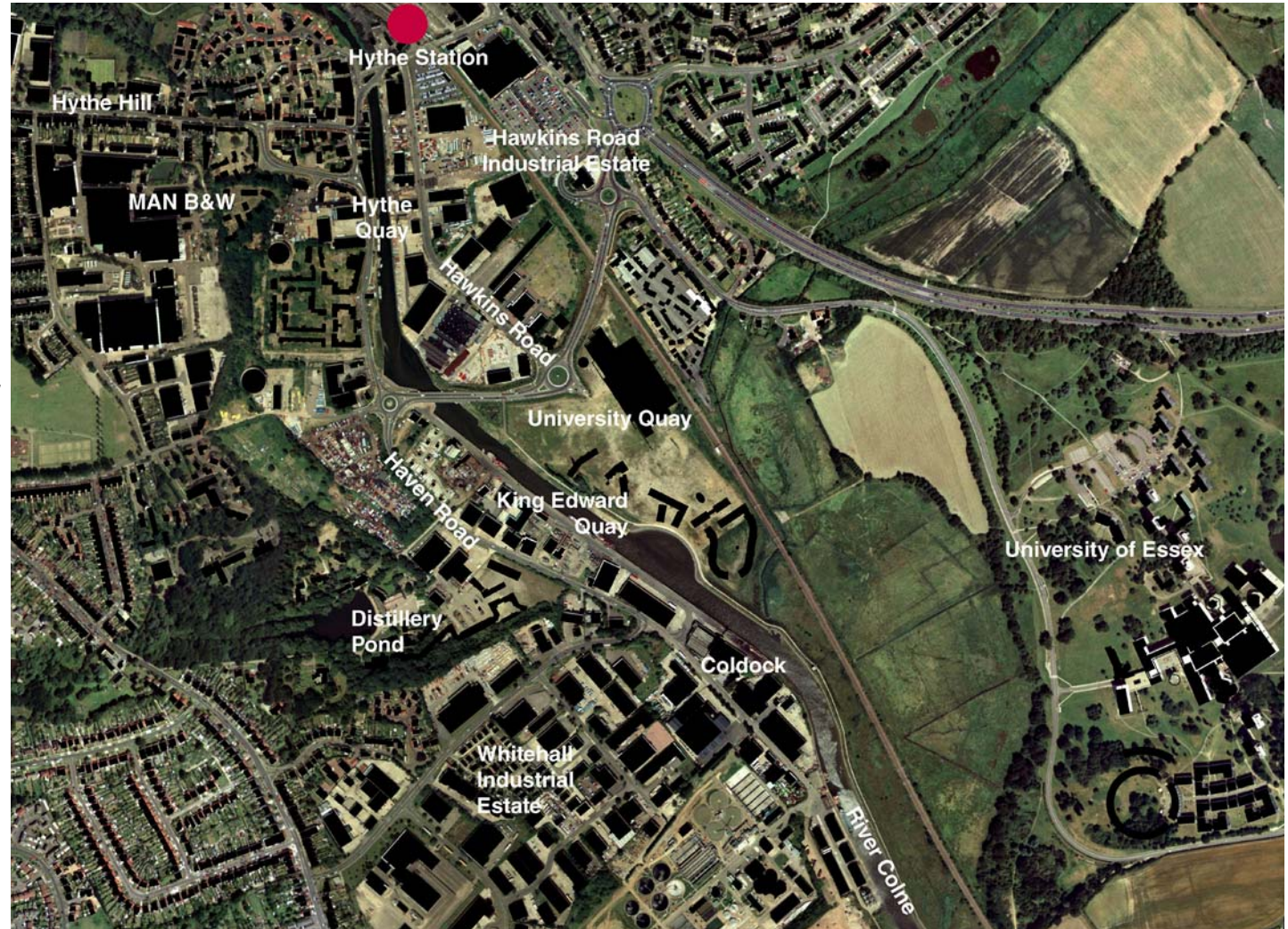


The illustrative perspective shows a high tide water level. The photograph shows low tide.



Site description

- 6.10 King Edward Quay is located at the heart of Colne Harbour. The area is defined by the River Colne to the east, Haven Road to the west and Colne Causeway to the north. To the south King Edward Quay incorporates The Maltster's Public House. For the purposes of the master plan the site to the west of Haven Road (the Haven Road site) will be considered as part of King Edward Quay.
- 6.11 At present the King Edward Quay area is home to a mix of principally employment uses, including engineering works, small offices, trade retail, scrap yards, a former traveller site, and empty warehouses and storage buildings. There is also a large electricity substation compound and associated offices.
- 6.12 The site is accessed at two points from Haven Road, Distillery Lane being a secondary access to the main vehicular access adjoining the former Coldock buildings. Pedestrian access can also be gained directly from the Colne Causeway bridge and there is a public right of way extending along the length of the water frontage.
- 6.13 The environment of King Edward Quay is at best gritty and industrial, at worst downgraded and desolate. The light ship is one of number of vessels permanently moored at the quay, and the rise and fall of the tide adds drama to the waterside, albeit exposing a silted and uncared for river bed.



Known development constraints

6.14 However, most of the significant port related buildings such as the maltings granaries and warehouses have long since disappeared leaving scope for this area to develop a fresh new identity without necessarily referring to either a marine or an industrial aesthetic.

6.15 The site occupies an important gateway position on the river at the edge of the urban area overlooking the dramatic open countryside of the Colne Valley to the south and benefiting from an extremely attractive setting to the west; a tree lined ridge strongly reflecting the impressive topography to the west.

6.16 There area number of development constraints affecting the area that will need to be accounted for as part of the development of proposals for the area:

- ★ The electricity sub-station on King Edward Quay which is an active facility requiring access from the quayside, and includes the presence of overhead power cables.
- ★ Remediation of areas of contaminated land (most notably the Haven Road site and parts of King Edward Quay) and associated costs.
- ★ Transportation and access (see section 5).
- ★ The assessment and repair of the harbour walls.
- ★ Assessment of the biodiversity and ecological value of the area. Reference should be made to the recommendations contained within the Phase I Habitat survey outlined in section 3 of this master plan and set out in full within the Technical Appendix.
- ★ Surface water outflows that enter the Colne along the quayside create localised flooding at very high tides. Anglian Water are aware of this issue.
- ★ Sites within Colne Harbour will also need to be the subject of flood risk assessments and the detailed design and layout of buildings must take account of this issue.
- ★ Retention and enhancement of established public rights of way for both pedestrians and cyclists.

6.17 In addition, development proposals close to the Anglian Water sewage farm (within a radius of approximately 400 metres from the perimeter of the site) will be required to demonstrate that a suitable environment can be achieved for any future residents through a period of odour monitoring and any appropriate design measures as may be required. It is understood that Anglian Water are investing in the facility to help address the issue of smell.



Property market

- 6.18 The property market overview in section 2 of this report has suggested a range of uses that may be appropriate and viable within Colne Harbour. With regard to King Edward Quay the overview suggests that a predominantly higher density, residential led scheme supporting a limited mix of other uses would be the most viable form of development.
- 6.19 Other waterside regeneration projects, such as Cardiff Bay for example or Docklands, required high density residential schemes to be brought forward during the early years of development in order to generate a critical mass of people who would provide the patronage to support the secondary uses that came later. The same approach could beneficially be adopted at Colne Harbour and would help to support existing small businesses within the area as well as increase patronage on local bus and rail services.
- 6.20 The greater the resident population within a higher density scheme the greater the element of mixed use that could viably be incorporated into development proposals. It is important to remember that standalone commercial development may not be viable at King Edward Quay and will need to be subsidised by a significant amount of residential development.
- 6.21 Land assembly has already taken place in parts of King Edward Quay and there is significant developer interest indicating that these sites could be delivered sooner rather than later thus assisting the continued regeneration of Colne Harbour. Many of the easier sites have already come forward for development and more difficult choices as to the type and density ranges of future schemes will need to be made at King Edward Quay if the regeneration impetus is to be maintained.
- 6.22 Higher density and high quality residential schemes that incorporate a significant element of apartments can produce the highest land values which will firstly ensure that sites are viable (i.e. cover the cost of remediation) and secondly maximise any contribution to a Colne Harbour development fund. They will also help to deliver aspirational, high quality architecture of the kind that will attract people to want to live in and identify with Colne Harbour.
- 6.23 With its extensive water front and outlook towards development at university quay and the open countryside to the south King Edward Quay has the potential to be a prime site with Colne Harbour generating the high land values within Colne Harbour. Without high land values aspirational architecture will be difficult to deliver.
- 6.24 By providing flexible units designed to accommodate either residential or business purposes (or a combination of both) a range of ground floor uses could be supported including A1, A2, A3, A4, A5 and some B1 office and live work space. Potentially, this could also include serviced incubation or grow on space for small businesses.
- 6.25 Such uses will help to create a more sustainable urban environment although will restrict the absolute development value available and therefore limit the potential to generate s.106 contributions for infrastructure, public realm and other essential items.
- 6.26 As well as 'A' class uses, King Edward Quay may also be a location suitable for a gym operator. This use may not generate significant value but is desirable in establishing a mix of uses for the community.
- 6.27 Employment space provision should focus on commercial viability and provision of good quality accommodation rather than maximising the amount. Commercial freeholds can sell well in regeneration areas as investors are aware of the capital growth these units are potentially likely to achieve. Although securing tenants can be a problem in the short term, the economic and social analysis indicates that small, flexible space should be provided to address identified local deficiencies.

6.28 Developers at Colne Harbour should therefore be encouraged to develop good quality space of the right specification to encourage long term business investment in the area. In particular accessibility is an issue and parking for commercial space should be adequate to ensure the space is “lettable”.



Master plan development components

- 6.29 A number of development components must help to shape and inform proposals that come forward along King Edward Quay and Haven Road. They will also be of relevance to other development sites within Colne Harbour providing a basis against which proposals can be formulated and subsequently assessed.
- 6.30 The components have been informed by the analysis of the area and King Edward Quay in particular. They are described below and the built form elements are shown on **figure 6.1**.

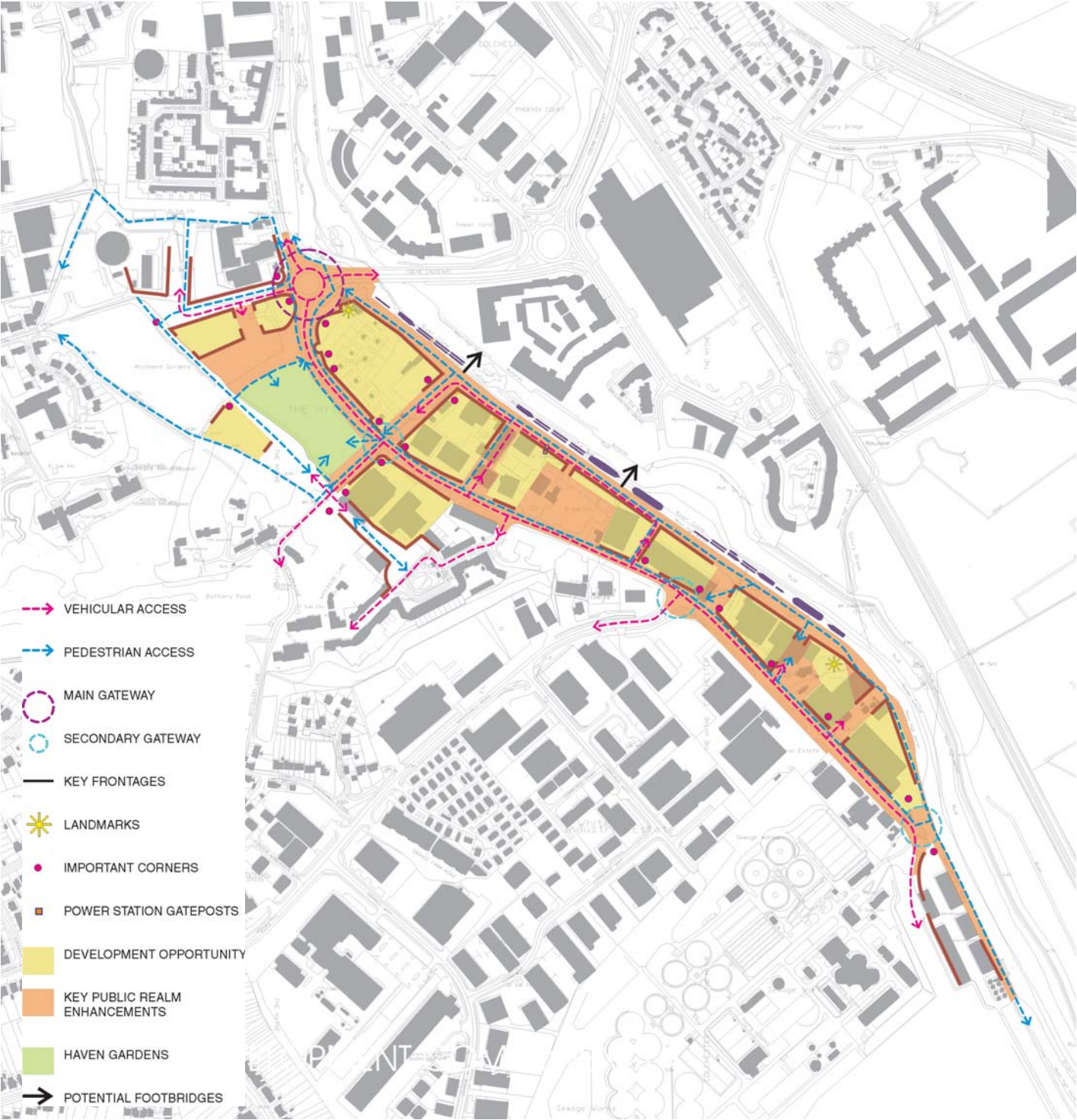


Figure 6.1

Access & connectivity

- 6.31 Addressing issues of severance caused by Haven Road, the River Colne, the Colne Causeway and the railway line are vital considerations, balancing the needs of pedestrian, cycle and vehicular access requirements.
- 6.32 In order to allow for good size development blocks and maximise accessibility, street junctions should be spaced at approximately 100m intervals, which also broadly corresponds to existing land ownerships along King Edward Quay.
- 6.33 There is an opportunity to review the existing vehicular entrance points at Distillery Lane and adjoining Coldock to maximise development capacity and enhance accessibility, with new vehicular and pedestrian access points opened to either side of the substation for example.
- 6.34 Access into the Haven Road sites (Haven Gardens) should be retained off the Colne Causeway roundabout. Other Haven Road development sites should be accessed via Albany Gardens if possible. A strong network of pedestrian routes should be created giving access to the Green Links network, the riverside and from there to all other parts of Colne Harbour, particularly the Hythe Station.
- 6.35 A vital component in unlocking the development potential will be the provision of new pedestrian and cycle footbridges in order to provide access to the east bank of the Colne and the university (see section 4 on the public realm).

Gateways

- 6.36 The main gateway into King Edward Quay is from Colne Causeway. This is a prominent location within Colne Harbour. Secondary Gateways are from:
- ★ the historic Distillery Lane;
 - ★ the Whitehall Road approach, and;
 - ★ Haven Quay.
- 6.37 Gateways are important places of orientation and transition and should be clearly defined through the built form of the buildings, through expressing corner treatments, or positioning doorways and entrances for example.

Key frontages

- 6.38 Key building frontages should only be established adjoining those areas where the public have ready access. The edges of buildings therefore play an important role in defining and animating the public realm through:
- ★ positioning of doors, windows, entrances, and shop fronts;
 - ★ spill out space and open air seating associated with bars, cafes and restaurants; and
 - ★ inclusion of balconies and terraces in residential development.

- 6.39 This enhances opportunities for chance encounter and provides a good basis for producing pedestrian movement and activity. At King Edward Quay the frontages adjoining the River Colne and Haven Road will be particularly important as they are principal routes and areas of public realm.
- 6.40 The ground floor areas of buildings must also be designed to take account of flood risk within the area, particularly in relation to residential development.



Contemporary Living - Chelmsford

Landmarks & corners

- 6.41 In order to help signpost King Edward Quay as an important destination within Colne Harbour a new landmark should be developed adjoining the Colne Causeway, to mark the entrance and gateway to the site. A tall building in this location would respond to the change in levels between King Edward Quay and the bridge.
- 6.42 At the far end of King Edward Quay, adjoining the Coldock site, another landmark could mark the end of the site as well as signalling the beginning of the bend of the River Colne and the transition into the countryside beyond.
- 6.43 Corners should mark only important gateways and entrances to:
- ★ establish local landmarks that shape the overall built form of King Edward
 - ★ make places that are more memorable; and
 - ★ frame or terminate view corridors.

Viewpoints & vistas

- 6.44 The layout and built form of development at King Edward Quay should take account of the following viewpoints and vistas:
- ★ Distillery Lane towards the quayside and the light ship;
 - ★ Colne Causeway emphasising the importance of the gateway into King Edward Quay;
 - ★ University Quay maintaining views across the Colne.
- 6.45 Each of these view corridors provide a structuring element for development, and provide a contextual reference point unique to King Edward Quay.
- 6.46 Views back towards King Edward Quay should also be considered, including long views for the A133 corridor to the west as well as shorter views from elsewhere in Colne Harbour, particularly from the east.
- 6.47 The importance of creating a dynamic and interesting roofscape will therefore be an important consideration. Plant, servicing or telecommunications equipment should be carefully designed to be hidden from view.

Built form

- 6.48 Given the character and identity prevalent along parts of King Edward Quay, and also given the quality of the built form coming forward elsewhere within Colne Harbour, notably the University Quay development and Colne View, a strong and contemporary aesthetic should form the basis for the design of new buildings along King Edward Quay.
- 6.49 The following aspects should be considered through the design process:
- ★ reference to colours, textures and shapes that already exist across the area, derived from the maritime and industrial use of the site over many years. Timber panelling, the rich patina of rust, faded colours, and strong vertiginous shapes above consistent wide ground floor loading bays all feature strongly;
 - ★ ground floors of new building should reflect the height and characteristic of the industrial buildings and provide a flexible 'robust' form of development that can accommodate change over time. A ground floor of around 3.5 metres between floor level and soffit should be specified;
 - ★ flood risk to ensure that to ensure that necessary provision for access and egress during potential flood events is made, and providing for residential development that is protected on upper levels;
 - ★ maximising the variety and layout of accommodation provided can ensure that the built fabric is capable of adapting to changes of use over time. This prolongs the lifespan of the building making development more sustainable; and



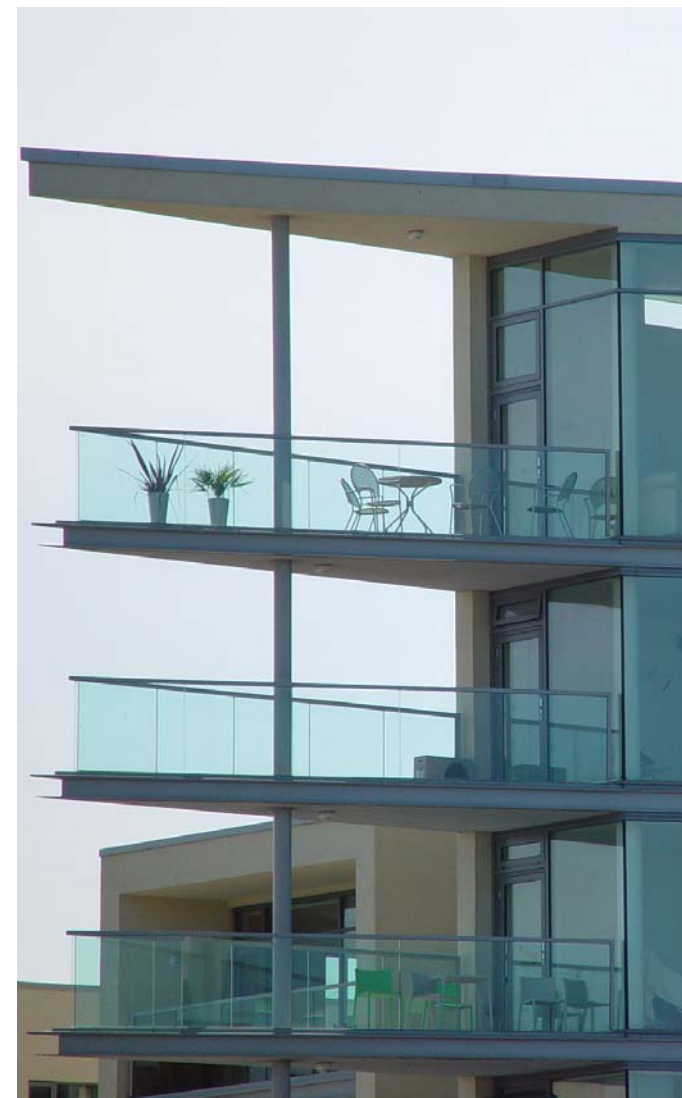
- ★ the use of well designed balconies or roof terraces is carefully considered increasing opportunities for development to address the public realm and affording occupiers with views across the river.

6.50 There may also be scope along King Edward Quay to introduce structural 'pavilion' buildings at points along the river frontage. This would reflect the presence of silos and conveyor structures, such as the one remaining at Coldock, that would have populated the river frontage at the time when the harbour was an operational port. The buildings could be demountable and provide a means of animating the public realm accommodating markets, festivals or other events.

6.51 Consideration should also be given to the potential for introducing green infrastructure incorporated within the built form and layout of development proposals. This could include the installation of 'living roofs' for example which are planted and could provide valuable habitats for birds and invertebrates. Living roofs also have benefits in terms of:

- ★ adding visual interest and identity to the development;
- ★ form part of a sustainable urban drainage system (SUDs) approach to water attenuation and management;
- ★ assist with energy saving through reduced heating and cooling requirements; and
- ★ contribute to mitigation for and adaptation to future and predicted climate change.

6.52 There may also be scope along King Edward Quay to introduce structural 'pavilion' buildings at points along the river frontage. This would reflect the presence of silos and conveyor structures, such as the one remaining at Coldock, that would have populated the river frontage at the time when the harbour was an operational port. The buildings could be demountable and provide a means of animating the public realm accommodating markets, festivals or other events.



Balcony detail, The Point - Bristol



Landmark, The Point - Bristol

Building heights

- 6.53 There are a variety of building heights across Colne Harbour from domestic scale two storey housing through to six storey apartment buildings and large industrial premises. Buildings heights must therefore reflect not only any relevant prevailing characteristics of adjoining sites but also help establish or raise the profile of key locations within Colne Harbour.
- 6.54 At King Edward Quay little of the existing development on the Quay will be retained, although reference will need to be made to the adjoining Albany Gardens scheme on Haven Road. Also the topography and tree lined ridge to the west form a natural backdrop to the site when viewed from the opposite banks of the Colne, and from further afield on the A133 for example. Therefore:
- ★ A range of building heights will be appropriate in the range of 3 to 6 storeys in height to allow for a mix of building types from town houses and small office buildings to larger mixed use and apartment buildings;
 - ★ Landmarks up to 8 storeys in height should define key locations along Colne Harbour, adjoining the Colne Causeway and at Coldock as described above; and
 - ★ Taller buildings may be acceptable providing they are of outstanding architectural quality and it can be demonstrated that satisfactory access, parking, and servicing requirements can be accommodated.

- 6.55 Development adjoining the pylon, overhead wires and electricity substation will need to acknowledge the operational requirements of the facility as well as any other health and safety considerations.



Roof terrace, The Point - Bristol

Density

6.56 Developing at higher densities can maximise the reuse of brownfield land, in accordance with national planning policy. Code URB5 of the Colne Harbour Design Framework identifies river frontage sites as being appropriate locations for medium to higher density development in order to realise a good mixed use river frontage. The Urban Place Supplement suggests that minimum densities of between 50 and 75 dwellings per hectare may be appropriate in accessible locations. This range should be applied to much of Colne Harbour.

6.57 In order to ensure that high quality, useable and attractive environments are created building at higher densities must be carefully considered in conjunction with:

- ★ provision of, and access to, public open space and private amenity space such as gardens, terraces and balconies;
- ★ parking which is well designed and does not dominate the public realm; and
- ★ convenient walkable proximity to local facilities such as shops and places of employment, and public transport stops and routes.

6.58 At King Edward Quay and Coldock consideration will be given to higher residential densities, potentially up to a maximum of between 150 to 200 dwellings per hectare, having careful regard to the points above.

6.59 This is in recognition of King Edward Quay as a major regeneration opportunity. Development will be highly prominent within Colne Harbour, particularly on the approach from the A133, and higher densities will help to:

- ★ provide distinctive, interesting and dynamic development forms creating a strong river frontage and visually containing its width;
- ★ establish a resident population of sufficient size to support new local services; and
- ★ generate higher land values offsetting the costs associated with remediation, relocation of existing businesses and site clearance.

6.60 It will be vital for new development at King Edward Quay to be supported by:

- ★ enhancements to the transport network in the locality, with a particular emphasis placed on locally focused public transport improvements including significant enhancement to Hythe Station;
- ★ proper investment in good quality pedestrian and cycle routes, particularly along both banks of the River Colne, Haven Road, Hythe Quay, and Hawkins Road. This will help encourage walking and cycling from all parts of Colne Harbour; and
- ★ new pedestrian and cycle footbridges across the River Colne, linking King Edward Quay with University Quays, improving general accessibility and linking to the bus services which run from University Quay.

6.61 Support must also continue to be given to the provision of a new station at the University. Should it come forward the greater resident population at King Edward Quay would have an alternative to the Hythe and help to support new services.

6.62 Finally, in terms of the likely costs associated with remediation and redevelopment of previously developed industrial sites along King Edward Quay, it will be important to allow for proposals that maximise values. This implies a significant proportion of residential development. Without it schemes become significantly less viable, limiting the opportunity to provide design of the highest quality or contributions towards provision of vital infrastructure in the area.



Bristol riverside



Mixed use waterside development, Bristol

Accommodating the car

- 6.63 Car parking shall be provided for residential development on a flexible basis. For apartments a single space may be appropriate, with 2 spaces for town houses. On-plot parking provision must be provided for the majority of residential development, with operational and visitor parking provided for other uses. Adequate car parking for commercial uses must be made to ensure that they are viable.
- 6.64 The Haven Road area could provide visitor parking spaces for the main mixed area at King Edward Quay North. This could also be supplemented by a bus interchange facility to improve accessibility to public transport, as well as the potential for a link to Recreation Road.
- 6.65 An imaginative approach to the design of car parking will be required in order that it is accommodated in a visually unobtrusive way. This will include the use of underground, undercroft, or sub basement parking, either beneath buildings or under areas of private or communal open space. Where on street parking is proposed this should be interspersed with tree planting and grouped in such a way as to avoid large expanses.
- 6.66 As already highlighted the comments that apply to these key sites are equally applicable to many other sites across Colne Harbour

Master plan site proposals

6.67 In order to consider development proposals across King Edward Quay and Haven Road sub areas have been identified. They have been defined having regard to site specific characteristics, ownerships, and accessibility.

6.68 The sub areas are sensible development parcels that may be bought forward individually or collectively to make a contribution to the redevelopment and regeneration of King Edward Quay. They are shown on **figure 6.2**. The King Edward Quay sub areas comprise:

- ★ King Edward Quay North;
- ★ Substation;
- ★ Coldock; and
- ★ Timber Yard

6.69 The Haven Road sub areas comprises:

- ★ Haven Road east;
- ★ Allotments
- ★ Haven Road west; and
- ★ Haven Road South.

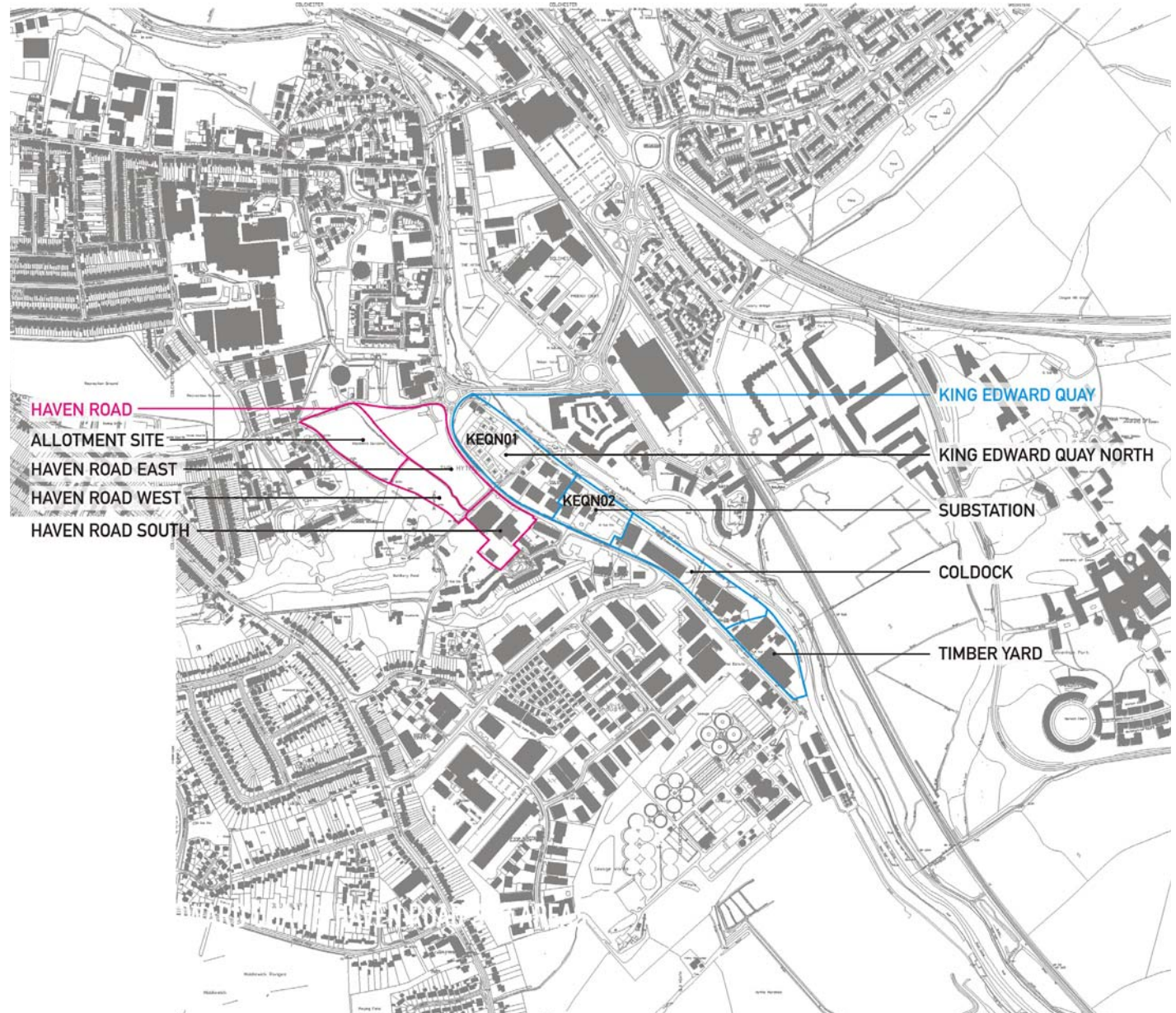


Figure 6.2

6.70 On the following pages the sub areas are described having regard to:

- ★ site characteristics and existing patterns of land use;
- ★ specific development proposals and key built form components; and
- ★ a suggested mix of uses based on the market potential of the area.

6.71 This will provide guidance to assist in the formulation of development proposals and subsequent consideration and assessment. The master plan development components will ensure that a consistent approach is taken to key aspects of each site helping to ensure that site specific proposals 'fit' within an overall strategy for the area as well as with the Colne Harbour Design Framework..



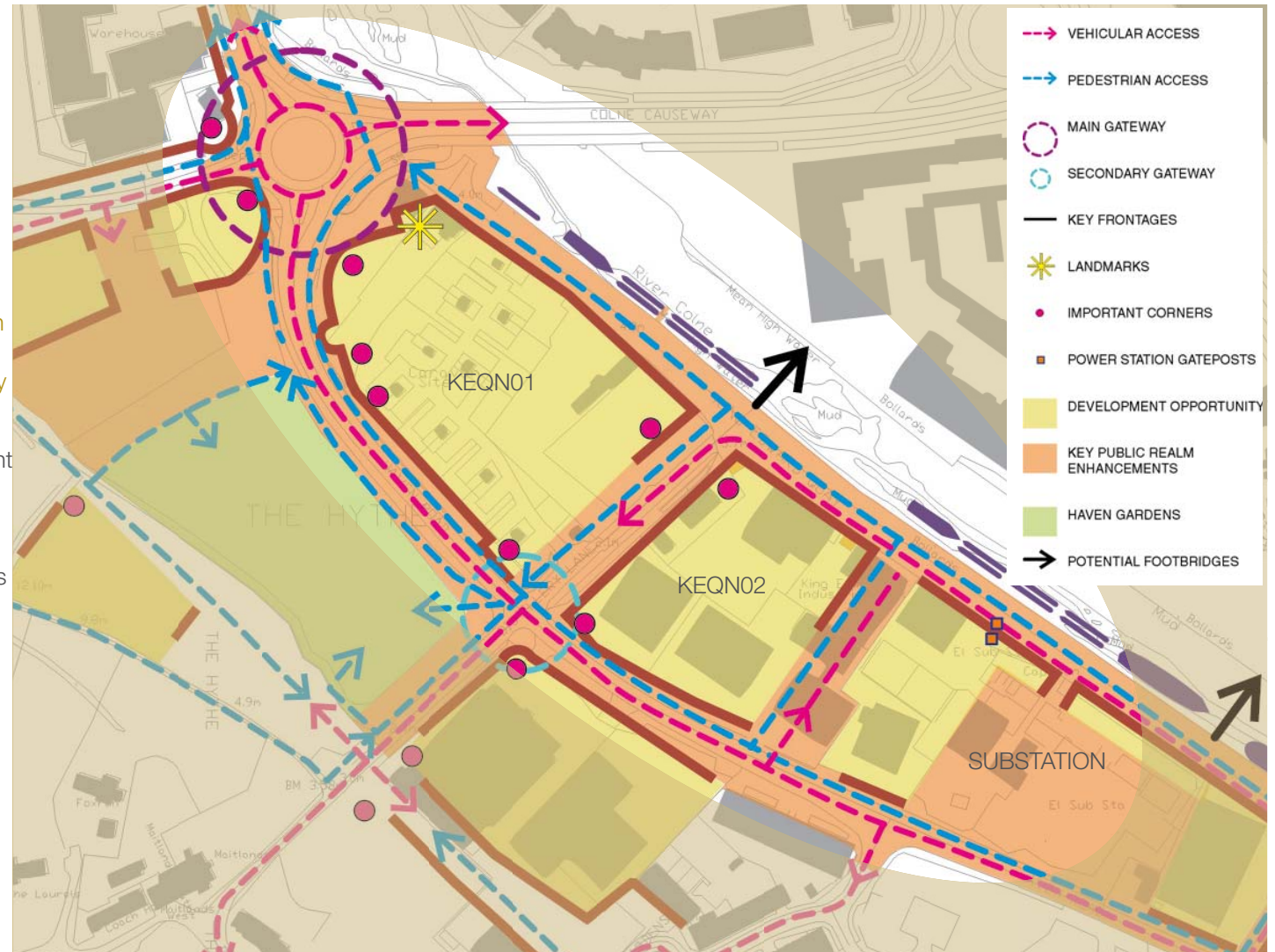
King Edward Quay North

Site description

6.72 King Edward Quay North is the area between the electricity sub station and the Colne Causeway bridge. It is 2.85 hectares in size. The site can be divided in 2 parcels:

- ★ the area to the north west of Distillery Lane currently occupied by a small office building, a former traveller site and a scrap yard (KEQN01); and
- ★ the area to the south east occupied by a mix of small business premises (KEQN02). It is set down from the Colne Causeway, and is accessed via King Edward Quayside, Haven Road, and Distillery Lane.

6.73 King Edward Quay North is one of the most prominent sites at King Edward Quay as it adjoins the busy junction between Colne Causeway, Haven Road, and Hythe Quay. There are significant pedestrian routes converging at the junction, including an access from the King Edward Quayside, but the pedestrian environment is unattractive and there are no formal crossing points.



Analysis overview.

- 6.74 The urban design analysis of Colne Harbour has identified the junction as an important node, with opportunities to enhance the quality of the pedestrian environment and connections from other parts of Colne Harbour. The area is also an important gateway in Colne Harbour, particularly to King Edward Quay.
- 6.75 The central, prominent and accessible nature of the location would make it suitable for a mix of uses, possibly comprising a mixed use centre, to serve the growing residential population of Colne Harbour. Bus services run past the site into Colchester, and enhancements to the public realm and pedestrian environment, would help to improve the walking catchment of the site (see section 4 Public Realm).



St Katherine's Dock - London

Mix of uses

- 6.76 In terms of the proposed mix of uses that would be suitable in this prominent location, the area north west of Distillery Lane (KEQN01) could comprise a mix of uses including:
- ★ ground floor retail, including a convenience store, bars, restaurants and cafes;
 - ★ frontage development should focus on the quayside and Haven Road;
 - ★ at first floor a leisure operator could find the prominent location suitable for a fitness gym;
 - ★ community rooms, including a multi purpose hall to address the identified demand for additional facilities within the area; and
 - ★ high quality residential development in the form of apartments would be the other principal use on the site generating value and providing an opportunity for a landmark development.
- 6.77 The proximity of a greater number of residents to the mixed use centre, and the shops and premises at Albany Gardens on Haven Road, would help to support the businesses and enhance viability.
- 6.78 In addition, an hotel may be an acceptable use on the site should an operator come forward.
- 6.79 It will be vital to consider the costs of redeveloping the sites at King Edward Quay North, including land reclamation and remediation, and the relocation of existing businesses, and the importance of providing a mix of uses in this key location. Mixed

use development will not generate the same values as a purely residential scheme, against which extraordinary development costs must be offset. This will therefore need to be balanced against demands for Section 106 requirements.

- 6.80 On the area to the south east of Distillery Lane (KEQN02) an opportunity exists to consider the relocation of the existing business premises to other parts of Colne Harbour over time, potentially either Hawkins Road or Whitehall Road. This would:
- ★ allow the restructuring of the site for residential and commercial development; and
 - ★ help to retain an employment mix within the wider area.
- 6.81 Redevelopment should comprise the following mix of uses:
- ★ general B1 uses including small office units;
 - ★ ground floor showroom or A class retail uses providing a synergy with existing premises on Haven Road;
 - ★ frontage development focusing on Haven Road and the quayside; and
 - ★ high quality residential in the form of apartments
- 6.82 On both sites the design must take account of flood risk and guidance provided by both the Environment Agency and within Planning Policy Statement 25. Positioning less vulnerable mixed use at ground floor level with residential uses above is one way in which the risks may be mitigated.

Access

6.83 The main pedestrian and vehicular access points to the site will remain from Haven Road, Distillery Lane, and the Quayside. A new access route could be incorporated along the south eastern boundary of the area to serve the future development. It would provide separation between future residents, the substation and Smart Energy's premises, giving the latter an enhanced access point off Haven Road and opportunities for an improved setting for their business.

Built form.

6.84 The role of the site as a local centre of activity and as a **primary gateway** into the wider King Edward Quay area suggests that a robust development response will be appropriate. This should take the form of a new landmark building adjoining the Colne Causeway, signalling arrival and also setting a design standard for the remainder of King Edward Quay.

6.85 A **secondary gateway** may be defined at the junction where Distillery Lane meets Haven Road, and continues through to King Edward Quayside. The lightship is currently moored at the end of the lane terminating a strong vista down Distillery Lane.

6.86 The secondary gateway should be differentiated through the design of adjoining buildings which should positively frame and address the gateway. Unifying surface materials, potentially incorporating a shared surface pedestrian crossing, should also be used to mark the gateway whilst still being part of the wider palette of materials identifiable with King Edward Quay.

6.87 **Principal active frontages** should be provided adjoining:

- ★ the riverside which is a prominent location where activity should be encouraged; and
- ★ Haven Road which is a busy route and has the opportunity to attract passing trade.

6.88 Elsewhere doors and windows must address the public realm with a clear distinction made between the public fronts of buildings and more private courtyard spaces.

6.89 Consideration should also be given to incorporating 'living roofs' as part of the scheme to enhance the environmental importance of the development and improve biodiversity potential.

6.90 **Prominent corners** should be carefully articulated to provide visual interest and also aid the legibility of the area and should include the corners at:

- ★ Colne Causeway and the junction with Haven Road;
- ★ the junction of Distillery Lane where it meets the Quayside and Haven Road; and
- ★ the corners addressing a new access road adjoining the sub station and Smart Energy's premises.



Landmark, Coin Street - London



Exchange Square - Manchester

Public Realm

6.91 Public realm proposals are set out in section 4 of this report. Improvements directly associated with this site should focus on:

- ★ the riverside area along King Edward Quayside including the construction of a pedestrian footbridge and the management and enhancement of river biodiversity and bankside habitats;
- ★ 'Colne Place' at the Haven Road and Colne Causeway junction; and
- ★ Haven Road including the provision of new pedestrian and cycle crossings and pavements along both sides of the road.

6.92 Contributions towards wider public realm enhancements within Colne Harbour will also be sought. The creation of a quality pedestrian and cycle network, particularly to the existing station as well as a future station at the university will be priorities as this will help to improve accessibility and introduce more sustainable and attractive alternatives to the car for future residents.

Substation

6.93 The substation is an operational facility. Part of the site is occupied by the expanding business premises of Smart Energy.

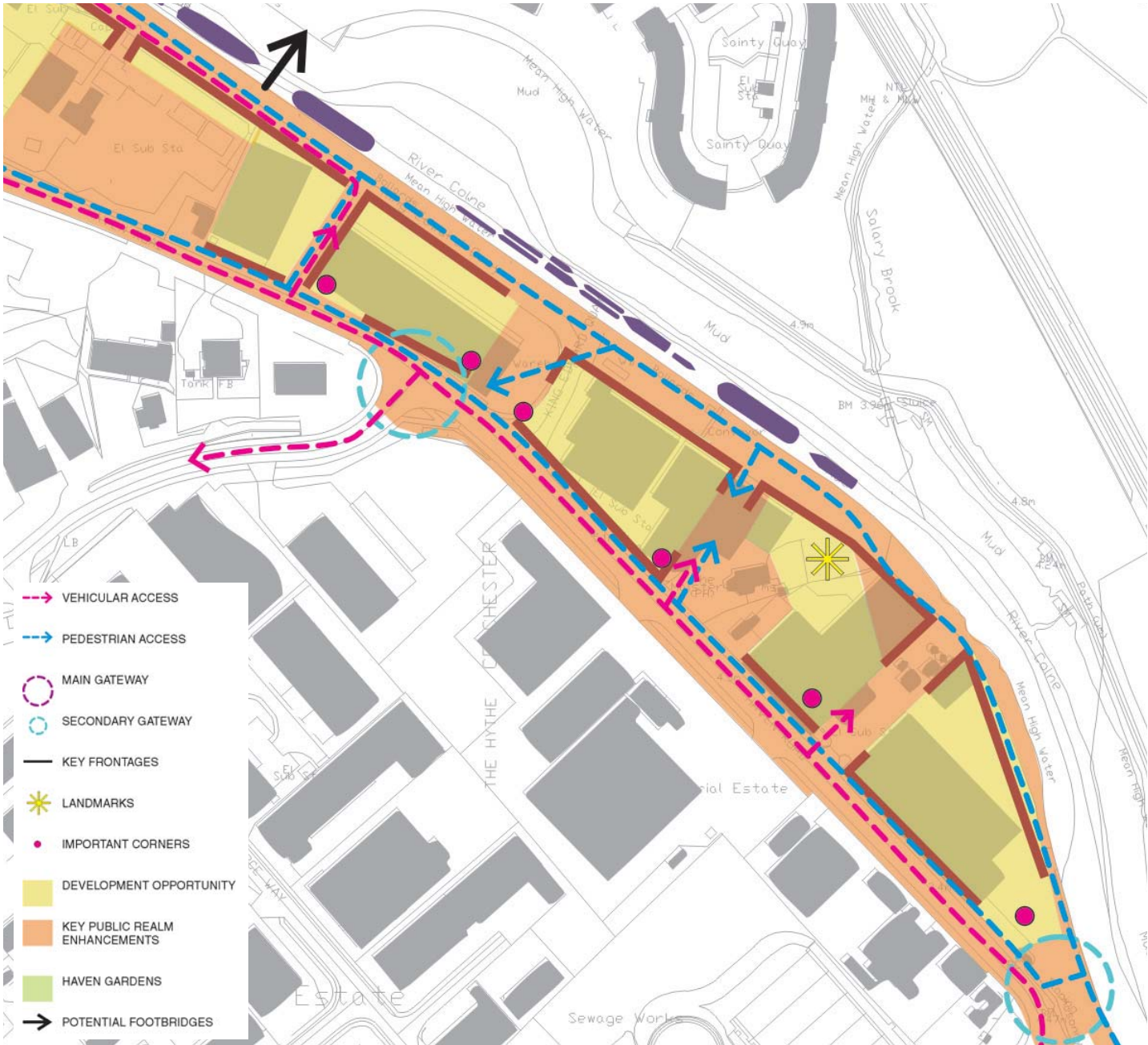
6.94 The substation infrastructure is the legacy of a former power station that occupied part of King Edward Quay. Although it is a challenging structure, including a substantial pylon which is a local landmark, there is an opportunity to utilise the site through:

- ★ environmental enhancement including new fencing, tree planting, and a lighting scheme;
- ★ screening the facility by constructing small, single aspect flexible business premises fronting the riverside and backing onto the substation site. A contemporary interpretation of boat sheds, or even beach huts, could provide the design inspiration; and
- ★ interpretation through either information or public art to highlight the evolving history of Colne Harbour.

Coldock

Site description

- 6.95 Coldock is a principal site at King Edward Quay. The site broadly extends from the south of the electricity sub station to the Maltster's Arms public house and extends to 2.1 hectares.
- 6.96 Much of the site is within the ownership of EEDA, specifically relating to the area occupied by the Coldock buildings either side of the principal vehicular access onto King Edward Quay. The EEDA ownership excludes the area to the immediate south of the electricity sub station, which is occupied by a clutch centre and engineering works, as well as the area around the Maltster's public house.
- 6.97 For the purposes of considering a comprehensive development strategy along King Edward Quay the whole area will be considered as a single site.



Analysis overview

- 6.98 At present the Coldock area is industrial in character buildings on the site ranging from the tall Coldock silo structure, which is a significant local landmark, through to utilitarian sheds and warehouses, as well as office premises associated with storage business activities. Parts of the site are falling into dereliction.
- 6.99 The Whitehall Industrial Estate occupies the area to the west of Coldock, with further industrial, small office and boat building premises to the south, including a timber yard adjoining Haven Quay. The Anglian Water sewage treatment plant is located to the south west.
- 6.100 On the opposite banks of the River Colne a substantial amount of development has already come forward in connection with the University of Essex. The development proposals, including those currently under construction at Colne View, are of a consistently high quality and should inform the design and quality of proposals coming forward at Coldock.

Mix of uses

- 6.101 In order to bring forward the regeneration of Coldock a mix of uses accommodated within a flexible and adaptable built form is required in order to drive forward investor confidence and maintain regeneration impetus. The mix should include:
- ★ residential led development which must include a mix of apartments and town houses suitable for family occupation to encourage a broader community diversity into King Edward Quay; and
 - ★ a mix of commercial uses on the ground and possibly first floors, which could include retail and other A class uses, small scale B1 office, workshop or studio space.
 - ★ Commercial uses should be focused on the riverside in order to enliven the public realm and take advantage of the waterside setting.
- 6.102 Alternative uses, such as a corporate headquarters for example, or substantial amounts of B1 office space would also be acceptable although may not generate values sufficient to remediate the land, including site clearance.
- 6.103 The mixed use component must be complementary to the mixed use centre identified at King Edward Quay North. The development layout and built form should also be robust and flexible enough to allow for expansion and changes of use to occur over time should the market at Colne Harbour change in the future.

- 6.104 It will also be appropriate to consider the role that a small number of live work units could usefully play as part of the development at Coldock. They can make a contribution to the development mix particularly as the resident population grows and provides a critical mass sufficient to support other local services.
- 6.105 The design must take account of flood risk and guidance provided by both the Environment Agency and within Planning Policy Statement 25. Positioning less vulnerable mixed use at ground floor level with residential uses above is one way in which the risks may be mitigated.

Built form

- 6.106 The massing of built form at Coldock should provide a 'bookend' to King Edward Quay North emphasising:
- ★ the southern end of King Edward Quay;
 - ★ the location of a new pedestrian and cycle footbridge;
 - ★ the bend in the River Colne; and
 - ★ the transition from the built up part of Colne Harbour to the countryside beyond.
- 6.107 A more robust form of development at Coldock will:
- ★ contribute to the creation of a dynamic and interesting skyline lending character and distinction to King Edward Quay;
 - ★ help contain the River Colne; and
 - ★ reinforce overall development legibility by signposting an important new location on the Quayside.

6.108 Consideration should also be given to incorporating 'living roofs' as part the scheme to enhance the environmental importance of the development and improve biodiversity potential.

6.109 The residential component of development proposals will include:

- ★ apartments adjoining the river frontage. More shallow waterfront sites lend themselves well to apartments because of the limited opportunities for private amenity space. Useable balconies which will have views across the river must be included;
- ★ town houses grouped as tight urban forms around shared surface courtyards. These could occupy sites adjoining Haven Road helping to redefine the character of the road through the introduction of a sensitive and carefully articulated built form with windows, doors and balconies creating an active frontage. Care would also need to be taken to incorporate appropriate flood risk design responses
- ★ development proposals must generate sufficient value to allow for site remediation as well as high quality, contemporary architecture.

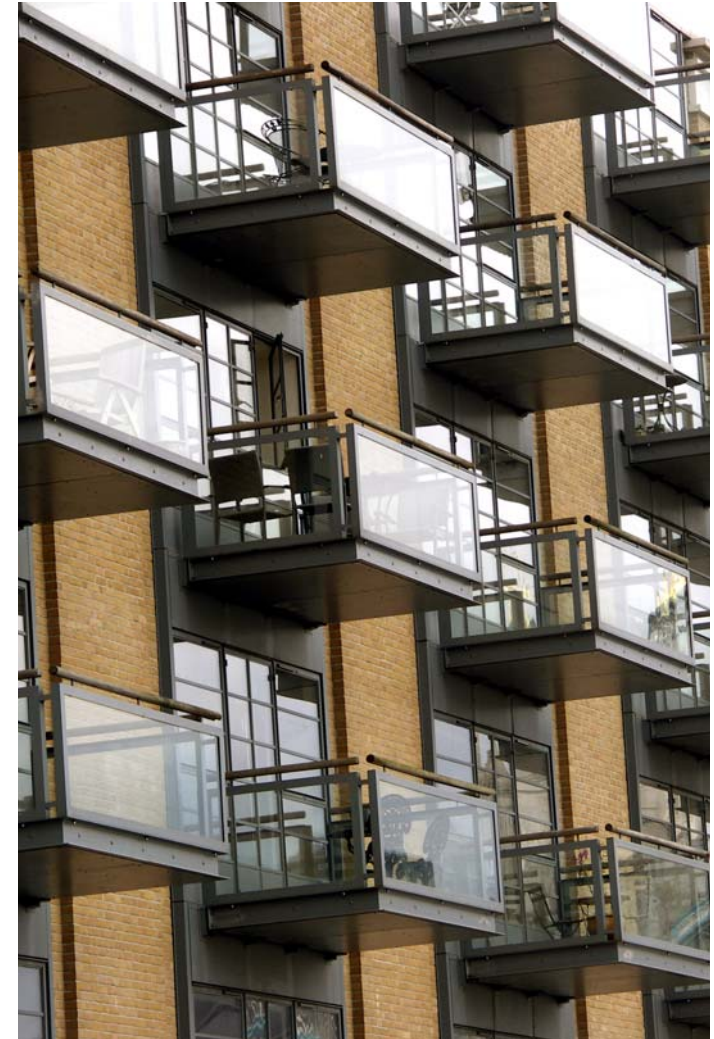
6.110 **Building heights:** Development will be tallest around the southern end of Coldock, with a landmark development of up to eight storeys in height. Elsewhere a range between 2 and 6 storeys should allow a flexible range of accommodation including town houses and apartments buildings

6.111 **Principal development frontages** at Coldock should address the River Colne, and also help introduce more activity along Haven Road through the positioning of doors, windows and balconies.

6.112 In order to allow for a robust and flexible form of development, and also to reflect the industrial character that forms part of the identity of Colne Harbour, the ground floor of development addressing the river should have a floor to ceiling height that is capable of change of over time. This should be a minimum of 3.5 metres.

6.113 Important **corners** across Coldock should be focused around:

- ★ the access points into the development off Haven Road and adjoining the Quayside; and
- ★ at the end of Whitehall Road to terminate the vista.



Balcony detail - London Docklands



New housing - Whitelands Park - Putney

Public realm

6.114 In order to support development at Coldock it will be important to ensure that there is a joined up public realm of the highest quality. The importance of the public realm, and overall priorities for King Edward Quay, are explained in section 4 of this report. Key design elements for Coldock should include:

- ★ primary focus along the quayside, linking seamlessly with the remainder of King Edward Quay;
- ★ provision a footbridge for pedestrians and cyclists to the east bank of the River Colne to improve connectivity particularly to existing and potential public transport stops at university quay. The delivery of a footbridge with cycle provision is an essential prerequisite of any development proposals and should be included within any Section 106 package;
- ★ access to the river must be provided at regular intervals, a minimum of 100 metres, to avoid an unbroken mass of buildings creating a barrier along the quayside;
- ★ development structured around a network of pedestrian friendly streets and discrete areas of open space;
- ★ improving the biodiversity and ecological value of the River Colne through the management and enhancement of bankside habitats;
- ★ creation of interconnected and permeable routes linking to the wider footpath and green link network; and

- ★ enhancing Haven Road through wider pavements pedestrian crossings to encourage walking, cycling and improving accessibility to local services.

Access

- 6.115 Access to Coldock is gained via Haven Road and the quayside, and a public right of way extends along the entire waterside.
- 6.116 Vehicular access priorities should be reconsidered around Coldock in order to allow for more practical development parcels to be achieved. To this end the primary vehicular access onto the quayside could be relocated from the south east of the end of Whitehall Road to the North west.
- 6.117 This would allow the site immediately adjoining the substation, currently occupied by a clutch centre and engineering works, to have an additional road frontage, improving accessibility in the short term and providing an opportunity for redevelopment in the future.
- 6.118 Whilst an element of vehicular access must be retained along the quayside, principal development access points for Coldock should be gained from Haven Road. This will allow the quayside to be a predominantly pedestrian environment.

Timber Yard

- 6.119 The timber yard close to Haven Quay, to the south of the public house, is the final area within King Edward Quay to be addressed within this publication. The site is in a single ownership.
- 6.120 The area around the timber yard is already home to a number of local businesses. In order to maintain employment opportunities, and thereby contribute to provision of mixed facilities and a sustainable community for Colne Harbour, the employment focus should be retained.
- 6.121 The site could be restructured to accommodate more intense employment uses, including small office suites, workshops and ancillary showroom premises. Development proposals should:
- ★ take advantage of the riverside environment and setting through the design and layout of development;
 - ★ improving the biodiversity and ecological value of the River Colne through the management and enhancement of bankside habitats;
 - ★ provide a frontage along Haven Road through the placement of doors and windows;
 - ★ incorporate well designed and unobtrusive parking and service areas accessed from Haven Road; and
 - ★ include public realm enhancements to the area along the riverside footpath and also along Haven Road.



Abode - Harlow

Haven Road

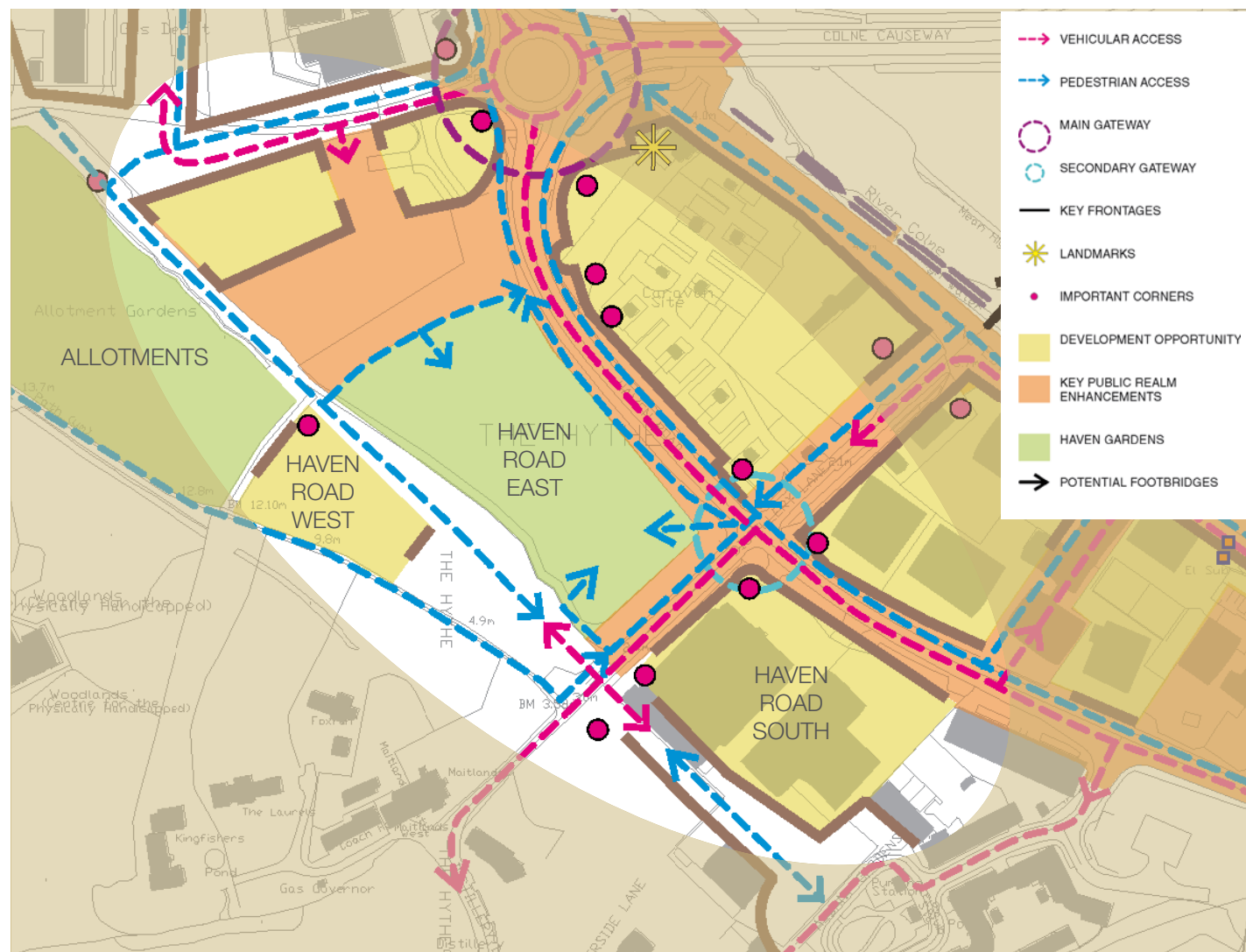
Site description

- 6.122 The Haven Road site occupies a prominent position adjoining the Colne Causeway, Haven Road itself, King Edward Quay North, and Albany Gardens. The site is broadly divided into four sub-areas:
- ★ Haven Road east, currently occupied by a scrap yard;
 - ★ Haven Road west;
 - ★ Haven Road south, occupied by industrial units and accessed from Distillery Lane; and
 - ★ the allotment site.
- 6.123 Much of the Haven Road site is elevated from Haven Road, and there is a change in levels of around 3 metres between the site and King Edward Quay north and Distillery Lane. The site rises gently to the west towards Distillery Pond, and is screened by trees, largely self set, from parts of Haven Road.
- 6.124 The main vehicular entrance to the site is from the Colne Causeway roundabout which makes that part of the site prominent from a key Colne Harbour gateway. Pedestrian access is poor, and there is no footway along the western side of Haven Road where it runs past the site.

6.125 The current use of much of this site as a scrap yard, and the previous land fill means that it is heavily contaminated. As a consequence there will be a significant remediation cost, particularly associated with residential development. The site is unlikely to come forward for development if considered in isolation and without funding to assist with the extraordinary costs of development.

6.126 The site could be considered as part of development proposals coming forward at King Edward Quay and provide a mix of complementary uses to include:

- ★ **Operational and visitor parking for the area.**
The existing vehicular access point would be retained from the Colne Causeway roundabout. Parking provision for visitors could be provided, short term for shops and local services and medium term for day trippers to the area.
- ★ **Bus interchange** facilities could also be provided connecting to services at University Quay, Hythe Station, and the town centre.
- ★ **Public open space**, an important use identified and supported by the local community. The site is already relatively level, and could be improved and re-contoured as part of necessary remediation works. It should include an informal kick-about space, play space, as well as a seating area and could be designed through the involvement of the local community (see section 4).



- ★ **Biodiversity and habitat creation** should be considered as an essential element of the design and layout of the public open space creating an area that enhances opportunities for wildlife as well as providing an important community facility. The green link network should provide a basis for connecting together existing habitats at Distillery Pond, the adjoining gardens and woodland, and the allotment sites for example.

- ★ **Housing.** Subject to funding coming forward for remediation, part of the site could be developed to provide a mix of housing including affordable housing, including apartments and town houses. Development must have a strong built form adjoining the Colne Causeway and Hythe Quay junction.

6.127 The Haven Road East site would need to be closely linked to other parts of Colne Harbour to ensure that it is fully integrated and accessible. This must include enhancements to the public realm as set out in section 4 to include:

- ★ links via the Green Link network which runs to the north and west of the site;
- ★ significant enhancements to Haven Road to improve east west pedestrian accessibility to the Quayside and the mix of uses at King Edward Quay North;
- ★ contributions towards improvements at Colne Place; and
- ★ connections to Distillery Lane taking account of the significant change in levels.

Haven Road west

6.128 Haven Road West adjoins and overlooks the new open space proposed at Haven Road Gardens and the allotment gardens. Part of the Green Link network runs along the eastern boundary of the site. In addition, the site adjoins the area around Distillery Pond part of which is a conservation area.

6.129 Key design elements will include:

- ★ principle pedestrian and vehicular access taken from Distillery Lane;
- ★ frontage development overlooking the Green Link, open space at Haven Road Gardens, and Distillery Lane to improve surveillance of the area;
- ★ a mix of town houses suitable for families, and apartments to take advantage of views across King Edward Quay and the River Colne;
- ★ design and layout that responds to the attractive and well landscaped character of development around Distillery Pond which adjoins to the west;
- ★ Recognition and management of habitats or potential habitats that could contribute to the biodiversity of the area; and
- ★ contributions towards public realm enhancements to the Green Link and Haven Road Gardens.



Distillery Pond



The Eye - Chatham

Haven Road south

6.130 The Haven Road South area is currently occupied by light industrial units. The Albany Gardens housing area adjoins it on two sides, and should the site come forward for development it is natural that an extension of this development would be appropriate.

6.131 Developers could work with the existing businesses assisting with relocation to other sites in Colne Harbour, including Whitehall Road and Hawkins Road.

6.132 Key design elements will include:

- ★ frontage development adjoining Haven Road with a prominent corner feature adjoining Distillery Lane;
- ★ open space provision at the heart of the development with pedestrian linkages to the pocket park at Albany Gardens;
- ★ a development mix principally comprising town houses suitable for family accommodation, with apartments fronting Haven Road; and
- ★ contributions towards public realm enhancements along Haven Road and at Haven Road east.

Allotments

6.133 The allotment sites form an important part of the emerging open space network for Colne Harbour. They are statutorily protected and will be retained.

6.134 The allotment site and its immediate surroundings have also been identified as having ecological importance contributing to the biodiversity of the area. It forms part of a rich network running along the western flank of the master plan area including Distillery Pond, the adjoining wooded areas, the spring that has been identified close to the allotments, and the area of hazel coppice adjoining the allotment site. Opportunities to actively manage the facility to account for its biodiversity value should be explored as part of the wider management of the public realm and green links network.

Other development sites

MAN B&W, Port Lane

- 6.135 The site comprises a developable area of 5.09 Ha and currently accommodates B2 uses. It is located between the two residential areas of New Town to the west and Hythe to the east, with a new residential development currently under construction to the north. The south west portion of the site will retain MAN B&W industrial uses.
- 6.136 The site is subject to a **Development Brief, prepared by Colchester Borough Council**, the key points of which are reproduced below.
- 6.137 Primary site features and constraints include; the necessary demolition of existing former industrial premises and remediation of contaminated land; potential air and noise based contamination from retained MAN B&W industrial uses to the south; and a former industrial water storage area to the northern perimeter to be decontaminated and filled in.
- 6.138 Various access constraints and requirements will also have to be addressed. The site is a bottleneck with three primary access points, therefore vehicular access and movement will have to be minimised as the site has a limited capacity for through traffic. An east west pedestrian route passes along the southern perimeter of the site linking residential areas to the town centre; this forms part of the wider Greenlink network and must be retained and enhanced.

- 6.139 Development proposals for this site should comprise a residential led mix of uses (up to 60% residential, not including the MAN B&W industrial uses to be retained) with residential densities of up to 45 dwgs/ha and including 25% social housing. Dwelling types should include a mix of family housing, town houses and apartments and seek to maximise the views across Colne Harbour.
- 6.140 Other uses could include a new school, ground floor A1 and A2 units clustered together in appropriate locations and a new business centre providing start up and incubator facilities for small businesses. To the south, B1 uses will provide a buffer between the retained MAN B&W industrial uses and residential development to the north of the site.
- 6.141 Parking provision will be 100% within residential areas with a maximum of 1 parking space / 30m² of commercial floorspace in other areas (although commercial parking standards may be modified to suit the finalised mix of site uses and activities). Open space, including children's play space, will be provided at 10% of the residential use allocation, as specified in the Local Plan. This is in addition to formal sports facilities and an all weather pitch to be provided in conjunction with the new school.

- 6.142 Built form and massing will be appropriately scaled and no more than 4 storeys high, thereby integrating comfortably with the surrounding residential neighbourhoods. Architecture should demonstrate a fresh, contemporary style that utilises an appropriate palette of local materials and makes reference to the character of the locale, most notably the good quality Victorian terraces of New Town.



Demolition in progress - Man B&W

Transco (National Grid Gas) Land, Hythe Quay, East Colchester

- 6.143 The site comprises a developable area of 1.37 Ha and is currently vacant (includes former gas works and other vacant buildings). It is adjoined by the Man B&W site to the west and partially encloses the contemporary Colne Reach residential neighbourhood to the east. To the south the site overlooks land owned and retained by National Grid Gas, containing an active gas holder with associated service and storage areas. To the north is a haulage company yard.
- 6.144 The site is subject to a **Development Brief, prepared by Colchester Borough Council**, the key points of which are reproduced below.
- 6.145 This irregularly shaped site does not easily lend itself to redevelopment and includes a number of significant physical constraints. The river valley location includes a varied topography comprising both steep natural slopes and made up terraces, particularly to the western site perimeter which is supported by a 2m high retaining wall (this wall may need to be moved further westwards to facilitate a viable development layout). In addition, any new development will necessitate the prior demolition of existing former industrial premises and remediation of contaminated land.

- 6.146 There are three primary access points, although the layout of the site necessarily limits access and movement. The surrounding residential areas all turn their back to the site, and the successful integration of new development will be a key issue. The southern portion of the site is largely un-developable; it currently accommodates an electricity sub station (with separate access and service requirements) and both a sewer main and a low pressure gas main run along the length of the southern boundary.
- 6.147 Development proposals for the western portion of the site should comprise residential development, both houses and apartments, of a density not less than 40 dw / Ha, including a minimum of 25% social housing and an overall parking standard of 100%. This should include a high quality, pedestrian friendly public realm. Architectural style should be fresh and contemporary, and integrate comfortably with the surrounding residential areas.
- 6.148 The southern portion of the site should provide public open space and children's play facilities, potentially with a pedestrian link to the existing play area off Hatcher Crescent. Development proposals should also seek to enhance and improve the public footpaths to the western and southern boundaries of the site, both of which are part of the wider Greenlink network.

Hythe Quayside

- 6.149 Hythe Quayside is a narrow strip of land running either side of the Colne between the area around Hythe Station and the Colne Causeway. The west bank comprises Gas Quay, which is derelict towards its southern end, and an interesting group of former animal feed stores dating from the mid 1800's. This part of the site is within the Hythe conservation area.
- 6.150 The east bank area, between the river and Hawkins Road, is made up of warehouses and trade premises. Again there is a group of interesting industrial buildings to the northern end of the site within the conservation area, including the listed former Rising Sun public house.
- 6.151 The river in this part of Colne Harbour is badly silted and the harbour walls are in need of repair and restoration. It will be important to undertake significant environmental enhancements to make the river corridor an attractive setting for development as well as improving the walkability of Colne Harbour, particularly on the approach to Hythe Station.
- 6.152 Finally it will be important to improve the biodiversity and ecological value of the River Colne through the management and enhancement of bankside habitats.

The Hythe and Hythe Station

6.153 The area of the Hythe, including Hythe Village, is the historic focus of Colne Harbour, representing the original settlement linking Colchester to its port. Much of the area is designated as a conservation area and there are a number of listed buildings located around Hythe Hill, Hythe Village, Spurgeon Street and the old bridging point across the River Colne, including St Leonard's church.

6.154 The area has a fine grained character, with streets and the public realm framed by a number of historic and attractive buildings. However, the overall environment is poorly maintained, dominated by vehicles and has been the subject of insensitive infill development over time. It will be important to consider how traffic is managed through the area.

6.155 Hythe Station and the area surrounding it is a good example. The station is a vital facility yet the passenger experience is miserable. The station building is boarded up and the public realm neglected and unwelcoming.

6.156 It is absolutely vital to undertake a station enhancement scheme restoring and potentially extending the station building, improving passenger facilities, and unifying the public realm. Significant investment is already proposed to increase platform capacity and improve surfacing materials. Development of a mixed use centre area around Hythe Station, sensitively stitching back together the urban fabric and restoring the former Rising Sun public house, will also be an important development objective.

6.157 In terms of development elsewhere within the conservation area it will be critical to:

- ★ respect the historic built form responding to the grain and development pattern of the area;
- ★ reuse existing buildings wherever possible, particularly those which are prominent on Hythe Hill and adjoining the Colne bridging points;
- ★ ensure that The Hythe and 'Hythe Village' remain an integral part of Colne Harbour considering issues of traffic management and the future of the area around Hythe Station; and
- ★ undertake an appraisal of the conservation area to include Hythe Village and the station area to enhance and improve the character and appearance of this important location within Colne Harbour.



Employment Areas & diversification opportunities

6.158 Colne Harbour contains two substantial employment areas - Hawkins Road and Whitehall Road. The presence of these two large employment areas provides Colne Harbour with a substantial existing employment base. The areas should be retained in a mix of employment uses, but regenerated to provide sites and an environment suited to the needs of modern industry.

6.159 It is acknowledged that whilst these sites are currently allocated within the Local Plan for employment uses this may be subject to review as part of the Local Development Framework process.

6.160 In addition, there are other smaller areas of employment uses, particularly along Haven Road and including the **Fieldgate** site. Wherever possible these sites should also be restructured to meet identified employment premises, particularly for small and medium size users.

6.161 Employment regeneration opportunities should accommodate:

- ★ relocation opportunities from other parts of Colne Harbour;
- ★ a mix of modern, high quality units with access to adequate parking facilities;
- ★ enhanced waterfront access as a setting for business premises, particularly at Hawkins Road and Fieldgate; and

- ★ public realm enhancements focusing on providing improved pedestrian and cycle routes, particularly along the river, Haven Road, and Hawkins Road.

6.162 Elsewhere the master plan promotes the use of ground floors overlooking the waterfront for mixed use where appropriate including use classes (A1, A2, A3, A4). In addition, the University Research Park offers the opportunity to introduce more research and development activity into the area.

Hawkins Road

6.163 At Hawkins Road it will be important to improve the pedestrian and cyclist routes in order to create better connections between the university and the Hythe Station.

6.164 Reconfiguration of the existing industrial uses to accommodate a greater density of employment activities will be key development aim, enhancing the employment quarter with improved transport accessibility and a strong relationship with the Hythe Railway Station. Some employment restructuring has already taken place, for example the business units at Phoenix Court.



Whitehall Road

- 6.165 Whitehall Road is a valuable employment area to be protected. Development proposals for smaller, more intensive forms of development have already come forward and it will be important to consider a collaborative rationalisation strategy to increase efficiency of employment accommodation based around a number of structuring principles, including those outlined above.
- 6.166 Whitehall Road should continue to accommodate a diverse range of employment activity with local businesses and employers contributing to the mixed use, sustainable community vision for Colne Harbour.
- 6.167 There is an important potential synergy with King Edward Quay that could be enhanced through environmental enhancement along Haven Road and Whitehall Road itself, with improved pedestrian linkages and the frontages of business premises grouped to provide ready surveillance of the road.

Potential implementation mechanisms

- 6.168 In order to assist in achieving the planning policy objective of achieving a 60/40 percentage split mix between the principal and secondary uses on development sites, and in order to ensure that the potential of hard to develop sites is not diminished, it may be possible for developers to work with other land owners to restructure the existing employment areas as outlined above. This would potentially offset the requirement for full on-site provision providing it could be demonstrated that:
- ★ development costs are such that other site objectives, such as the provision of essential infrastructure, public realm enhancements, design quality, or affordable housing, would be prejudiced;
 - ★ a partial on-site mix has been achieved in accordance with Council policy; and
 - ★ alternative sites within Colne Harbour are available for redevelopment and can be secured as part of the development process through legal agreement.

- 6.169 Colchester Borough Council will take a pro-active stance towards the regeneration of key employment sites within Colne Harbour, and may consider the use of a variety of means including:

- ★ working closely with landowners and developers to identify appropriate sites;
- ★ bringing forward employment led redevelopment of Council owned sites such as Fieldgate;
- ★ placing a ceiling on development until alternative provision has been made within Colne Harbour; and
- ★ the possible use of CPO powers in order to secure beneficial and comprehensive redevelopment.



New business premises - Solihull



7 Delivery & Implementation

7.1 Implementation of the master plan demands genuine co-operation between the public sector authorities and agencies, private sector developers/landowners, and the wider community of Colne Harbour. The process of preparation of the master plan and the public consultation exercise undertaken during early July 2006 has laid the foundations for that essential collaboration. There is every indication that change is seen as both desirable and essential if the area is to thrive and respond to the challenges of urban regeneration.

7.2 Effective implementation requires that Colchester Borough Council's existing Regeneration and Special Projects Team uses its resources, mandate and project management skills to drive through complex projects. The Team must provide Strong and consistent leadership for the project must also be provided through the Renaissance Partnership board.

Managing Change: The Role of the Development Team

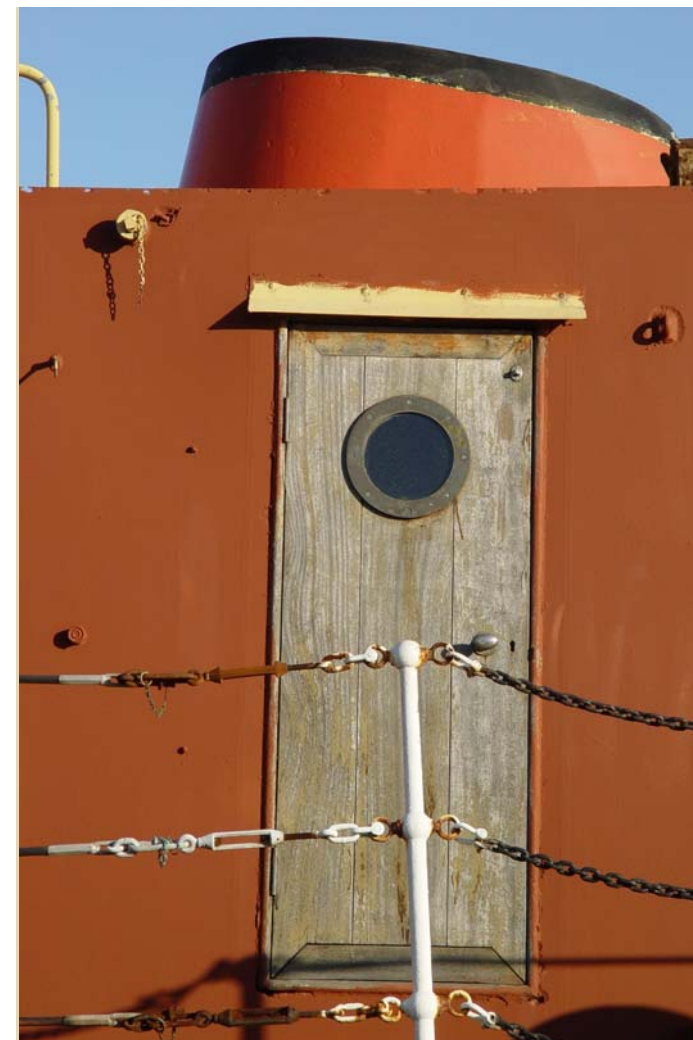
7.3 Strong overall project management is crucial to delivering successful outcomes. The role of the existing Development Team in providing a mechanism for collaborative working and considering emerging development proposals will therefore be of particular importance, as will the protocol for securing Section 106 agreements on individual development sites. The team meets to discuss each application and potential planning obligations once a preliminary enquiry with sufficient information has been made. In establishing acceptable development proposals and appropriate S106 contributions the

team may request an open book approach with the developer in which a development appraisal is submitted and reviewed by an independent consultant.

Securing Investment and Development Interest

7.4 Major development companies are already investing considerable resources to secure opportunities in the town. The master plan and the Colne Harbour Design Framework must demonstrate to the market that the Council and its partners are committed to securing delivery through identifying priorities for infrastructure investment and policy adjustments.

7.5 Certain development opportunities in the centre of the Hythe, with the Hythe Station being a good prime example, will require Colchester Borough Council and the Board to take a strong lead by defining the development opportunity. There are also development situations that would benefit from the confidence and certainty that direct investment by external regeneration agencies such as English Partnerships or the East of England Development Agency would inject. This has been exemplified through EEDA's involvement in the Coldock site. Additional investment by these high profile agencies would increase investor confidence in Colne Harbour.



Development & Planning Obligation Priorities

- 7.6 The master plan is a mechanism to deliver regeneration. It may also be used as a means of highlighting priorities so that a proportion of any uplift in development value due to changes in land use designations is used to fund common physical and community infrastructure. This may be via a development fund or a roof tax system for example.
- 7.7 Colne Harbour is a complex urban regeneration project. The magnitude of abnormal development costs (e.g. land remediation, river wall works) will adversely impact on the viability of both individual schemes and the project as a whole. An open book development appraisal could be used which will highlight development viability issues and the most important factors in that equation. Typically affordable housing requirements will have a significant impact on development viability.
- 7.8 “Common Infrastructure” items that will be fundamental to any major development occurring in Colne Harbour are identified and must be prioritised.
- 7.9 Many of the remaining major opportunity sites available at time of writing in Colne Harbour have abnormal development costs and may only be marginally viable, for example the scrap yard site on Haven Road. In this context the priority for planning obligations should focus on essential infrastructure in the immediate area rather than major items that serve a much wider area. S106 obligations must be realistic and targeted.
- 7.10 The consultant team recommend the following regeneration investment priorities for Colne Harbour:
- ★ A high quality public realm, including the provision of a safe and attractive pedestrian environment;
 - ★ A commitment to high quality architecture and design to lift the image and identity of Colne Harbour;
 - ★ new pedestrian footbridges across the River Colne at King Edward Quay and Hythe Quay; and
 - ★ Public transport improvements, including enhancements to Hythe Station, pedestrian and cycle routes, and the Green Links network.
- 7.11 In addition the following aspects must also be considered in the context of established planning policy:
- ★ Mixed use development ;
 - ★ Affordable housing provision to secure a balanced mix of dwellings and tenure; and
 - ★ Education and community facilities.
- 7.12 The following abnormal costs are likely to affect the development of sites in Colne Harbour, including King Edward Quay and Haven Road:
- ★ Demolition and site clearance;
 - ★ Land decontamination and remediation;
 - ★ The assessment and repair, where necessary, of the harbour walls;
 - ★ The need for flood attenuation measures and/or ground remodelling; and
 - ★ The need for statutory undertaker’s equipment to be diverted or reinforced.
- 7.13 Regeneration requires that a clear list of shared investment priorities are established and endorsed by the major stakeholders. The allocation of any surplus development value to particular budget headings and projects must be an explicit choice by the stakeholders.

Implementing the Development Framework

- 7.14 The Council has a dual role in promoting the Development Framework. It is both a land owner and the planning authority. As land owner, it currently has interests in the Haven Road site, a key part of the master plan. Essex County Council also has significant land holdings on King Edward Quay on the former traveller site.

7.15 This land interest provides Colchester Borough Council and Essex County Council with the ability to directly influence both the nature of development and programming. Each authority must use its role as land owner pro-actively. The two authorities should carefully consider the opportunities (together with, where appropriate, other public sector partners such as EEDA or EP) to make strategic acquisitions of adjacent land parcels. An enlarged land interest would enable the Council to secure, shape and stimulate early development.

7.16 The master plan process has been substantially funded by a number of key land owners with interests on King Edward Quay. It is crucial that Colchester Borough Council and Essex County Council work pro-actively with the land owners to encourage new development and regeneration opportunities.
- 7.17 The master plan sets out a number of objectives for the area, as well as more detailed proposals for key sites which have been the subject of extensive consultation. The implementation plan identifies a programme for the broad actions and priorities required to bring forward the key sites as required by the project brief. The key sites are:

 - ★ King Edward Quay, comprising King Edward Quay North and South; and
 - ★ Haven Road.

7.18 The programme cannot be exhaustive. Other sites will come forward for development and the challenge will be to ensure that development continues to support the regeneration objectives articulated within the master plan and other policy documents. During the course of implementation these should be kept under review to reflect changing conditions.

7.19 An indicative programme for the key sites is set out in the following table. In order to focus activity and provide clear project milestones the programme has been distilled into key target projects to be competed within a broad timescale of 5 years. The key projects are broken down into four project areas:

 - ★ Development projects;
 - ★ Transportation projects;
 - ★ Public realm projects; and
 - ★ Other measures.
- 7.20 These reflect the projects highlighted in the master plan. In terms of the other measures these are important elements to enable long term provision and management of key facilities within the area. This includes **managing the river bed**. This is a vital component if the overall quality of the environment in the area is to be enhanced. Colchester Borough Council must lead this initiative.

7.21 It also includes the provision of **community facilities** to serve the future population of the area. These are focused on the King Edward Quay North area, as set out in section 6 of the master plan and provide space for a multi-use community hall and rooms supporting existing provision at the Hythe Community Centre.

7.22 Future management and maintenance of the area could be placed in the hands of a **community trust**. This could oversee issues such as river management and provide a focus for residents and businesses. The trust would benefit from an asset base from which to provide a measure of financial independence

Programme Year Real Time (200_)	1 8	2 9	3 10	4 11	5 12	6 13	Implementation Lead
1.0 Development Projects							
King Edward Quay North	x	x	x	x	x		ECC + Land owners
Coldock	x	x	x				EEDA
King Edward Quay South		x	x	x	x	x	Land owners
Haven Road Gardens	x	x	x	x	x	x	CBC
Development projects include works to the river wall and site remediation as necessary							All
2.0 Transportation Projects							
Hythe Station	x	x	x				ECC + Network Rail
Footbridge	x	x	x				CBC
Green Links	x	x	x	x	x		CBC + ECC
Footpath and footway improvements	x	x	x	x	x	x	CBC + ECC
Haven Road Gardens		x	x	x	x	x	CBC
Green Travel Planning	x	x	x	x	x	x	Land owners + CBC
3.0 Public Realm Projects							
King Edward Quayside	x	x	x	x			CBC + ECC
Town to Sea Trail	x	x	x	x			CBC
Haven Road Gardens		x	x	x			CBC
Haven Road Footpath enhancements	x	x	x	x			ECC
Colne Place			x	x	x	x	ECC + CBC
4.0 Other Measures							
River management strategy	x	x	x	x			CBC
Section 106 Contributions	x	x	x	x	x	x	CBC + ECC
Establishment of community trust		x	x				CBC
Community provision	x	x	x	x			CBC + Landowners
Flood risk assessment	x	x	x	x	x	x	CBC + Landowners

Area Wide Development fund

7.23 It is important to consider a mechanism through which contributions may be pooled and targeted towards the key priorities highlighted above. One mechanism could be through the setting up of a Colne Harbour development fund. The fund could be overseen by the Development Team as an extension of their current responsibility for assessing and prioritising s.106 agreements.

7.24 It is important to consider how a development fund might be set up in a way that secures the support of all stakeholders. The reaction from landowners and developers for example will be vital to its success.

7.25 If a development fund is considered a robust proposition then King Edward Quay will unquestionably need to be a significant and early contributor to it for several reasons:

- ★ KEQ has been identified within the master plan as a suitable location for more intensive forms of development, including some tall buildings with the potential to generate higher land values increasing the potential to secure planning obligations;
- ★ The area lends itself to an attractive waterside scheme with the potential for enhanced land;

- ★ A number of landowners within King Edward Quay are actively promoting their sites at present for development; and

- ★ Some of the sites within King Edward Quay have already been assembled, with owners signalling a willingness to work together. This is not the case in other parts of Colne Harbour where this type of collaboration has yet to develop.

7.26 An alternative to the fund may be to find a “banker” who is willing to finance the infrastructure improvements in consideration of recouping that investment over time as sites come forward.

7.27 Even with a supportive policy framework it is difficult at this stage to identify a private sector party that could be being willing to fulfil the banker role. It would only be possible to drive forward such a development model if a public sector organisation such as English Partnerships or EEDA should take a central role in the project.

7.28 Another option to consider would be a roof tax system whereby a fixed sum is levied on each development scheme and then used to fund infrastructure priorities.

Delivery Framework for transportation infrastructure

7.29 This document at Chapter 5 proposes that a Standard Charge approach to developer funding for transportation infrastructure is applied the East Colchester Development Area and in particular to the area covered by the Colne Harbour Master Plan. By adopting such an approach a pool of contributions will be accrued that will require a clear mechanism for the delivery of infrastructure in a timely and appropriate way. A Local Delivery Mechanism (LDM) is an appropriate way to manage both the financial and delivery aspects of a Standard Charge (SC) approach.

Local Delivery Mechanism

- 7.30 A LDM is a partnership of key service delivery authorities and agencies, that have been established to coordinate, plan and manage the delivery of infrastructure to support the proposed development. In this instance the LDM will be the Colchester Renaissance Partnership and its associated Board. Part of this process would be the production of a Business Plan that sets out a rolling five year programme for delivery. The Plan will cover detailed costings and time frames for infrastructure provision and financial updates, and monitor the receipt of the SC and evaluate cash flow.
- 7.31 The LDM will manage the SC contribution pool and allocate monies to specific projects. Colchester Borough Council will financially administer all SC contributions and release monies to bidding project teams which have been identified through the Business Plan. Although the SC has been calculated against particular infrastructure projects and it is envisaged that these will remain the key deliverables, the SC can be used for any project that achieves the same objectives of the Master Plan. This reflects the long term nature of a large development area and allows the LDM to adapt to changing priorities and needs as the area develops. Such changes will need to be reflected in the Business Plan.

Key Service Providers

Colchester Borough Council
Essex County Council
Environment Agency
Police

Indexing of payments

- 7.32 All SC payments and liabilities will require indexation from the beginning of the financial year during which the charges are calculated to the point of receipt of the contribution. Interest accrued from contributions made will be incorporated into the relevant contribution pool. Contributions are non returnable.

Trigger points for contributions

- 7.33 The primary trigger point for payment of the SC will be the commencement of the development. In the case of major development, the phasing of payments may be considered having regard to the infrastructure requirement of the whole scheme. This may not necessarily match the phasing of the development on site and should be linked to the requirements of the Business Plan.

Risk Assessment

- 7.34 The scale and complexity of regenerating East Colchester will introduce a variety of challenges and risks to the delivery of the development proposals set out in the Master plan.
- 7.35 Risks of adverse consequences are inherent in all activity, and it will be important to recognise these at the outset of the process. Risk management will be needed to ensure that relevant risks are understood and prioritised as part of normal management practices. Information on risk must be organised in a way that is useful for management purposes and that enables decisions to be taken based on the knowledge of risk '**probability**' versus the potential '**scale**' of impact.
- 7.36 The recognition and management of risk is the responsibility of everyone involved in the delivery of change across the East Colchester area. All relevant partners will have a responsibility to identify, evaluate and manage strategic and operational risks and bring emerging corporate risks to attention. Risks need to be evaluated and embraced in a controlled manner and the uncertainties involved in risks need to be evaluated and minimised.
- 7.37 There are a number of key influences and risks to the delivery of the development proposals set out in the Master plan. These are divided into 'Macro' risks, which relate to general property market issues, and 'Micro' risks, which are largely site-specific.

Macro Risks

7.38 The principal macro risks likely to be associated with the project include:

- ★ Difficulty associated with the delivery of improved infrastructure and environmental quality – practical issues of design and also the availability of finance for the projects;
- ★ State of the property market and economy – long development process – because of the long term nature of the project it is not possible to guarantee that what is currently viable will continue to be so over the life of the project;
- ★ Market confidence in East Colchester – part of the exercise is to create the conditions whereby developers are confident that East Colchester is a place where they want to develop. Such conditions are created by a clear planning policy, investment by others (house builders especially do not like to be pioneers in an area), occupier demand and rising property prices;
- ★ Planning policy – problems relating to the implementation of a robust and clear planning policy when dealing with a substantial area wide redevelopment;
- ★ The lack of a co-ordinated approach to regeneration – for the development of some of the uses, residential especially, it is necessary to address any external influences that may affect the overall quality of life in the area, such as isolation, risk of crime and anti-social behaviour, etc.; and
- ★ Whilst the creation of new buildings will assist in the regeneration of East Colchester will only become truly vibrant if the full range of supporting infrastructure and facilities can be implemented in the right place and at the right time such as local convenience retailing, health, community and education facilities.

Micro Risks

7.39 Principal micro (site-specific) risks to delivery include:

- ★ Reluctant land owners – Colchester Borough Council and its partners will need to take the lead in delivering sites to the market in order to demonstrate viable development can take place;
- ★ Land banking – this can become a problem in areas where land is increasing in value (especially where it starts from a low base) as there is a temptation for the land owner to keep their land undeveloped in the expectation that it will be worth considerably more in the future. Usually this does not coincide with the local authority's aspirations to see the site developed in the near future;
- ★ Cherry picking the most valuable sites and bringing these forward for development, extracting value and leaving other less viable sites unlikely to come forward.
- ★ Unknown and high development costs associated with ground conditions, i.e. contamination – in such circumstances a developer may require financial assistance to develop;
- ★ Land assembly – In the case of sites in multiple ownerships or for key sites, the public sector partners (Council, EP, EEDA) must be willing to use CPO powers to ensure development and to signal to the development industry and the community that it is intent on supporting the proposals;
- ★ The unwillingness of developers to bring forward development which meet the quality agenda of the Master plan;
- ★ Inability to maximise the opportunities for planning contributions to help bring forward area wide public realm and infrastructure requirements; and
- ★ The lack of public support (particularly financial) to bring forward supporting social, cultural and civic projects.

7.40 For the purposes of this assessment, a summary of key risks is provided relating to the following key topic themes:

- ★ Leadership & co-ordination;
- ★ Planning & development;
- ★ Land assembly;
- ★ Provision of strategic infrastructure; and
- ★ Funding & finance.

7.41 Whilst these key themes have been identified, individual project interventions will also introduce specific additional risks that will also need to be recognised and mitigated against. These risks have been considered at two levels, at both the 'probability' that it is likely to occur, and at the 'impact' that it could potentially have in relation to delivering the aspirations that have been set out in the master plan.

Impact & probability Rankings:

Scale	Probability	Impact
Very Low	Unlikely to occur	Negligible Impact
Low	May occur occasionally	Minor impact on time, cost or quality
Medium	Is as likely as not to occur	Notable impact on time, cost or quality
High	Is likely to occur	Substantial impact on time, cost or quality
Very High	Is almost certain to occur	Critical impact on time, cost or quality

Risk Impact & Probability Register:

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
A. Leadership & Strategic Co-ordination			
A1. Project Management arrangements unable to deliver projects coming forward within the Master plan.	Regeneration is implemented incorrectly or uncoordinated. <i>Probability: Medium. Impact: High.</i>	Ensure that a strong project management structure is in place, with one overall 'project champion' to guide partner activities. Ensure financial, political and institutional support is in place.	CBC ECC EEDA
A2. Project Resources – insufficient in-house staff to deliver.	Projects unable to be brought forward. <i>Probability: Medium. Impact: High.</i>	Retain & Recruit high calibre staff to key positions.. Use external secondees/consultants where necessary.	All
A3. Project Resources – insufficient funds for external/professional / technical help.	Projects unable to be brought forward. <i>Probability: Medium. Impact: High.</i>	Ensure adequate number and calibre of internal staff to take forward projects. Involve partner organisations to assist and provide best practice evidence. Bid/lobby or secure through S106 revenue funding as appropriate.	All
A4. Failure of partners to co-ordinate activity.	Duplication of activity. Competition for projects. Schemes delayed or cancelled. <i>Probability: Medium. Impact: High.</i>	Ensure strong management and overall leadership is in place. Establish working groups where necessary to focus on key topic area. Ensure partner agencies jointly plan for investment and project activity in line with Master plan.	All
B. The Planning & Development process.			
B1 Public resistance to Physical Proposals.	No public support to projects emerging from the Master plan. <i>Probability: Low. Impact: High.</i>	Ensure communications strategy in place to ensure the Master plan is promoted and easy to understand.	CBC ECC
B2 Statutory Planning Environment is not aligned with the Master plan.	No public support to specific projects. <i>Probability: Low. Impact: High.</i>	Work closely to ensure ECC and CBC ensure all planning and related strategies are consistent. Assist where necessary by providing evidence to explain position.	CBC ECC
B3 Master plan land values below existing use values for sites.	Redevelopment will not come forward and sites will remain in existing use. <i>Probability: Medium. Impact: High.</i>	Public sector acquisition of sites. Direct intervention to reduce site development / infrastructure costs.	EEDA CBC EP
B4 No Market Demand for Master plan land uses.	Developers will not build where demand is unproven or presents too high a risk. <i>Probability: Low. Impact: Very High.</i>	Enhance market demand through communications strategy to address any negative perceptions. Implement public realm and social infrastructure investment to make a more attractive environment.	CBC EEDA

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
B5. Oversupply of property.	Too much developer activity which would flood the market and lower take-up rates. <i>Probability: Low. Impact: High.</i>	Ensure that development occurs in a phased manner so that sites only released to market at appropriate time.	CBC
C The land assembly process			
C1. Failure to acquire sites from private sector owners in time and within budget.	Schemes are delayed or cancelled. Reduced scope to negotiate s.106 obligations (including affordable housing) through leakage of value to landowners. <i>Probability: Medium. Impact: Medium.</i>	Use of partner CPO powers in order to avoid paying (or fuelling) hope value within the market. Crucial that the acquiring authority communicate this effectively to the market.	CBC EEDA EP
C2. CPO failure.	A failure to acquire through CPO would result in the public sector land assembler having to face the choice of scheme abandonment or having to pay in excess of CPO value. <i>Probability: Low. Impact: Medium.</i>	Reduce risks by: obtaining good quality advice on developing a strong case for promoting a CPO. Also need to align Statutory Planning framework through the LDF / RSS to prevent failure at Public Inquiry.	CBC ECC
C3. Private sector site land assembly too costly for partners.	Master plan becomes undeliverable. <i>Probability: Medium. Impact: High.</i>	Ensure adequate funding in place to support future acquisitions. Work with supportive landowners and developers to target acquisitions at specific sites and areas to stimulate longer term activity.	CBC EEDA EP
C.4. Partners require full Open Market Value for their sites and are unable / unwilling to recycle them into the project.	Reduces the surpluses available for wider social/environmental works and jeopardises the achievement of the Master plan. <i>Probability: Medium. Impact: High.</i>	Commitment to plan financial involvement in the project and to adhere to those principles. On recycling receipts partners must ensure that they are confident that they can deliver based on their own internal rules governing asset sales.	EEDA CBC
C5. Nowhere for existing site occupiers to relocate to.	Depending on the legal position of the occupier the impact will be to slow the rate at which sites are assembled and redeveloped. Where they can, occupiers will simply resist relocation unless faced with CPO. Where they do agree to go they may leave the area – resulting in job losses. <i>Probability: High. Impact: Medium.</i>	CBC and ECC working with EEDA to facilitate the relocation of occupiers by developing a relocation strategy, facilitating access to high quality professional advice aimed at finding suitable accommodation in the Borough. Also need to link with the Small Business Service where appropriate.	CBC ECC EEDA

7 DELIVERY & IMPLEMENTATION

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
D. Providing Infrastructure & Creating Developable Sites.			
D1 Limited private funding available to fund off site strategic infrastructure works.	Crucial to the release of many existing sites will be the availability of good quality supporting infrastructure. <i>Probability: Medium. Impact: Medium.</i>	The provision of infrastructure within and around East Colchester needs to be managed in a strategic way . Strong leadership of this will be crucial in order to ensure the end product works and the involvement of utility providers, key agencies and the private sector is maximised in order to ensure the proposals are funded.	CBC ECC
D2 Delivering new social infrastructure.	Crucial to the release of many existing sites and the delivery of new family housing will be the availability of good quality social infrastructure. <i>Probability: Medium. Impact: Medium.</i>	The location and sizing of social infrastructure within and around the Master plan needs to be managed in a strategic way . Strong leadership of this will be crucial in order to ensure the end product works and the involvement of the private sector is maximised in order to ensure the proposals are funded.	CBC ECC
D3 Contamination & site preparation costs higher than anticipated.	Additional cost to facilitate redevelopment potential restricting viability potentially resulting in unviable projects. <i>Probability: Medium. Impact: High.</i>	Undertake more detailed site surveys in areas where change anticipated to provide certainty on remediation exposure.	CBC EEDA
E. Partner funding & financial issues.			
E1 Partners fail to commit to the funding of projects (both the project development / pre-acquisition phase).	Partners would be unable to perform its role in bringing about land use change and delivering the vision. <i>Probability: Medium. Impact: Medium.</i>	Partners need to commit funding to the costs of bringing forward projects and funding acquisitions where necessary based on clear and up to date projections. Feedback on specific Master plan projects plus good communication from partners will be critical success factors in this regard.	All
E2 Partners unable to write down the existing use value or best value considerations of their assets to allow for sites to be assembled for redevelopment.	Some sites may prove to be unviable if the partners (particularly EEDA and CBC and other public sector partners who own certain key sites that are required) cannot (or are unprepared to) write down the value of the asset. <i>Probability: Medium. Impact: Medium.</i>	One of the Master plan's critical success factors will be the ability for each partner to have absolute clarity on the role that each has to perform in financial terms. The partners should (in turn) assure themselves that they are able to deliver what is required of them.	All

Risk Element	Probability & Impact	Possible Mitigation measure	Partners
F. Managing Change.			
F1 Need for co-ordination adds to time taken to get projects off the ground.	Central to the East Colchester 'brand' is the idea of cutting bureaucracy, expediting land assembly and the delivery of infrastructure, removing uncertainty from the planning process. <i>Probability: Low. Impact: Low.</i>	The partners will need to focus on removing barriers to delay by efficient site assembly, preparing good quality site development briefs in consultation with planners ahead of site marketing and removing uncertainty.	All
F.2 Good promotion ensures that the development industry and local residents hear about the 'good news' stories about how the area is changing for the better.	Failure to do so will maintain the markets indifferences towards the area over other locations. <i>Probability: Low. Impact: Low.</i>	Strong marketing of the Master plan area and the development activity within it in close conjunction with other Borough, County and EEDA marketing initiatives.	CBC ECC EEDA

TECHNICAL APPENDICES CONTENTS

- 01 Colne Harbour Evidence Base
- 02 Colne Harbour Design Framework
- 03 Colne Harbour Public Space Design Guide
- 04 Colne Harbour Affordable Housing SPG
- 05 Colne Harbour SA Scoping Report

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