

Local Development Framework Committee

Town Hall, Colchester
15 March 2011 at 6.00pm

The Local Development Framework Committee deals with the Council's responsibilities relating to the Local Development Framework.

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Local Development Framework Committee

To deal with the Council's responsibilities relating to the Local Development Framework.

**COLCHESTER BOROUGH COUNCIL
LOCAL DEVELOPMENT FRAMEWORK COMMITTEE
15 March 2011 at 6:00pm**

Members

Chairman : Councillor Colin Sykes.
Deputy Chairman : Councillor Martin Goss.
Councillors John Jowers, Kim Naish, Elizabeth Blundell,
Mark Cory, Beverly Davies, Christopher Garnett and
Henry Spyvee.

Substitute Members : All members of the Council who are not members of the
Planning Committee.

Agenda - Part A

(open to the public including the media)

Pages

1. Welcome and Announcements

(a) The Chairman to welcome members of the public and Councillors and to remind all speakers of the requirement for microphones to be used at all times.

(b) At the Chairman's discretion, to announce information on:

- action in the event of an emergency;
- mobile phones switched off or to silent;
- location of toilets;
- introduction of members of the meeting.

2. Substitutions

Members may arrange for a substitute councillor to attend a meeting on their behalf, subject to prior notice being given. The attendance of substitute councillors must be recorded.

3. Urgent Items

To announce any items not on the agenda which the Chairman has agreed to consider because they are urgent and to give reasons for the urgency.

4. Declarations of Interest

The Chairman to invite Councillors to declare individually any personal interests they may have in the items on the agenda.

If the personal interest arises because of a Councillor's membership of or position of control or management on:

- any body to which the Councillor has been appointed or nominated by the Council; or
- another public body

then the interest need only be declared if the Councillor intends to speak on that item.

If a Councillor declares a personal interest they must also consider whether they have a prejudicial interest. If they have a prejudicial interest they must leave the room for that item.

If a Councillor wishes to make representations on an item on which they have a prejudicial interest they may do so if members of the public are allowed to make representations. In such circumstances a Councillor must leave the room immediately once they have finished speaking.

An interest is considered to be prejudicial if a member of the public with knowledge of the relevant facts would reasonably regard it as so significant that it is likely to prejudice the Councillor's judgement of the public interest.

Councillors should consult paragraph 7 of the Meetings General Procedure Rules for further guidance.

5. Have Your Say!

(a) The Chairman to invite members of the public to indicate if they wish to speak or present a petition at this meeting – either on an item on the agenda or on a general matter not on this agenda. You should indicate your wish to speak at this point if your name has not been noted by Council staff.

(b) The Chairman to invite contributions from members of the public who wish to Have Your Say! on a general matter not on this agenda.

6. Minutes

1 - 6

To confirm as a correct record the minutes of the meeting held on 31 January 2011.

7. Planning Guidance Note // Design and Access

7 - 29

See report by the Head of Strategic Policy and Regeneration.

8. Planning Guidance Note // Stanway Parish Plan and Design

30 - 85

Statement

See report by the Head of Strategic Policy and Regeneration.

9. Affordable Housing

The Head of Strategic Policy and Regeneration to provide an oral update.

10. Exclusion of the Public

In accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public, including the press, from the meeting so that any items containing exempt information (for example confidential personal, financial or legal advice), in Part B of this agenda (printed on yellow paper) can be decided. (Exempt information is defined in Section 100I and Schedule 12A of the Local Government Act 1972).

LOCAL DEVELOPMENT FRAMEWORK COMMITTEE

31 JANUARY 2011

Present :- Councillor Colin Sykes (Chairman)
Councillors Elizabeth Blundell, Mark Cory,
Beverly Davies, Christopher Garnett, Martin Goss,
John Jowers, Kim Naish and Henry Spyvee

Also in Attendance :- Councillor Lyn Barton

32. Minutes

The minutes of the meeting held on 13 December 2010 were confirmed as a correct record.

Councillor John Jowers (in respect of being responsible for the funding of the Rural Community Council of Essex, an organisation which supports the development of parish plans and village design statements) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Colin Sykes (in respect of his membership of Stanway Parish Council) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

33. Revised Statement of Community Involvement // Consultation Draft

The Committee considered a report by the Head of Strategic Policy and Regeneration on the consultation draft of the revised Statement of Community Involvement (SCI) together with the consultation draft document appended to the report. The Committee was requested to note that the revised SCI is to be released for public consultation as required by Regulation 26 of the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008. The Committee was also requested to make comments on the consultation draft and to raise other ideas and suggestions for future local community involvement and engagement which would be incorporated into the final version of the SCI as appropriate or implemented locally in the future as part of the changes proposed in the Localism Bill.

Karen Syrett, Spatial Policy Manager, and James Firth, Planning Policy Officer, attended to assist the Committee in its deliberations. The Planning Policy Officer explained that the document would be subject to consultation for six weeks from 28 January to 11 March 2011 and the final revised version of the SCI would be submitted to the Portfolio Holder for Planning and Sustainability for adoption.

General comments

Members of the Committee made some general comments:-

- whether it was appropriate for this document to come back to the Committee because responsibility for the document lay with the Local Strategic Partnership, but the future of that body was uncertain;
- whether there would be a need to make further amendments to the Statement of Community Involvement when the Localism Bill came into effect later in the year;
- whether there was any reduction in the resources allocated to this work;
- concern regarding the emphasis throughout the document on public access to information and documents being available on the council's website and the potential for those without access to the internet being disadvantaged.

The Planning Policy Officer explained that the SCI formed part of Colchester's Local Development Framework. The LDF has to have regard to the LSP and to the Sustainable Community Strategy. The effect of many of the amendments are matters of fact and bring the document up to date, but some residents will want to comment. The Spatial Policy Manager confirmed that there will be a reduction in resourcing because one member of the team was being seconded to the Development Management Team.

Specific comments on the draft document

Members of the Committee made comments or sought clarification on the following matters:-

- how would the document relate to the Localism Bill;
- concern that community groups may not be included on a register;
- concern at the heavy reliance on electronic means of communication and providing information;
- whether involvement of the public in planning applications would need to be publicised;
- concern that some local councils were not aware of the LDF process and would need to become familiar with it so they were in a position to inform their residents. Local councils should also be kept up to date;
- whether and how much support the borough council could offer to communities who were not as proactive as others in preparing neighbourhood plans. The borough council would need to act as advisor to balance out the abilities of the various communities. Reference was made to the Rural Community Council of Essex (RCCE) which assists with parish plans but they also impose a charge which is passed down to districts;
- concern that many of the parish councillors were not elected so there was no democratic mandate. If planning powers were devolved down there should be a requirement that the parish councillors were qualified, and in this respect there was some comfort that the borough council was to continue to provide parishes with planning training, and the five largest parishes would continue to have regular planning liaison meetings;
- in Appendix 1, Consultation Organisations, the mention of the Regional Development Agency – East of England Development Agency was questioned, and it appeared that some groups were listed twice.

Councillor Lyn Barton, Portfolio Holder for Planning and Communities, attended and, with the consent of the Chairman, addressed the Committee. She referred to the introduction of a charge for pre-application advice. It had been brought in because the requests for advice had risen to around 100 per month. Formerly this work had been occupying a significant amount of the Development Team's time without compensation; £50 for a householder enquiry was considered a reasonable and manageable recompense.

The Planning Policy Officer explained that neighbourhood plans would have an implication for local involvement. They would run alongside the LDF and would need to comply with the LDF but there was no requirement for every area to have a neighbourhood plan in place.

The Spatial Policy Manager explained that the official estimate of the cost of producing a neighbourhood plan varied between £30,000 and £350,000. Any assistance required could be provided by council officers rather than consultants but that would have resource implications for the borough council. Many parishes may not consider it necessary for them to have a neighbourhood plan and they may wish to continue with village design statements and parish plans. It was explained that all the methods of community engagement in Appendix 2 would be used as appropriate. A meeting had been arranged with the University of Essex on various methods of engagement and it was hoped that this would produce some fresh ideas.

RESOLVED (UNANIMOUSLY) that the revised Statement of Community Involvement consultation draft be noted and the Committee's comments as set out above be taken forward by being incorporated into the document if appropriate or considered as part of the local implementation of the changes proposed in the Localism Bill.

34. Revised Sustainable Design and Construction Supplementary Planning Document // Consultation Draft

The Committee considered a report by the Head of Strategic Policy and Regeneration on the consultation draft of the revised Sustainable Design and Construction Supplementary Planning Document (SPD) together with the consultation draft document which was appended to the report. The Committee was requested to note that, following approval from the Portfolio Holder, the revised Sustainable Design and Construction SPD would be released for public consultation as required by Regulation 17 of the Town and Country Planning (Local Development) (England) Regulations 2004 (as amended). The Committee was also requested make comments on the consultation draft.

Karen Syrett, Planning Policy Manager, and Shelley Blackaby, Planning Policy Officer, attended to assist the Committee in its deliberations. The Planning Policy Officer explained that the document would be subject to consultation for four weeks after which all the representations received would be addressed, the document amended as appropriate and the final version of the SPD would be submitted to the Committee for formal adoption.

Code for Sustainable Homes

Members of the Committee made comments or sought clarification on general concerns:-

- the aspiration is right but how can the borough council achieve the desired outcome. The Code was being pushed along too far too soon, it should go in tandem with existing stock. Uncertainty as to whether the industry has been given sufficient time to comply;
- the question of the additional cost and who it would be passed on to;
- the impact on the 'basic' housing market;
- the possibility of land values becoming depressed as a consequence of the increased cost of building;
- the implementation of the Code should be properly prioritised;
- how the levels could be achieved in difficult situations, for example a north facing house on a north slope;
- whether the targets could be met across a group of houses, for example a mix of ten level 6 houses and ten level 2 houses rather than each house having to meet a particular target;
- doubts about the statement that the cost of level 3 is not as expensive as people may think.

The Planning Policy Officer shared the Committee's concerns regarding the timescale to zero carbon homes. However, it was explained that the drive for sustainable design and construction started in 2004 and it was intended to phase the levels in to give developers an opportunity to familiarise themselves. Currently developers were not being asked to build to a higher specification because level 3 of the Code was equivalent to the current building regulations requirements. By 2016 it was intended that the building regulations requirement would be equivalent to zero carbon, level 6. In difficult situations where it was not practical to meet the required level there would be no compulsion to do so but the developer would be required to provide an explanation why it could not be met. The energy category was the most expensive to achieve. Braintree District Council and Chelmsford Borough Council had been asking developers to achieve level 3 for the past 2 to 3 years without any resistance. Braintree District Council had considered requesting level 4 but had put it on hold because of concerns about resistance and also because there were no adopted policies to support the higher level. In respect to the case studies, the selling price of properties incorporating energy efficient technologies was similar to properties without such technologies, but the energy efficient homes were easier to sell.

Building Research Establishment Environmental Assessment Method (BREEAM)

The Planning Policy Officer explained that BREEAM was the most widely known scheme for assessing the sustainability of buildings. The Building Research Establishment had been developing their research over a number of years and the organisation was considered to be wholly credible. The main issue why the standards could not be met was the cost, but there may be other reasons such as topography.

Members of the Committee were generally satisfied with the document, and expressed interest in responses from the development industry. Some traditional building techniques would be abandoned. There was some concern that the document referred to support and encouragement and members requested some indication of how both methods were to be achieved. The Chairman hoped that those developers who attended the Committee's previous meeting would take time to look at this document and put forward their comments.

RESOLVED (UNANIMOUSLY) that the revised Sustainable Design and Construction Supplementary Planning Document consultation draft be noted and the Committee's comments regarding provision of support and/or encouragement to developers be taken into account when preparing the final version as appropriate.

Councillor John Jowers (in respect of being a member of Essex County Council and his role as Cabinet member for Communities and Planning within which he has responsibility for Cudmore Grove Country Park) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

Councillor Kim Naish (in respect of being a river bailiff for some of the rivers referred to in the report) declared a personal interest in the following item pursuant to the provisions of Meetings General Procedure Rule 7(3)

35. Habitat Regulations Assessment Monitoring Programme

The Committee considered a report by the Head of Strategic Policy and Regeneration on a proposed Habitat Regulations Assessment Monitoring Programme. The assessments have committed the Council to undertake a programme to monitor visitors to Natura 2000 sites in order to ensure that population growth does not affect the integrity of these internationally important sites. The Committee was requested to note the first stage of work carried out as part of the Habitat Regulations Assessment monitoring programme.

Shelley Blackaby, Planning Policy Officer, attended to assist the Committee in its deliberations. She explained that the Council had entered into a Service Level Agreement with Tendring District Council and Braintree District Council to carry out the monitoring programme on their behalf.

Members of the Committee were concerned about the consequence on an area if the increase in visitors was having an unwanted impact. They enquired who would make a judgment on any action taken and what action would be taken. Members also believed that activities on the water, such as sailing, water skis and jet skis, would also have an impact to the extent that there could be more nuisance and disruption from the water. It was considered that these activities should be included in the monitoring programme.

The Planning Policy Officer explained that this was a pioneering area of work. It was possible that this authority was the only one conducting a monitoring programme. The

suggestion of surveying people on the water would be taken on board and included in the programme. Natural England would make a judgment on any action to be taken. Such action would be assessed on whether there had been an increase in visitors and a deterioration of site quality. A variety of measures could be taken, such as restricting access, fencing off certain areas or erecting information boards.

RESOLVED (UNANIMOUSLY) that the commencement of the Habitat Regulations Assessment monitoring programme be noted and any activity on the water observed be included in the programme.



Local Development Framework Committee

Item

7

15 March 2011

Report of	Head of Strategic Policy and Regeneration	Author	James Firth ☎ 508639
Title	Revision of Colchester's Design and Access Statements Guidance		
Wards affected	All		

The Local Development Framework Committee is asked to agree the content of the Design and Access Statement Guidance prior to publication.

1. Decision(s) Required

- 1.1 To agree the revised version of Colchester's Design and Access Statements Guidance.

2. Reasons for Decision(s)

- 2.1 To help ensure the requirements for inclusive design in Colchester's Local Development Framework are implemented in the design of schemes by applicants. The revised Design and Access Statements Guidance will draw greater attention to equality and diversity issues and help ensure appropriate access is provided to all development.

3. Alternative Options

- 3.1 The Committee could decide to amend the document prior to publication or to rely on the existing Design and Access Statements Guidance.

4. Supporting Information

- 4.1 At LDF Committee on the 16 August 2010 it was agreed that a guidance note on inclusive design and access be produced to ensure that Colchester's policy requirements on this issue are better addressed in planning applications. The need for additional guidance on this issue came about in response to a request that the issue of inclusive/disabled access be looked at from the Equality and Diversity Members' Liaison Group.
- 4.2 After further consideration of the issue it was decided that the best way to address the issue was through a revised version of Colchester's Design and Access Statements guidance which has now been produced. This has a number of benefits including that Design and Access Statements are required by legislation for many types of planning application. The Design and Access (D&A) Statement Guidance is therefore a document that applicants and agents are more likely to refer to than a stand-alone guidance document.
- 4.3 The revised version of the Design and Access Statements guidance includes strengthened references to inclusive design and highlights the sections of Design and Access Statements that will be required to provide information on this issue. It also includes Colchester's relevant policies in an appendix for easier reference.

- 4.4 The guidance has also been updated to reflect the recently published Development Management Procedure Order (DMPO) (2010) which clarifies the statutory requirements with regard to Design and Access Statements.
- 4.5 The requirement for the design of schemes to be explained and justified in a Design and Access Statement helps to ensure the design is appropriate for the individual circumstances. The higher profile given to inclusive design within the guidance should help ensure that disabled access and inclusive design are considered from the outset and better explained in Design and Access Statements submitted with applications. The Development Management Procedure Order (DMPO) (2010) supports this by now also stating that Design and Access Statements are required to explain how the Council's policies relating to access have been taken into account.
- 4.6 As the principles of inclusive design need to be applied to a wide range of types of development in the Borough this assessment based approach is likely to produce better results than attempting to produce prescriptive guidance covering different types of development and the likely uses of the building. The approach will better highlight the issue of inclusive design as a local priority to developers. Where there are particular concerns regarding a development the Design and Access Statement should provide more information about the proposals to allow the Council to better consider them against our policies.
- 4.7 Where a Design and Access Statement fails to include the information required by the DMPO (2010) the application can be rendered invalid. Where a Design and Access Statement is valid but the design of the scheme fails to accord with the Council's policies on inclusive design and access as set out in the guidance the application could be refused planning permission. Implementation of requirements on inclusive design and access will always be specific and needs to be tailored to the individual circumstances of each case. This is supported by recent appeal decisions concerning access which show the outcome of appeals are often largely determined by the circumstances of the case rather than meeting any set prescribed standards.
- 4.8 The proposed Design and Access Statement Guidance will be reported to the Equality and Diversity Member Liaison Group at its meeting on the 1 March 2011. Any issues raised will be reported to the Local Development Framework Committee at the meeting on the 15 March 2011.

5. Proposals

- 5.1 A full version of the proposed Design and Access Statements Guidance is attached as an appendix to this report. Members are asked to agree the content of the document.

6. Strategic Plan References

- 6.1 Producing revised Design and Access Statements Guidance will help ensure the Council is listening and responding to people's needs. In particular it will help address the Council's priorities of addressing older people's needs, addressing younger people's needs, homes for all, and healthy living.

7. Consultation

- 7.1 The Design and Access Statements Guidance provides information on national legislative requirements and existing local policies relating to Design and Access. The Council's policies on inclusive design and access have been subject to a number of stages of consultation. The policies contained in the adopted Core Strategy and Development Policies DPDs were consulted upon at the issues and options, preferred options, and submission stages during the production of these documents.
- 7.2 The better highlighting of these existing policies in the Design and Access Statements Guidance will ensure these policy requirements are better addressed in planning applications. The guidance will be made publically available to applicants including on the Council's website.

8. Publicity Considerations

- 8.1 Revision of the Design and Access Statements Guidance should raise the profile of the inclusive design and access requirements of existing LDF policies.

9. Financial Implications

- 9.1 It is proposed that production of the Design and Access Statements Guidance can be carried out in-house and the guidance can be made available to applicants on the Council's website. There are therefore expected to be no financial implications.

10. Equality, Diversity and Human Rights Implications

- 10.1 The revision of the Design and Access Statements Guidance has been carried out in response to a request from the Equality and Diversity Members' Liaison Group. The revision of the guidance to highlight inclusive design and access will have positive impacts on equality and diversity in the borough by ensuring development gives proper consideration to this issue.
- 10.2 An Equality Impact Assessment has been prepared for the Local Development Framework and is available to view on the Colchester Borough Council website by following this pathway from the homepage: Council and Democracy > Policies, Strategies and Performance > Diversity and Equality > Equality Impact Assessments > Strategic Policy and Regeneration > Local Development Framework.

11. Community Safety Implications

- 11.1 The revision of the guidance will help ensure the design of development is suitable for all, improving safe use of the area for all members of the public.

12. Health and Safety Implications

- 12.1 The revision of the guidance will have positive health and safety implications ensuring the design of development is inclusive, safe and suitable for all members of the public.

13. Risk Management Implications

- 13.1 A decision to agree to publish the revised guidance will ensure it reflects current legislation and should help ensure the Council's policies on inclusive design are better taken into account by applicants when designing schemes and submitting planning applications.
- 13.2 A decision not to publish the revised guidance would fail to highlight the issue of inclusive design and access to applicants, the Council's policies on inclusive design may not be implemented to the same extent, and the concerns of the Equality and Diversity Members' Liaison Group would remain unaddressed. The guidance would remain out of date with regards to the latest legislative requirements in the Development Management Procedure Order (2010).

COLCHESTER BOROUGH COUNCIL

**GUIDE TO PRODUCING
DESIGN and ACCESS STATEMENTS**

March 2011

Introduction

Colchester Borough Council is committed to achieving high quality design and excellent access. Colchester's Local Development Framework contains a range of policies to help achieve this and develop Colchester as an attractive destination for present and future residents, businesses and tourists. We therefore need your help in achieving this through the submission of Design and Access Statements in support of your planning application.

This document provides guidance on the preparation of Design and Access Statements to inform and accompany development applications. We have chosen to follow the guidance produced by the Commission for Architecture and the Built Environment (CABE) and this guidance should be referred to for further advice on writing Design and Access Statements. This is available as a downloadable PDF at: <http://www.cabe.org.uk/publications/design-and-access-statements>. The Department for Communities and Local Government document 'Guidance on information requirements and validation' (March 2010) also provides up-to-date information the latest requirements for design and access statements. A copy of this can be downloaded from the DCLG website, www.communities.gov.uk. Colchester's Design and Access Statement Guidance reflects the latest requirements of the Development Management Procedure Order (2010) and the guidance set out in both of the above documents.

What is a Design Statement?

A Design Statement should demonstrate how good design has been taken into account in drawing up the development proposals. It should include a site analysis, set out the design principles and produce design solutions which reflect relevant local planning policy, and design guidance within the Essex Design Guide and Urban Place Supplement as well as current national guidance.

What is an Access Statement?

An Access Statement should demonstrate how the proposal has been designed to maximise access to the development. It should explain how the development relates to its surroundings and how all users will gain access to and within the development.

The Design and Access Statements **must** accompany planning applications for both outline and full planning permissions. The Local Planning Authority is prohibited from entertaining an application unless it is accompanied by a Design and Access Statement under the Town and Country Planning Act 1990 (introduced by the 2004 Planning and Compulsory Purchase Act 2004). The elements to be described in Design and Access Statements will be the same

regardless of whether the application is for outline or full planning permissions, but their scope will differ.

Design and Access Statements will be required for all planning applications except for those listed below. Applicants are advised to refer to Development Management Procedure Order (2010) for full details.

Design and Access Statements are NOT required for:

- (a) The removal or variation of a planning condition (section 73 applications)
- (b) engineering or mining operations;
- (c) a material change in the use of land or buildings;
- (d) development of an existing dwellinghouse or flat, or development within its curtilage for any purpose incidental to the enjoyment of the dwellinghouse or flat, where no part of the curtilage is within a 'designated area';
- (e) the extension of an existing building used for non-domestic purposes where the floor space created by the development does not exceed 100 square metres and where no part of the building or the development is within a 'designated area';
- (f) the erection, construction, improvement or alteration of a gate, fence, wall or other means of enclosure where—
 - (i) the height of the gate, fence, wall or means of enclosure will not exceed its former height, or 2 metres above ground level, whichever is the greater; and
 - (ii) it does not involve development within the curtilage or development surrounding, a listed building; and where no part of the development is within a 'designated area';
- (g) development on 'operational land' consisting of the erection of a building where—
 - (i) the cubic content of the development does not exceed 100 cubic metres; and
 - (ii) as a result of the development, the height of the building does not exceed 15 metres above ground level, or its former height, whichever is the greater; and where no part of the development is within a 'designated area';
- (h) the alteration of an existing building where the alteration does not increase the size of the building and where no part of the building is within a 'designated area';

- (i) the erection, alteration or replacement of plant or machinery where, as a result of the development, the height of the plant or machinery does not exceed 15 metres above ground level, or its former height, whichever is the greater, and where no part of the development is within a 'designated area';
- (j) applications for a replacement planning permission subject to a new time limit (those covered by DMPO article 18(1) (b) or (c));
- (k) applications relating to advertisement control;
- (l) applications relating to tree preservation orders;
- (m) applications relating to the storage of hazardous substances;
- (n) applications for prior approval for proposed development; or
- (o) non-material amendments to existing planning permissions.

Definitions:

- *'Designated Area' means a World Heritage Site or a conservation area*
- *'Operational Land' is land used by Statutory Undertakers for the purpose of carrying on their undertaking. 'Statutory Undertakers' are those authorised by any enactment to carry on any railway, light railway, tramway, road transport, water transport, canal, inland navigation, dock, harbour, pier or lighthouse undertaking or any undertaking for the supply of hydraulic power and a relevant airport operator*

Design and access statements are required for all other types of planning application including applications for listed building consent.

Design and Access Statements can be presented in various formats. Design and access issues are interconnected and in some cases it may be appropriate to combine them into one statement, whilst in other cases it may be clearer to provide 2 distinct statements. Design and Access statements accompanying an application for listed building consent in particular should be combined into one statement and should cover both design and access. This allows applicants to demonstrate an integrated approach that will deliver inclusive design, and address a full range of access requirements throughout the design process.

For most straightforward planning applications, the statements may be only short, for some only a page or two may be needed, whereas for more complicated planning applications, a more detailed format and, perhaps, longer document, is likely to be necessary. For larger or more challenging sites, the statements may also include drawings and plans illustrating the various issues which the scheme has responded to. However, whilst its length and complexity

may be proportionate to the type of development, what is important is that the document is concise and effectively covers all of the design and access issues for the proposed development.

In addition to a Design and Access Statement the following supporting documents may also be required depending on the complexity of the individual site.

- Transportation and Traffic Impact Assessments
- A Noise or other Pollutant Impact Assessment.
- A Wildlife/biodiversity Survey.
- A Contaminated Land Risk Assessment
- An Archaeological Evaluation
- Flood Risk Assessment



Clear and legible illustrations are a good way to communicate

The process and detail required

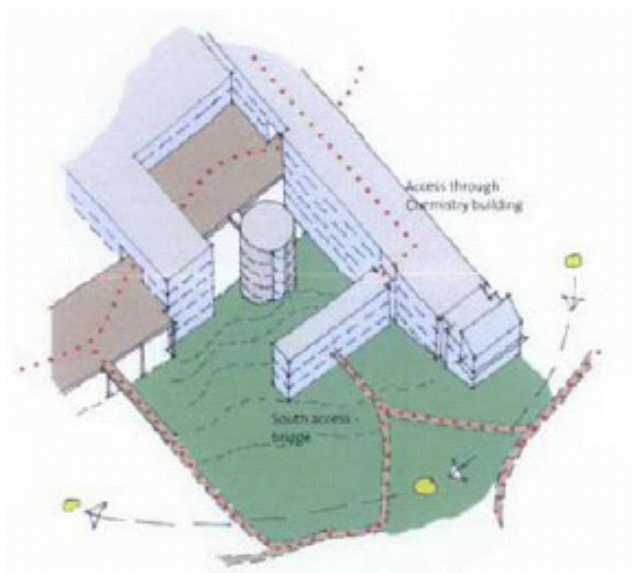
All development should respond to the context of the site and therefore a **Site Appraisal** must be produced to inform the process of design. An appraisal should be more than a mere description of the locality. It should make an analysis of the strengths and weaknesses of the area and opportunities to improve the locality through the development of the site in question. It should include the following as illustrations and written analysis:-



Pictorial analysis of the strategic context of a site

For larger sites (above 0.1 hectare) that will be developed above 50 dwellings per hectare we will require a **Context Appraisal**. This expands upon the information of the site appraisal to include analysis off how the area functions and the level of social infrastructure available. It may also require some wider consultation.

The **Context Appraisal** should be submitted and agreed in principle with the Council prior to the scheme being designed and as part of the pre-application enquiry process. Once agreed, the appraisal can then inform the design. We recommend that the checklist from the Urban Place Supplement is used as a basis for the context appraisal. Please see www.the-edi.co.uk.



Movement diagram for a new building

The Design Statement

A design statement should explain the design principles and concepts that have been applied to particular aspects of the proposal – these are the uses, amount, layout, scale, landscaping, appearance of the development and social function.

Use

- What will the buildings and spaces will be used for? How does the choice of uses benefit the local area?

Amount

- How much will be built on the site? Does the amount provide adequate amenity and parking?

Layout

- The arrangement of buildings, private and public spaces. Why has this arrangement been chosen? What qualities does it give the spaces with regard to use, function sunlight and weather?
- How does the layout provide the optimum level of accessibility for all users? The Design and Access Statement is an opportunity for the applicant to set out how the design complies with the Council's policies on inclusive design and access (see appendix).

Scale

- The height, width and length of buildings and spaces. Why these dimensions have been chosen and what relationship they have with the surroundings.

Landscaping

- How hard and soft materials will add to the character on the site. Do the soft materials provide opportunities for biodiversity as well as people?
- Does the design allow people to interact with the natural and built form?

Appearance

- How the materials and architectural style will add character to the site? Has the local context been respected? Why was the particular style chosen?
- Is the design inviting and safe? How is the sense of place improved by the proposed development?

The Access Statement

This part of the Statement should cover two connected issues. Firstly, the general movement through the site and the uses proposed. The second aspect to detail is how these movements are provided for all potential users. The statement should cover aspects such as the visibility of entrances and doorways, how level changes are dealt with and the arrangement of parking for different users and vehicles. The statement should show that disabled people are not segregated from others or compromised unnecessarily. The statement should illustrate the policy of the developer regarding equitable access arrangements and if and when consultation has affected the design process.

This section is required by the Development Management Procedure Order (DMPO) (2010) to explain how Colchester's Adopted policies relating to access have been taken into account (see policies in appendix). Information on how the access arrangements will meet the needs of disabled people will assist the Council when checking the proposals comply with the Council's adopted inclusive design policies.

The access statement is also required to state what, if any, consultation has been undertaken relating to access and how any issues raised have been taken into account.

It is also required to explain:

- How any specific issues which might affect access to the development have been addressed
- How prospective users will be able to gain access to the development from the existing transport network
- Why the main points of access to the site and the layout of access routes within the site have been chosen
- How features which ensure access to the development will be maintained

CABE's document '*The principles of inclusive design (they include you)*' sets out that successful places need to be accessible to everyone. It calls for places to be:

Inclusive

- So everyone can use them safely, easily and with dignity

Responsive

- Taking account of what people say they need and want

Flexible

- So different people can use them in different ways

Convenient

- So everyone can use them without too much effort or separation

Accommodating

- For all people, regardless of their age, gender, mobility, ethnicity or circumstances

Welcoming

- With no disabling barriers that might exclude some people

Realistic

- Offering more than one solution to help balance everyone's needs and recognising that one solution may not work for all

Understandable

- Everyone knows where they are and can locate their destination.

Please note that as the statutory requirement for the access component of the statement relates only to 'access to the development' this part of the statement does not extend to the internal aspects of individual buildings.

Other Guidance and Contacts

Guidance on design and access statements is included within Department for Communities and Local Government 'Guidance on information requirements and validation' (March 2010). A copy of this guidance can be downloaded from the DCLG website, www.communities.gov.uk.

The Commission for Architecture and the Built Environment (CABE) has also published a useful guide entitled '*Design and access statements: how to write, read and use them*' (June 2006). A copy of this Guide can be downloaded from the CABE website, www.cabe.org.uk.

Appendix 1

Planning Policy on inclusive design and access

National Policy

Planning Policy Statement 1 (PPS1) states that planning should promote high quality inclusive design and that development plans should contain clear, comprehensive, and inclusive access policies. The creation of equal opportunities for all and the avoidance of social exclusion is a theme that runs through PPS1. PPG13: Transport (2001) and PPG17: Planning for Open Space, Sport and Recreation (2002) also seek to ensure that the needs of disabled people are addressed. The importance of removing unnecessary physical barriers and exclusions imposed by poor design of buildings and places is also covered by the good practice guide 'Planning and Access for Disabled People' published by ODPM (now DCLG) in March 2003.

Core Strategy Policy

Core Strategy Policy UR2 (Built Design and Character) states that:

“The Borough Council will promote and secure high quality and inclusive design in all developments to make better places for both residents and visitors. The design of development should be informed by context appraisals and should create places that are locally distinctive, people-friendly, provide natural surveillance to design out crime, and which enhance the built character and public realm of the area. High-quality design should also create well-integrated places that are usable, accessible, durable and adaptable. Creative design will be encouraged to inject fresh visual interest into the public realm and to showcase innovative sustainable construction methods. Developments that are discordant with their context and fail to enhance the character, quality and function of an area will not be supported”.

Core Strategy Policy SD2 (Delivering Facilities and Infrastructure) also states that “New facilities and infrastructure must be located and designed so that they are accessible and compatible with the character and needs of the local community”.

Core Strategy Policy H3 (Housing Diversity) states that “Colchester Borough Council intends to secure a range of housing types and tenures on developments across the Borough in order to create inclusive and sustainable communities. Housing developments should provide a mix of housing types to suit a range of different households, whilst also realising the opportunities presented by accessible locations. The mix of housing types should therefore be guided by Table H3a and informed by an appraisal of community context and housing need.

Housing developments will also need to contribute to the provision of affordable housing and homes that are suitable to the needs of older persons, persons with disabilities and those with special needs”.

Development Policies

Policy DP1 (Design and Amenity) requires that all development must be designed to a high standard, avoid unacceptable impacts on amenity, and demonstrate social, economic and environmental sustainability.

It also requires that Development proposals must demonstrate that they, and any ancillary activities associated with them, will meet a number of criteria including:

(ii) Provide a design and layout that takes into account the potential users of the site including giving priority to pedestrian, cycling and public transport access, and the provision of satisfactory access provision for disabled people and those with restricted mobility;

Policy DP12 (Dwelling Standards) also includes a requirement for flexibility in the construction of dwellings. The explanatory text explains that this can be achieved through lifetime home standards although it is not currently a requirement that all homes meet the standard. It is expected that the lifetime homes standard will become a mandatory national requirement in order to meet the code for sustainable homes standards over the coming years.

Addendum to Item 7

Revision of Colchester's Design and Access Statements Guidance

As stated at paragraph 4.8 of the committee report the revised version of the Design and Access Statement Guidance was reported to the Equality and Diversity Member Liaison Group on the 1 March 2011. A note summarising the issues raised by the group has been prepared and circulated to the LDF Committee. This addendum attempts to set out how the issues raised by the Equality and Diversity Member Liaison Group (MLG) can be addressed.

It is considered that the 4 issues raised by the MLG can be addressed by the insertion of additional appendix at the end of the guidance. This would provide more prescriptive guidance on the design standards for various common features of development. These design standards will be required in order to demonstrate an inclusive design. Where an alternative design is used this would need to be justified in the Design and Access Statement.

This additional appendix has been compiled using a combination of best practice from other Council's and national guidance. It is proposed this could be added to the guidance as appendix 2 and has been attached to this addendum.

The appendix could also include links to relevant information and best practice guidance particularly on internal inclusive design issues by including links to Building Regulations and Disability and Equality legislation.

The wording and structure of the Design and Access Statement Guidance is designed to provide best practice advice on the structure and content of Design and Access Statements. The wording is considered to be appropriate in this context and is based on ensuring that applicants make a proper assessment of each development in its context and produce the most appropriate and justifiable design. The revised Design and Access guidance highlights to applicants that the design must be justified on how it is achieving an inclusive design in accordance with the Council's adopted policies (appendix 1).

This assessment based approach remains in line with national guidance and the approach taken in Colchester's Local Development Framework. If a poorly designed development fails to address inclusive design issues it can be refused planning permission on design grounds. It must however be remembered that planning cannot override other legislation and the primary responsibility for inclusive design sits within Building Regulations.

Appendix 2 – Design standards that should be achieved in order to comply with the Council’s Policies on inclusive design and access

Development will be expected to achieve the following design standards in order to demonstrate a high quality inclusive design in accordance with the Council’s Adopted Planning Policies (Appendix 1).

The Design and Access Statement and/or the submitted drawings should indicate how these features have been incorporated into the design. Where these standards are not met or an alternative approach is adopted, the Design and Access Statement should clearly explain why the standards have not been met, why the alternative design is more appropriate for the circumstances and how inclusive design and access will still be achieved.

Whilst these standards represent best practice in inclusive design it is also essential to take account of other urban design priorities when designing development. In certain contexts some of the design standards listed below may not be appropriate. Listed Buildings and development within Conservation Areas in particular may be exempt from the following criteria.

Vehicle Parking

- Parking provision must accord with the amount and design requirements set out in the Vehicle Parking Standards SPD. This includes criteria for disabled parking spaces and accessibility through car park areas.

Access paths

- Pathways should be designed to a minimum width of 2 metres. They should be constructed of a firm, smooth, non-slip surface. Developments should avoid the use of loose gravel and cobbles.
- Pathways should be constructed with the minimum possible gradient. Routes with a gradient of 1 in 20 (5%) or steeper can be difficult for disabled people and will need to be designed as a ramp.
- Access paths should be adequately lit and avoid areas of glare and shadow. Obstacles such as low overhanging structures must be avoided.
- Drainage grating bars should run at right angles to the line of travel where falls permit and the slots should be no more than 13mm wide.
- Where there are larger areas of paving within a development the space should be designed to include the use of clearways. These are routes through the public space that are free of street furniture. A clearway should be not less than 2m wide

- Dropped kerbs must be located where necessary, especially where pathways run across service roads or car park entrances in which pedestrian priority cannot be established.
- Gateway widths should be sufficient to allow the easy passage of those using wheelchairs and mobility scooters. This is particularly important where tight turns or other constraints may make the passage of these users more difficult.
- It should be noted that conditions may be imposed on a planning permission to ensure acceptable materials and lighting.

Ramp design

- The length of the flight between landings should be minimised.
- All intermediate and entrance landings need to be large enough to be clear of fully extended door swings, to allow people to pass, and to allow people in wheelchairs to manoeuvre without risk of running onto the ramp slopes. In busier areas wider ramps are appropriate to allow people to pass more easily. Ramps should have a minimum width of 1.5 metres and allow for sufficient turning space at any corners.
- Both ramps and steps should be provided. Handrails should be provided to both sides of ramps and steps.
- Larger level changes such as those exceeding 2 metres must provide an alternative means of access for wheelchair users.

External step design

- Steps combining a modest riser and a deep tread are most appropriate.
- Longer flights of steps should incorporate intermediate landings.
- Tactile markers should be used including at the edges of landings.
- A continuous handrail is required to both sides of the flights and across landings.

Entrances to the building

- Entrances should be easily identified and well lit at night.
- Exterior doors must be of sufficient width so as to accommodate wheelchair users.

- They should be design so it is possible to easily manoeuvre a wheelchair over the entrance threshold; operate the entrance door easily; easily move through the doorway; and easily access and operate the door entry system.
- If needed as part of the design entrance lobbies should be large enough to allow the individual opening of doors whilst still allowing space for a wheelchair.

Facilities

- New buildings must inclusive facilities to ensure they are inclusive for all users in accordance with the Council's Policies. This is particularly the case in terms of commercial buildings and other publicly accessible buildings. It is therefore appropriate to ensure development includes features such as disabled toilets.

Internal issues

The Development Management Procedure Order (2010) makes clear that the access component of Design and Access Statements only relates to access to the development and not to the internal design of buildings. However it is still important to give some thought to internal layout when developing a scheme. The design of schemes must comply with Building Regulations and also with the requirements of the Disability Discrimination Act (2005) and Equality Act (2010).

More information on these requirements can be found in the Building Regulations Part M Approved Document (Access to and Use of Buildings): <http://www.planningportal.gov.uk/buildingregulations/approveddocuments/partm/approved>

More information on the legislative framework and the Equality Act (2010) can be found on the following website: http://www.equalities.gov.uk/equality_act_2010.aspx

Examples of other guidance and best practice

CABE – Has published a range of guidance on this issue. <http://www.cabe.org.uk/publications/listing?tag=Inclusive+design&tagId=46&type=publications>

DfT guidance on inclusive mobility
<http://www.dft.gov.uk/transportforyou/access/peti/inclusivemobility?page=1>

Birmingham City Council – Has an Access SPD which helps provide clarity on which requirements can be implemented through planning and which requirements can be implemented through Building Regulations or as a result of legislative requirements.

<http://www.birmingham.gov.uk/spdaccess>

Accessibility By Design in Greater Manchester – Comprehensive design guidance which is Building Control led and based on compliance with Part M Building Regulations.

www.stockport.gov.uk/2013/2994/developmentcontrol/38460/accessibilitygreatermanchester

Waltham Forest – Consultation draft SPD.

<http://www.walthamforest.gov.uk/quality-pub-cons-residential-nov10.pdf>

Olympic Delivery Authority (ODA) – Comprehensive guidance on best practice for inclusive design in Olympic developments

<http://www.london2012.com/documents/oda-publications/inclusive-design-standards.pdf>

Braintree – Design and Access Statements Guidance

<http://www.braintree.gov.uk/NR/rdonlyres/3C9D97AD-6966-4C75-86B9-5340DC9AF96C/0/GuidanceonDesignandAccessStatements.pdf>

LOCAL DEVELOPMENT FRAMEWORK COMMITTEE – NOTE FROM EQUALITY AND DIVERSITY MEMBER LIAISON GROUP IN REFERENCE TO ITEM 7

Background

The Equality and Diversity Member Liaison Group meets quarterly to discuss: Strategic issues, Links to Policies and procedures, Practical difficulties people experience/tangible issues and one off solutions.

The Political Membership of the MLG :Councillor Paul Smith (Chair), Councillor Theresa Higgins, Councillor Lesley Scott-Boutell, Councillor Dennis Willetts, Councillor Julie Young and Councillor Gerard Oxford

Summary of key points from the Minutes of the meeting of the Equality and Diversity member Liaison Group held on 1 March 2011 in reference to Design and Access Statement Guidance

The Group were asked for their views on the paper entitled “Revision of Colchester’s Design and Access Statements Guidance” which LDF are considering.

Feedback from the MLG includes the following, which the MLG would request is taken into account by LDF Committee:

- There was considerable concern from some members that the guidance provided was not clear enough and would give scope for interpretation by developers to find ways to “avoid” inclusiveness and enable them to apply only minimum standards.
- The Group suggested that we should look at what other Councils are doing and give examples to strengthen the document and the importance of ensuring that we set the right lead in terms of access for developments.
- The Group felt that the Council should be taking an exemplary role in its approach to access within development and did not feel that the document took a strong enough steer in this direction.
- The group felt that the document was woolly and unclear in certain areas (P.10 specifically mentioned).

MLG requested LDF Committee consider that the Statement:

- Be made more prescriptive (the MLG did appreciate that this is not helpful in every area but still felt that there was room for much better clarity on expectations)
- Include a set of standards for Disabled access that are upgradeable
- Include examples of best practice
- Include links to examples of how other Local Authorities deal with this process (perhaps as part of a Schedule to the Statement)



Local Development Framework Committee

Item

8

15 March 2011

Report of	Head of Strategic Policy and Regeneration	Author	Beverley McClean 01206 282480
Title	Stanway Parish Plan and Design Statement		
Wards affected	Stanway		

The Local Development Framework Committee is asked to agree the adoption of Stanway's Parish Plan and Design Statement as a Planning Guidance Note.

1. Decision(s) Required

- 1.1 To agree the adoption of the Stanway Parish Plan and Design Statement as a Planning Guidance Note.

2. Reasons for Decision

- 2.1 A Parish Plan is a broad based community led plan prepared by a locally constituted community group. When adopted as Guidance Notes they add local detail to policies already contained within the Local Development Framework and help inform the determination of planning applications.

3. Alternative Options

- 3.1 The alternative is to rely solely on Local Development Framework policy to guide development and operate without the additional guidance.

4. Supporting Information

- 4.1 Policy ENV2 of the Council's adopted Core Strategy promotes the preparation and adoption of both Parish Plans and Village Design Statements. The council recognises the value that the community plans have in helping communities identify what they like about the areas they live in as well as issues that need to be addressed locally.
- 4.2 A Parish Plan sets out a range of social, economic or environmental issues identified by local residents to be addressed in a parish. These can be the lack of a community facility, poor Rights of Way maintenance, traffic speeding or litter. A Parish Plan differs from a Village Design Statement in a number of ways. A Parish Plan is normally less focused on planning, design and built environment matters than Village Design Statements. It also includes a vision setting out how a parish is to develop and usually also includes an action plan setting out how local issues are to be resolved and delivered. While Parish Plans can include some planning recommendations on the whole they focus more on social, community and environmental problems being experienced in an area and identifies a list of projects needed to resolve them. Once adopted Parish Plans are material considerations when planning applications are being determined.

- 4.3 Parish Plans can also be a useful source of evidence for local communities seeking funding to deliver projects. Once adopted as Planning Guidance community plans can provide detailed information to supplement policies already contained within the Local Development Framework documents and help fill the gap between this plan framework and the planning application process. Stanway does not currently have an adopted Village Design Statement. However as Stanway is earmarked for significant levels of growth as set out in the adopted Core Strategy and Site Allocations, the Parish Council felt that it was important to include recommendations in their document that would help guide future development in the area. A decision was therefore taken to produce a combined Parish Plan and Design Statement to help achieve this.
- 4.4 Work started on the Stanway Parish Plan and Design Statement in 2008. Stanway has been identified as a Growth Area in the Colchester's Local Development Framework due to its reasonable proximity to Colchester Town Centre and the A12/A120. The western and south western fringes of Stanway are expected to be the focus of significant new development over the next 15 years. In terms of housing growth Stanway is earmarked to deliver approximately 1000 new homes by 2021 with provision for an additional 800 homes on greenfield sites from 2016. Stanway has also been designated as an important area for employment. It has been allocated as a Strategic Employment Zone in the Core Strategy with employment growth focussed at Tollgate, Stane Park, the Westside Centre and on land off London Road.
- 4.5 As Stanway is scheduled for this growth Stanway's Parish Plan and Design Statement includes a list of planning recommendations to help influence the type of development delivered in Stanway, ensure that adequate ancillary facilities are provided as part of future developments to meet the needs of the growing community and to ensure that community facilities are adopted as soon as possible after developments are completed. It aims to establish the principles of sound conservation, preservation and good design. It is not however intended to nor will it stop change from happening, but as adopted guidance the Parish Plan has been prepared to help influence how new development fits into the existing built character of Stanway. Retaining the character and village feel of Stanway emerged as an important issue during consultation. The Parish Plan and Design Statement includes a list of community projects needed to benefit the parish. These include a youth hub, children's play area, allotments, village hall improvements and improved cycling and walking networks. The Parish Plan has also been prepared to help influence the Stanway Masterplan work which is schedule to start later in 2011. Some of the issues flagged in the Parish Plan and Design Statement may be addressed through new development in the area, however many of the actions will involve the Parish Council working in partnership with a range of agencies to resolve locally identified problems. The Parish Plan and Design Statement accords strongly with proposals for Stanway set out in the Local Development Framework particularly the Core Strategy.
- 4.6 A copy of the Stanway Parish Plan and Design Statement is attached as an Appendix to this report.

5. Proposals

- 5.1 To complement the Local Development Framework it is expected that a comprehensive set of supplementary documents will be produced. This Parish Plan is one such document and it will provide guidance to developers and the general public when preparing planning applications, aid councillors and planning officers determining planning applications and assist Stanway Parish Council working with partners to address local issues and also secure funding to deliver projects identified in the community plan. With the introduction of the Localism Bill documents such as Parish

Plans will potentially play an important role in delivering the Government's Localism agenda and help with the introduction of Neighbourhood Plans into the planning system.

6. Strategic Plan References

6.1 Colchester's three corporate objectives are:

- to listen and respond
- shift resources to deliver priorities
- to be cleaner and greener.

There are also nine priorities for action covering a range of issues including addressing people's needs, community development & safety, enabling job creation, homes for all, healthy living and recycling.

6.2 The Parish Plan and Design Statement has enabled the residents of Stanway to become involved in planning and shaping how Stanway develops in the future. In doing so they will be instrumental in helping the Council progress its strategic priorities. As the Parish Plan and Design Statement covers many of the actions underlying the three objectives it will also be a useful tool in the realisation of these goals.

7. Consultation

7.1 No additional consultation is proposed before the Parish Plan is adopted as a Guidance Note.

7.2 During the development of the document several consultation exercises and events were held. This enabled the community group developing the Parish Plan and Design Statement to gather views from Stanway residents, school pupils and local businesses. The outputs from the consultations have helped influence the content of the final document. Information about the different consultation exercises undertaken is covered on page 5 of the document. Guidance was provided by the Rural Community Council of Essex during the early stages of development while the Council's Spatial Policy and Development Management planners provided guidance on the final draft of the document. Stanway Parish Council was consulted about the final Parish Plan and Design Statement and they have confirmed their full support for the document and its objectives.

8. Publicity Considerations

8.1 None

9. Financial Implications

9.1 None

10. Equality, Diversity and Human Rights implications

10.1.1 The Parish Plan and Design Statement was produced using a range of methods in order to enable as many people as possible to respond regardless of gender, gender reassignment, disability, sexual orientation, religion or belief, age and race/ethnicity.

10.2 This document will work to increase individual human rights by increasing involvement in the planning process. An Equality Impact Assessment has been prepared for the Local Development Framework which is available following this pathway from the homepage: - Council and Democracy > Policies, Strategies and Performance > Diversity and Equality

11. Community Safety Implications

11.1 None

12. Health and Safety Implications

12.1 None

13. Risk Management Implications

13.1 The adoption of guidance notes is intended to reduce the risk of inappropriate development and provide information about community needs/facilities or issues that can be delivered through planning gain. Adopted guidance also provides the opportunity to offer consistent advice to landowners, developers, officers, councillors and members of the public.

STANWAY PARISH PLAN and DESIGN STATEMENT



A Look into Your Future

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Parish Plan in Context

Introduction

Why Do We Want A Parish Plan? In 2000 the government set out in a white paper ways in which local communities can achieve greater opportunities for involvement in guiding their future development, whilst preserving their distinctive character and identity. This white paper subsequently became law and materially changed the basis of the planning system.

All district level councils, Colchester Borough in our case, now have to produce a set of planning policy documents for their area. The name for the whole set of documents, the filing cabinet if you like, is the Local Development Framework (LDF) and the key document in the LDF is the Core Strategy. This identifies how the Borough wants to be seen some years down the line (2021 in the present version) and what is needed to get there. It couldn't be prepared in isolation however, it had to fit in with national and regional planning policies and it had to undergo various consultative stages and an examination by a government inspector whose report was binding and had to be adopted by the Borough Council. Colchester Borough Council adopted its Core Strategy in December 2008. (See www.colchester.gov.uk-Planning & Building-Planning & Transportation Policy-Local Development Framework-Core Strategy.)

The Core Strategy identifies strategic broad locations where development should take place, how much housing is needed, how many jobs need to be created, and what sort of infrastructure, facilities and services are needed to support the development.

To support the Core Strategy there are other policy documents that further develop and refine the Core Strategy policies; principally the Site Allocations and Development Policies documents. These were adopted by Colchester Borough Council in October 2010 following an Examination in Public. There are also Supplementary Planning Documents (SPDs) or Planning Guidance Notes which can come from a variety of sources. This is where the Parish Plan fits in because if Colchester Borough Council accepts it as say, Adopted Planning Guidance, and formally adopts it as such, it will become a "material consideration" when assessing planning applications. It could, but wouldn't necessarily, make a great deal of difference with small applications; a house extension for example, but it would be very important if a housing estate, for instance, was being proposed. A masterplan is being prepared by the Borough Council for Stanway too and this will help guide development, although it is in its very early stages

So, Stanway's needs and wishes would have to be taken into account when deciding what infrastructure, facilities and services are provided through the funding that comes from what is known as planning gain. In other words, how Stanway and its residents benefit from approved development.

What is a Parish Plan? A Parish Plan, if a parish decides to have one, addresses the issues, needs and aspirations raised by the community. It will further enable future projects to be planned in the knowledge that the community supports current decisions, without compromising the quality of life of future generations. It has to be evidence based, typically from public questionnaires, published statistics and other reports and what is clearly visible to the naked eye.

So that it has greatest impact, the main part of the Stanway Parish Plan has been set out so that it easily links into the equivalent sections of Colchester Borough Council's Core Strategy - the Core Policies. This explains the sequence of the topics which we discuss.

What Has Stanway Parish Council Decided? Following some debate, Stanway Parish Council decided that Stanway would benefit from a Parish Plan. It accordingly set up The Future of Stanway Committee to take the project forward.

In late autumn of 2007 two public consultations were held, following which a number of interested residents joined three parish councillors to become volunteers in the Stanway Parish Plan Steering Group. A committee was formed, the constitution agreed, officers elected and an action plan drafted.

How Has Stanway Parish Plan Steering Group Tackled its Task? It was clear at an early stage that the task would not be completed in a matter of months but would be at least three years in the making as it would involve volunteer time and the participation of other organisations and statutory bodies. Initial funding was provided by the Parish Council and a bid for grant funding from the Rural Communities Council of Essex was successful.

The business of the Parish Plan was under way. Many hours were spent drafting the business and household questionnaires. This entailed creating a suitable format to transform the information into a plan that would be useful and appropriate to Colchester Borough Council, Stanway Parish Council, developers and local residents in their considerations of future development in Stanway.

The youth questionnaire was drafted by Year 9 pupils at Stanway School with support from the Maths Department. The final draft, once agreed by the Steering Group was completed on line by all Stanway School students. For those secondary age pupils not attending Stanway School, a hard copy was available on request by parents completing the household questionnaire so that they too could contribute their views.

The Steering Group conducted an in-depth survey in the form of questionnaires delivered to all homes and businesses in Stanway. This covered all aspects pertinent to residents and businesses. The information returned, highlighting the assets, deficiencies, concerns and aspirations, was analysed and the group set about publishing its findings in this document known as the Parish Plan which will inform decision making for the future of Stanway.

With further assistance from the Maths Department, and overseen by the Steering Group, the now Year 10 students collated data from both household and youth questionnaires and completed an analysis. In recognition of, and in gratitude for the hard work enthusiastically undertaken, a donation of £1500 was made to the school by the Steering Group.

It was decided by the Steering Group that the Parish Plan should not be simply a mass of statistics, but should paint an interesting and informative picture of the parish. The Parish Plan is not static or rigid, nor will it fall by the wayside. This is a living document and the Steering Group recognizes that there will be ongoing needs and developments; therefore the Parish Plan will be reviewed and updated over time to reflect the changing times and priorities. The Steering Group hand delivered approximately 3,600 household questionnaires. Residents completed and returned 832, a response rate of 23%.

Designs and Developments

Although Stanway Parish Council chose to commission a Parish Plan the Steering Group sees the importance of including and highlighting the existing built character of the parish. It may be that the Parish Council will undertake to produce a Village Design Statement (VDS) at a later date, though some of the information gathered during the preparation of the Parish Plan will be useful when developing the VDS and the Stanway Masterplan.

The Parish Plan represents the views of the Stanway community and should give the Parish Council more influence over local planning decisions. Residents in their responses to the questionnaires indicated that they would like more involvement in future development decisions and that all new development should enhance and respect aspects of the Parish that local people would like to conserve and protect. It is especially required that all development is balanced between housing, employment, retail, leisure and open space. But, more than that, residents want easy access to good and relevant information regarding new development. They also want regular communication on building progress, completion and, finally adoption of the development by County Highways and Colchester Borough Council. Planning gain should be triggered at various stages of development; not wait until completion of the development.

Colchester Borough Council is committed to improving housing affordability. Therefore all new housing developments need to provide a mix of housing reflecting the community needs for families, larger households, single persons, elderly and those with disabilities and to support and promote sustainable life styles now and for the future.

The Council will work with all partners to deliver the infrastructure and facilities to support growth, good transport links, open spaces and community facilities, whilst protecting our significant archaeology sites.

Affordable housing should be integrated in new developments with a consistent standard of quality and design to create a mixed sustainable community.

What follows is not intended to be an exhaustive list but a picture of the variety and mix of Designs and Developments that makes up Stanway.



Passing the Stanway sign on the London Road into the Parish leads you to routes that take you southwards to Stanway Green, northwards to Halstead Road and the railway sidings and ahead to the Tollgate Retail Park.

Houses along this part of London Road include Victorian terraces, semis and some larger properties set almost directly on the road with just small frontages. On both sides of the road is a mixture of small businesses and residential

properties.

Between London Road and the A12, is the Peace Road development built in the 1960s building boom and providing a mixture of bungalows and detached and semi-detached 3 and 4 bedroom houses. Adjacent to Essex Yeomanry Way, is the Tollgate Estate built in the 1980's with a good mix of 2,3 and 4 bedroom detached, semi's and terraced houses, with a small number of 2 storey flats with off road parking provided, high density in places but with some open space.

Warren Farm situated off of the Halstead Road and built in the 1990's was the first development in Stanway to maximise the use of available land. The estate comprises of a number of small terrace houses with a few detached properties, and the biggest build of flats seen in Stanway, 203 front doors in all. There is a noticeable lack of communal space although there is a large open space nearby fronting Lucy Lane North.



In contrast we have the newest development in Stanway, Heathlands built on the former Stanway School playing field off Winstree Road. This development made the best use of

available land and incorporated a green link from Grymes Dyke to Winstree Road. This estate has 202 front doors and was completed in 2008.

It is an attractive development with a mixture of flats, family and larger houses, detached semi's and terraced, with a good mix of affordable housing. The development affords plenty of communal space, cycle and footways and a facility for a play area. Although off road parking is provided, garage size appears inadequate and roads are narrow. Parking and access continue to create tension between residents.

Lakelands Estate, Phase 1 built on a former sand and gravel pit south of Church Lane, is a unique development with 200 properties and of low density. There is a good balance of apartments, town houses and large 3,4 and 5 bedroom houses, together with some affordable housing . Although there is adequate provision for off road parking, parking and obstruction in certain areas have caused concern to residents.



There is plenty of communal open space with cycle and footways and a furnished play area. The main feature of the estate is the lake with the maturing landscape supporting local birds and wildlife.

Despite this phase of the development being completed in 2004 there still remains outstanding issues and concerns that residents have with the developers that need to be addressed.

Stanway Green situated to the southern side of urban Stanway before you get to the Maldon Road sets a very picturesque scene, comprising of a blend of quaint cottages, some thatched, with various pastel coloured exteriors and with a mixture of different style houses set in natural woodland, giving the feeling of going back in time when Stanway was a small village. Properties here are all identified by name and not numbers. There is a small development here built in the late 1960s.

Close by off of Dyers Road is the Egremont Road, Pearmain Way development of the early 1980s that is so named because it was built on an old orchard.

Previously Stanway was part of the former Lexden and Winstree Rural District Council which was responsible for the building of the council housing stock. The oldest properties, of this origin, in Villa Road date back to 1921, with additional builds in 1935 and 1944. Holly Road and Harvey Crescent properties were built between 1957 and 1961 as was Blackberry Road, with some of these being houses and some flats. This council housing stock was taken over by Colchester Borough Council in 1974.

Much of this housing stock was called unity housing comprising of stacked concrete panels between concrete pillars with metal window frames. This was a popular build in the 1950/60s as it was a quick build method providing much needed homes after the war. In the 1990's Colchester Borough Council refurbished the unity properties replacing the metal window frames and applying thermal cladding panels to the exterior walls.

All of the Council housing stock is now managed by Colchester Borough Homes, who are working to provide Decent Homes for all of their tenants by 2013.

London Road West of the Tollgate roundabout serves both employment, leisure and residential and has a diverse mixture of commercial, nursery, school, church, pub and residential blending the old and new builds in an agreeable way. Some of the residential properties are old terraced cottages in contrast to larger detached properties set well back from the road and well screened.

Turkey Cock Lane houses our only gypsy and travellers site.

Away from the main centre of population Maldon Road from Heckfordbridge to Gosbecks Archaeological Park, Olivers Lane and a small section of Layer Road offers a low mix of mainly detached properties and styles, along with one of Colchester's main tourist attraction, Colchester Zoo which is surrounded by open countryside.

Our businesses, some local and some national blend in well with residential properties, whether it be the mix of small local shops, the business centres or the large Tollgate Retail Park. Each has its place.

Stanway has its old buildings and its new, traditional and modern although some say it has changed from how they remember it as a village. Change is inevitable but we must make sure that all new development whether residential or business is harmonious with our existing community.

History of Stanway

The Civic Parish of Stanway is situated 3 miles west of Colchester. It is bounded by Lexden, Eight Ash Green, Copford, Birch, Layer De La Haye, and Shrub End. Except where the parish joins Shrub End and Lexden, much of the boundary is marked by the Roman River. It is an ancient settlement, retaining monuments in the landscape, such as the dyke system, that pre-date recorded history.

Until the 19th century, Stanway retained much of its rural setting. Apart from farmhouses, there were small settlements at Heckfordbridge; Stanway Green; around Millers Lane (Beacon End), Chitts Hills, Halstead Road, Swan Green, Bottle End (now in Colchester Borough) with isolated dwellings at the old bay mill site, along Maldon Road and in Oliver's Lane.

Although rural, Stanway was not isolated. With the main roads to London, Halstead and Maldon passing through the village and a busy market town only three miles away, many small businesses thrived. This was especially so in Victorian times when a building boom saw development along the western end of the London Road. By 1900, there were almost 1000 inhabitants divided between some 233 families. Most needs could be catered for within the community. Many were involved in agriculture but there were also butchers, bakers, fishmongers, boot makers, undertakers, brewers, blacksmiths and shop keepers. Entertainment was mostly home-grown with social clubs, pubs and the churches providing the venues.

The development begun in late Victorian times has continued. Stanway is now home to some 7,500 inhabitants living in around 3,600 homes. Much of the farmland has been covered with houses, shops, business premises and sand and gravel pits.

As Stanway has continued to grow, the needs of the community have become varied and complex. For that reason, as we consider present and future generations who will live and work here, the Parish Plan endeavours, through the input of those who took part, to identify those needs and ensure that Stanway will continue to be an attractive, vibrant community.

For those interested in knowing more of Stanway's history there are three books written by the author of this section, Christina Edwards, available at www.belhusbooks.co.uk.

History of the Stanway Village Sign: The idea of a village sign was suggested to the Parish Council by the then Parish Clerk, Ray Cheverton, in the mid 1980's. Councillors agreed to the idea and initially asked Stanway School to come up with a design and to make the sign. For various reasons the School was unable to complete the task but their Art Department had made preliminary sketches and donated these to the Council.

These were the basis for the proposed sign. Old photographs of Olivers Barn and the Little Toll House - once known as the Round House which stood on the south side of London Road on what is now Tollgate Business Park - were obtained from Mr Ken Coulson a one time local resident. St Albrights Church was photographed to feature the south western side of this beautiful old building which stands on London Road.

Colchester and Essex Coats of Arms and the Stanway School Badge were included. The fourth badge appears to contain the initials of the original instigator and his wife! The Elephant and Zebra represent Colchester Zoo. The trees represent the plane trees on Swan Green and the acorns and oak leaves are a feature of the evergreen oaks that are seen throughout the parish. The roses represent the famous Cants Rose Growers who were then based where the Stanway Garden Centre is now and were once the largest rose growers in England sending cartloads of roses to London every day by train.

Mr and Mrs. Cheverton holidayed in Mevagissey, Cornwall in 1987 and whilst there met a Mr John Claydon, the curator of the local museum, a talented artist and woodcarver. He was commissioned to carve the sign which was completed in September 1988. It was unveiled on 10th December 1988 by one of the oldest residents of the parish Mrs May Burton and dedicated by Reverend A F Bell and Mr A Went. It stands on Chapel Green at the junction of Villa Road and Chapel Road.



Grymes Dyke and the story of Heathlands: Grymes Dyke was constructed over 2000 years ago, as part of the defensive earthen ditches surrounding the pre-Roman settlement of Camulodunum.

Hundreds of years later, its origins had been lost to men's memory, in the mists of history. People in the Stanway/Lexden area looked at the huge earthworks - a ditch metres deep, with a huge bank behind it - and thought no man could have achieved such a massive feat. Obviously a god must have dug it!

The Romans had come and gone, and the Saxons had brought with them their gods, who had been adopted by the locals. It seemed natural for them to decide that the chief god, Woden, had made a vast rampart, so it was named after him. Woden was also known as 'Grim' from his habit of travelling around incognito, in a black cloak with a hood ('grim meant a face hidden by a hood). Over the years, 'Grim's Dyke' became Grymes Dyke, in the same way that the Suffolk Neolithic flint mines became Grymes Graves.

When the field adjacent to Grymes Dyke was bought for development, Persimmon asked for suggestions of names for the roads. Stanway Parish Council put forward a list of names associated with the gods of these ancient days, adding the name of the last Pagan king of

East Anglia, Radvald (also spelled Redwald or Raedwald) who it is thought, may have been the king in the Sutton Hoo ship burial. The list also included the names of Tiw, the sky father, after whom Tuesday was named, Thunor, the thunder god and Frig, the earth mother, after whom Friday was named. The list was approved by Colchester Borough Council and sent to the developer.

Persimmon chose the names of Woden, chief of the gods, from whom Wednesday got its name, and Weyland (also spelled Weland or Wayland), the supreme smith of the gods, who it was once said, strode through water nine yards deep, with a child on his shoulder. Finally, the developer chose Radvald, the Pagan king.



And so the roads in Heathlands, Stanway got their names. The name Stanway is also derived from Anglo Saxon ~Stanwegun~ which is plural for stone ways

For those who would like to investigate the stories of ancient gods further, two books are recommended: The Lost Gods of England by Brian Branston, and The Nine Worlds of Seid-Magic, by anthropologist Dr Jenny Blain, a modern heathen and an expert on the ancient gods, who is senior lecturer in Sociology at Sheffield Hallam University.

Did You Know?

What do you know about Stanway?



There is an apple registered at the Royal Horticulture Society called "Stanway Seedling". It was developed by a Mr. Kettle, Head Gardener to the Digby family of Kingsford Park (now Clarice House, Layer Road) in 1900. It is a cooking apple described as "sweet and pleasant" although it is not of a prepossessing appearance. Trees are still grown at RHS Wisley and obtainable from one or two suppliers. Apples are available in season from the Wisley shop.

The story of Roman Colchester and Roman England started at Gosbecks i.e. the border of what is now Stanway and Shrub End. It was there that the Leader of what is presumed to be the combined Trinovantes and Catuvellauni tribes had his farmstead that served as a royal palace serving particularly the area for several miles around known as Camulodunum. It was to there that the Emperor Claudius came to 'do a deal' with a currently unknown chieftain, or perhaps, a number of them. Why Camulodunum? Because Claudius believed Cunobelin to be "King of all the Britons" and hence adding Britannia as a new province of the Empire would be a good 'PR stunt' which he needed to secure his position in Rome but Cunobelin died a year or two earlier and his two active sons both died resisting the Roman advance well away from

Camulodunum. Nevertheless, he still 'did his deal', proclaimed a victory and returned triumphant to Rome. Politics hasn't changed much in 2000 years.

Essex Yeomanry Way, while its name also serves to honour the service of that Territorial Army regiment in two world wars, is actually so named because it goes across land that was used in World War 1 for a temporary camp for the training of soldiers of that Regiment.

Villa Road and, hence, Stanway Villa Football Club, is named after a "Villa", a large house that once stood on its western side. The house was subsequently used as a children's home.

The firm of Cants, the well known rose specialists now at Mile End, was first established in Stanway in 1765 on the site of the present day Wyevale Garden Centre on London Road. They maintained a presence in Stanway until the early 1990s

St Albright's Church is maybe the only known church so named in the world. (£20-00 from Stanway Parish funds to anyone who is able to convince the Rector otherwise). It was dedicated to St Ethelburt. The Victorians changed the name to St Albrights. (Ethel in Old English is all and Berht is bright hence Albright!) It is believed that the original Albright was probably the priest or monk who established the first wooden Saxon church on the site. The Church was originally a chapel to All Saints Church, now a ruin at the Zoo, the designation "All Saints" having been transferred to the Victorian church in Shrub End.

In 1066 the Domesday Book population of Stanway was 40. In 1801 the population was 422 and in 1901 the population was 1107 including 124 resident in the Lexden & Winstree Workhouse. Burials exceeded baptisms in most years between 1704 and 1730

Bellhouse Farm was recorded in 1393 and Beacon End Farm also dates from the 14th century

Hoardings of 3rd century coins were discovered in Olivers Orchards suggesting settlement in that area in that period.

Gravel extraction was recorded in Stanway Manor in 1695. In 1966 prior to the expansion of the sand and gravel pit at Stanway Hall an archaeological dig discovered the grave of the 'Druid of Colchester' circa 40-60AD. The Tarmac site in total is larger than Highwoods Country Park

Stanway was one of the sparsely populated parishes around Colchester records show only 99 people paid poll tax in 1377. In 1999 the Council Tax on a band D property in was £699

In 1963 Stanway Hall plus 25 acres of land was purchased by Frank and Helen Farar for a zoo. In 1983 it was sold to the current owners the Tropeano family. Colchester Zoo specialises in conservation and involved worldwide in breeding programmes of endangered species.

In 1801 Stanway was chiefly arable growing wheat, barley, oats and rape; because of the dry sandy soil yields were below average, but ideal for growing turnips.

A Post Office first came to Stanway in 1866.

In 1895 Colchester Borough Council supplied running water to part of Stanway from a water tower sited on the corner of Millers Lane and London Road. It was demolished in 1960.

Sustainable Development

Housing

Housing: Stanway's housing is made up of a diverse mixture of dwellings. There are period properties that date back to the 16th and 17th century and properties that have aspects dating as far back as the 12th century.



Different house building styles can be seen all around the parish ranging from small traditional cottages, typical 60s and 70s builds, Mock Tudor styles of the 80s and 90s through to the very modern house of today. The wide variety of housing reflects the marked change away from agriculture related activities to a significant increase in population, and all that goes with it.

The majority of Stanway is made up of a number of residential estates, the older estates comprising of traditional rows of similar properties fronting the road, but over the years many have been extended and modernised, bringing changes to the

street scene.

The modern estates consist of a mixture of type and size of properties set within a boundary; these can vary from family homes, five bed homes, to one and two bed flats in three storey high builds, with provision for parking and public open space supporting leisure and encouraging a variety of wild life.

There are a number of supported sheltered housing schemes managed by Colchester Borough Homes and Housing Associations for our more senior residents who wish to retain their independence, and a number of residential schemes for our more vulnerable and dependant residents.



Stanway has five almshouses 'The Rosemary Almshouses', maintained and managed by a trust. These properties were built in the 1930's to house the poor, elderly and needy residents of Stanway.

A large proportion of the housing is owner occupied with a growing amount of affordable rented property provided by Colchester Borough Homes, other registered social landlords and private lettings.

Land in private ownership in Turkey Cock Lane has been converted into a gypsy / travellers' site. Temporary planning permission has been granted for 6 caravans and 3 pitches and an application to make this a permanent site is currently being considered.

The housing in Stanway in the main appears attractive and in good condition. Stanway remains a sought after area to live, according to estate agents.

What does the Core Strategy Say? The core strategy contains five broad housing policies

1. Housing Delivery:

The Borough Council needs to provide a minimum provision of 17,100 homes in Colchester between 2001 and 2021, 1000 of which must be provided in Stanway, some of these having already been built, with a further 800 homes between 2016 and 2023.

The majority of housing will be located on previously developed land, for example Tollgate Basin, in order to stimulate regeneration, improve accessibility and protect the countryside.

Locations for release of greenfield land have been identified as Dyers Road/Warren Lane triangle, Fiveways Fruit Farm and Wyvern Farm. These particular locations are deemed to be suitable and accessible and have been confirmed in the Site Allocations document.

2. Housing Density:

The Borough will seek housing densities that make the most efficient use of land. All new developments must enhance the local character with/and have a good mix of open spaces, parking facilities, mix of housing type and size and good access to the town centre.

The density of housing developments has a significant effect on the existing facilities, therefore it is paramount that the design and location supports local business, public transport and the infrastructure.

3. Housing Diversity:

The Borough intend that all future housing developments create mixed communities, providing a range of housing to accommodate families, single persons, the elderly, those with disabilities and special needs and low income households.

4. Affordable housing:

High on the Borough's list is to meet the need for affordable housing. Developers will be required to integrate affordable housing with private dwellings to a consistent standard of quality and design. The Borough will be seeking to secure 35% of new builds (including conversions) in Stanway to be provided as affordable on new developments of 10 or more.

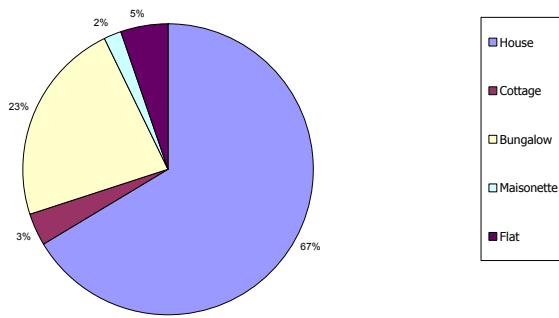
5. Gypsies, Travellers and Travelling Show People:

No new sites have been identified for Gypsies and Travellers in Stanway in the Site Allocations document.

There is an overwhelming support for the character of the village to remain. Although there is no formal Village Design Statement developed in Stanway, there is a Borough Wide Design Guide which provides guidance for applicants and architects as a series of supplementary planning documents.

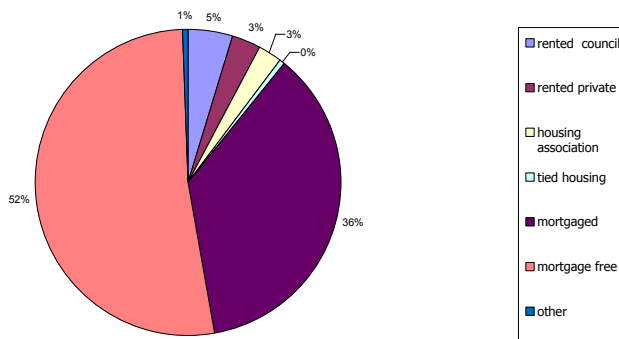
The responses to our household questionnaire revealed the following information

What style of house do you live in?



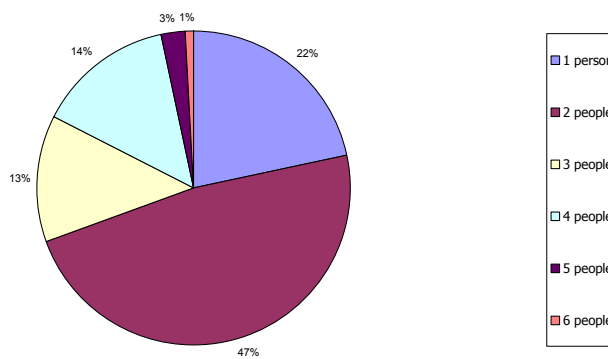
The majority of the housing stock is made up of family houses 67%, followed by bungalows 23%, the other remaining properties are made up of cottages 3%, flats 5% and maisonettes 2%

What is the ownership status of your house?



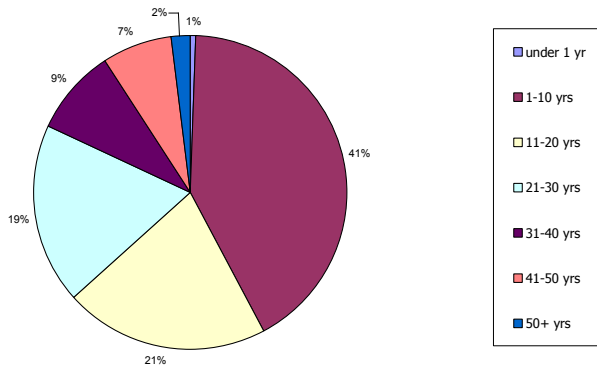
Owner occupation indicated 88% with renting from housing associations / registered landlords at 9% and private landlord rentals of 3% with a very few tied properties 1%

How many people in your household?



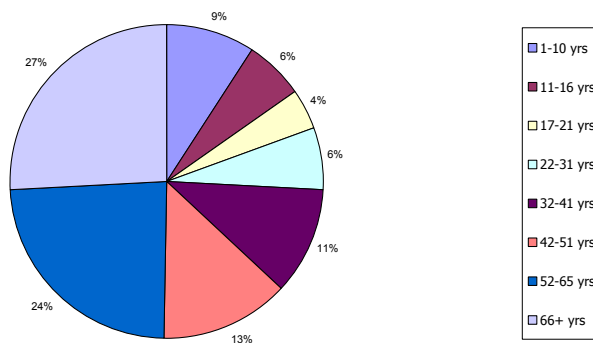
This indicates that 47% of households have only two residents with another 22% have only one resident. 13% of household have three residents, 14% have four residents, 3% have five residents and 1% have six residents.

How Long have you lived in your house?



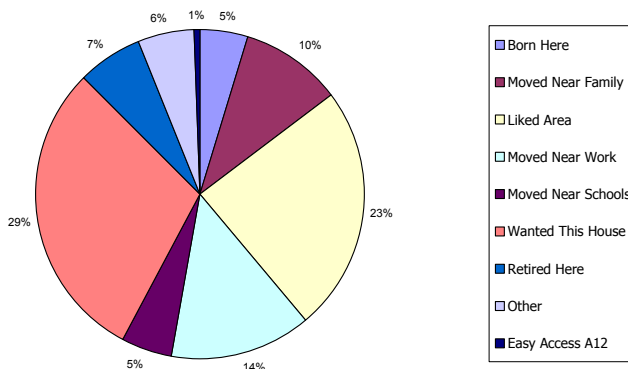
The results show that 42% of residents have lived in Stanway for less than 10 years. There is a significant minority who have resided in Stanway for more than 50 years

What are the ages of the people in your household?

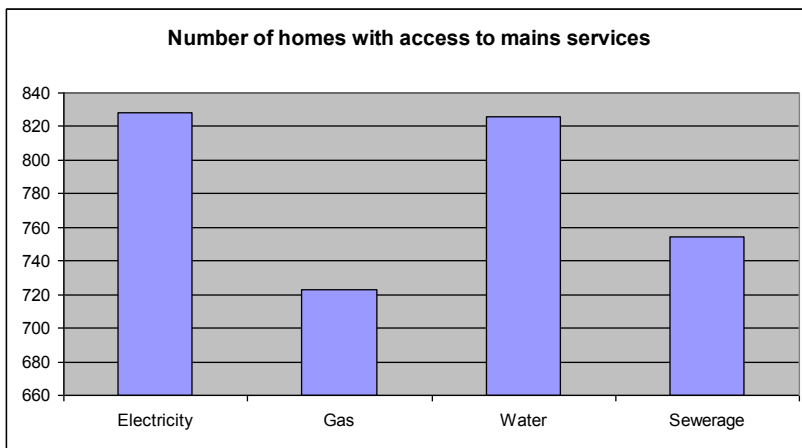


This indicates that 51% of the people who responded are older than 52 years with another 24% aged between 32 and 51 years. Another 6% are aged between 22 and 31 years leaving only 19% aged under 21 of which only 9% are 10 and under

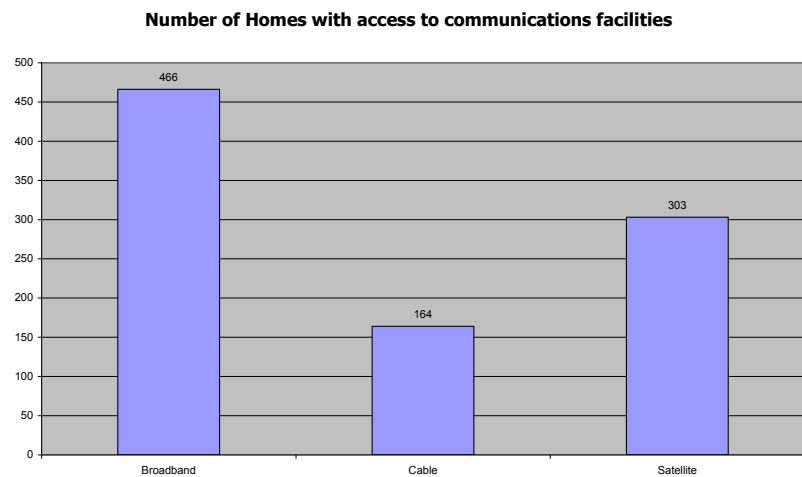
How did you choose to live in Stanway?



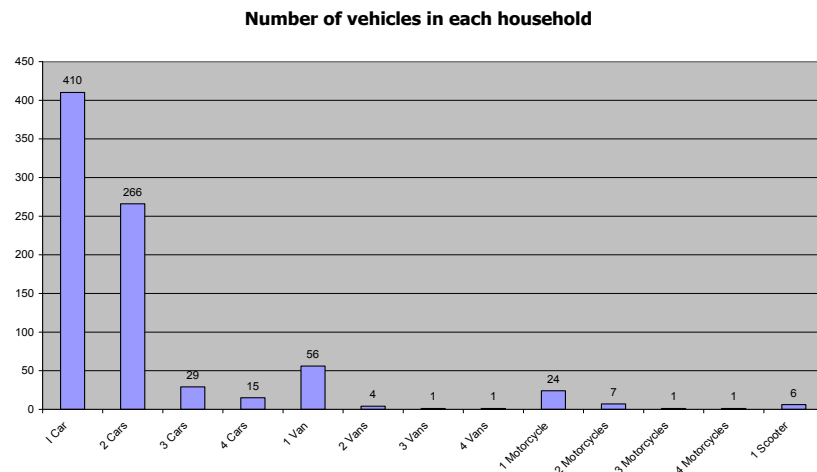
This indicates that 29% of respondents moved to Stanway because they wanted the house they live in with another 23% liking the area which suggests that Stanway is a nice place to live



The responses show the majority of residents have access to mains water, 99.2%, and electricity 99.4%. Mains Gas is supplied to 86.8% of the properties and 90.5% are connected to the mains sewer.



Residents with access to various communications facilities. Broadband 56% satellite 36.4% and cable 19.7%. These could also reflect the high percentage of residents aged over 70 who may not wish to enjoy these facilities.



Type and number of vehicles per household
 1 Car 49.3%-2cars 31.3%-3 cars 3%-4 cars 1.2%
 1 Van 6.7% -2 vans 0.5%-1 motorcycle 2.9%-1 scooter 2.4%

Residents were asked to indicate what sort of new homes they would prefer to see?

Their responses-

Starter Homes	44.8%
Bungalows	38.5%
Executive	37.5%
Sheltered	19.2%
Social	13.3%
Flats	6.5%

These results would seem to stress the current national need for affordable housing and also reflect the wide socio-economic and age mix which typifies Stanway today.

Asked to prioritize areas for future housing development, 28% were reluctant to accept any more housing development in Stanway at all.

Residents were asked what infrastructure should be in place before housing developments begin.

Their responses-	Roads	80%
	Drainage	68.9%
	Mains utilities	58%
	Schools	47.5%
	Communication	26.3%
	Health Centres	44%

61.2% of residents indicated they would like to see planning conditions made visible on new development sites

41.9% of residents would like more involvement in the consultation process for new developments.

Here are some of the comments made by residents:

'The village has gone downhill in the last 25 years due to over development'

'High density of housing'

'Lack of low cost houses for sale'

'We have seen the best of Stanway'

'Infrastructure not in pace with development'

'Lack of social housing'

'The state of Colchester Borough Homes in Holly Road'

'Nice mix of different types of houses'

'Nice and quiet where we live'

'It's the best side of town'

'Please no more house building'

'Stanway now spoilt with too much housing'

For recommendations please see pages 41-44

Centres and Employment

Business in Stanway: In June 2008 when the Steering Group carried out an initial survey there were approximately 220 businesses run from business premises in the parish of Stanway. Unfortunately we have no statistics for businesses that are run from people's homes. Questionnaires were delivered to every business premises and replies were received from 25 individual businesses, a response rate of 11.6%.



Most of the businesses operate from purpose built business premises in either small business parks Peartree, Tollgate or Westside or in ribbon developments such as London Road and Blackberry Road. A small percentage

operates from rural premises such as Clarice House and the Kiln Saddlery on Layer Road, Colchester Zoo on Maldon Road. In line with Borough policy for rural areas, small business units have been developed at Fiveways Fruit Farm, Bellhouse Farm, Wyvern Farm, Beacon End Farm Judd's Farm and behind Stanway Post Office Stores.

Other than agriculture the greatest areas given to one particular industry group are the sand and gravel excavations either side of Warren Lane and the associated follow up industry of domestic and business waste management and landfill. Both of these contribute considerably to the traffic problems in the Parish especially at the junction of Warren Lane, Church Lane, Blackberry Road, Villa Road and Tollgate Road.

What does the Core Strategy Say? 'The Council will promote employment generating developments through the regeneration and intensification of previously developed land, and through the allocation of land necessary to support employment growth at sustainable locations'.

In the Core Strategy Stanway is designated as a Strategic Employment Zone with a sizable increase in both Offices and Industry and Warehousing.

What did the responses tell us about business in Stanway? Over 75% of the businesses that responded were involved in either retail or wholesale trading or in service industries. The remainder were involved in professional practices, construction, education, agriculture, food and drink and national charities. Approximately two thirds operated as limited companies with the remainder being partnerships and sole traders. Branches of national chains especially in the retail sector were well represented whilst some of our businesses traded throughout the world. Almost two thirds of the businesses are open to the public.

It would appear that generally speaking businesses liked to be based in Stanway as two thirds of the respondents had been based in Stanway for more than ten years. The vast majority of businesses operated from premises suitable for their present needs. Those that were likely to expand would either cope in their existing premises or would like to remain in Stanway in alternative premises.

The 25 businesses that responded employed a total of 443 (full and part time) staff, an average of 17.7. If this average is constant amongst all of the businesses in Stanway almost 3,900 are employed in the parish. Only 10% of these live in Stanway. Despite there being several bus routes running through the parish especially close to the main areas of employment (76% of businesses were based within ¼ mile of a public transport stop) only 4% of employees used public transport with over 80% using cars.

What do Stanway based businesses need from the Parish and Borough? Almost all businesses believed that Stanway has sufficient facilities and infrastructure to positively support their continual presence in Stanway.

Approximately 50% of the businesses have been affected by crime and those who involved the police found the police to be responsive with a 33% success rate in solving the crime. 24% of the respondents recommended a greater and more visible police presence in Stanway.

The majority of the businesses used broadband internet services with 25% unhappy with the quality of service provided to them. These businesses were spread over the parish which would suggest that the whole parish is being let down by the internet providers.

Thoughts for the future: There is currently some business unit capacity in the Peartree Road area and further development is planned in the later phases of the Lakelands/Tollgate

developments and on the Stane Park area situated between London Road and the A12 corridor. Completion of the proposed Western Relief Road should reduce some of the current traffic problems but we must ensure that future employment areas are served by local public transport systems to minimise the impact of workers commuting between home and work in these proposed developments. An influx of workers into the area should benefit local service industries and retail establishments. Also recently the proposal for Stane Park, intended as a prestigious business park offering over a thousand jobs, was withdrawn by the would be developer due to lack of interest

Considerable doubt exists over Stanway's potential for further commercial expansion. Well before the onset of the economic 'downturn' and recession, various attempts at commercial expansion had 'come to naught' or been aborted. On Peartree Road a speculative project to convert the former fan factory to a number of small industrial units for lease to small or start-up business has been very slow coming to fruition with only a couple of the units now occupied. Similarly the former 'Do It All' store was converted into four retail units but failed to find a single taker. Recently an expression of interest in converting the building into an ice rink and ten pin bowling alley has failed to progress. Two substantial commercial properties have remained unoccupied on Peartree Road for several years. The East of England Co-operative Society's plan to fundamentally rebuild their super-market was aborted after the first phase as they were unable to find a single tenant for the prestigious office space on the first floor. More recently, the Society sold off its home furniture and electrical goods stores to the commercial company Vergo including the Peartree Road store. This company having experienced trading difficulties, has now closed all its stores including Peartree Road and made all staff summarily redundant. However in a more positive mood a local well known commercial property development company has had the confidence to commence the construction of several commercial units adjacent to the new relief road on a speculative basis.

The consequent lack of employment opportunities resulting from these developments in the local commercial 'scene' could throw considerable doubt over the justification for further housing development in the foreseeable future.



Whilst acknowledging this, a newer, larger Sainsbury's Supermarket opened in December 2010 on the opposite side of London Road (Tollgate North) from the original store creating additional employment for the area.

For recommendations please see pages 41-44

Transport & Accessibility



Accessibility and Changing Travel Behaviour: Stanway is situated close to an A12 access providing quick access also to the A120. There are roads emanating from Stanway leading to Cambridge/Sudbury, Marks Tey/Copford, Braintree, Tiptree/Maldon, Mersea and Colchester Town Centre.

Internally, Stanway is largely self-sufficient in shopping and GP medical facilities. The

problem is that these facilities are only within ½ mile of relatively small centres of population. Bearing in mind the weight and volume of modern day shopping and also the traffic flow on the roads which have to be traversed, 'walking to the shops' is very much a minority practice. While many children do walk or cycle to school, there is a sizeable private car traffic problem at the start and finish of school days. The present bus routes provide little prospect of significant help in either of these situations.

What does the Core Strategy Say? The Borough Council will seek to improve accessibility and change travel behaviour as part of a comprehensive transport strategy for Colchester. It proposes to do this by enhancing sustainable transport links and encouraging development that reduces the need to travel. Innovative solutions will also be implemented to overcome severance that is currently inflicted by busy roads.

Future development in the Borough will be focused on highly accessible locations such as centres to reduce the need to travel. Developments that are car dependent or promote unsustainable travel behaviour will not be supported.

What does Stanway Say? There is widespread agreement among residents that Stanway is a highly accessible location and that is one reason people chose to live here. It is considered accessible both from the point of view of access to routes in and out and also internally to retail facilities and schools. This view, however, is held on the basis of majority car usage and, to a very much lesser extent, bus route provision.

Much of the public comment in the survey about unacceptable traffic levels and the consequent difficulty in crossing roads indicates distinct feelings of "severance" in certain of Stanway's communities.

Walking and Cycling: A noticeable proportion of Stanway residents walk and run for pleasure or health benefits taking advantage of the public footpaths and what remains of the countryside and open space. Many are also exercising their dogs. Only a small percentage walk to work and it is believed that even this small element is driven by family financial circumstance i.e. enough cars for all working members of the family.

Similarly, there is a noticeably limited use of bicycles by the adult population. Heavy traffic flow on relatively narrow roads is undoubtedly the main reason. In the main, only financial circumstance causes adults to use bicycles. Children and young people, however, are much more prolific bicycle users, albeit many have a tendency to seek safety by riding illegally on the footways.

What does the Core Strategy Say: The Council will work to promote walking and cycling as an integral and sustainable means of transport. The design and construction of facilities and infrastructure will be improved to make walking and cycling more attractive and safe. Quality and convenient pedestrian crossings will be promoted to facilitate safe and direct movement across busy roads. Walking and cycling improvements will be focused on centres, schools, workplaces and public transport interchanges.

What does Stanway Say? For the reasons mentioned above there is a marked reluctance by Stanway residents to engage in significant walking and cycling as the Borough Council would wish. One measure that might assist would be the provision of more and better pedestrian crossings. This was a frequent comment in the survey. Very radical measures will be required to make significant numbers of residents' judge that the roads are safe and convenient for cyclists.

Public Transport: With regard to the local bus service only a relatively small number of residents use the buses daily with a percentage never using the buses at all. Convenient bus routes, fares, reliability and punctuality do literally depend on where in the Parish residents live. For instance the number 4 route from Stanway Medical Centre into the Town Centre and back again is only one an hour into and out of town but the punctuality is excellent.

The number 4 is the only bus which goes along Blackberry Road and into Dugard Avenue. The 65 bus route which starts at Tollgate Health Centre and goes into the town, down to North Station and then out to Highwoods is a fairly regular bus coming at 10 minute intervals. Stanway has several bus shelters

Depending on where people get on and off the buses the fares are either excellent or dreadful. There does not seem to be a great reduction in fares if one gets on say, nearer the town just to go into town than if one gets on the same bus at say, Tollgate Stanway to go into town. The return fare system is used by many. Some buses are very clean whereas at other times the buses are extremely dirty both inside and out. Disability and push chair access should be improved, as many of the buses do not have drop down facilities. Bus drivers are usually friendly and helpful and whilst some will “break the rules” to be helpful others only enforce the rules which can make for a difficult journey.

Some areas in Stanway i.e. Lakelands regrettably do not have buses to their area but at the moment it is not a feasible proposition to have buses going into this area; Lakeland residents have to walk some way to a bus stop. Local Councillors are negotiating with the bus company to resolve this problem.

It is therefore essential that transport is made more accessible, more frequent and with better fares if the general public are to be persuaded to use public transport. The scheme for those between the ages of 5 and 19 to have a half price bus pass goes some way to help with getting youth to use the buses more.

It does transpire that taxis are the most frequently used form of transport in Stanway. This is probably because they arrive on time, are clean and warm and can get passengers from their home to go to exactly where they want to go. Good access to public transport would mean that fewer cars would be on the roads thus helping with environmental issues, and help reduce damage to the roads.

What does the Core Strategy Say? The Council will work with partners to further improve public transport and increase modal shift towards sustainable modes. Within Colchester Town, a comprehensive public transport network, including Quality Bus Partnerships will connect communities with growth areas, centres, employment and community facilities. The Council will work with partners to deliver the North and East Transit Corridors to facilitate rapid public transport services and avoid congestion. Park and Ride facilities will also provide visitors with sustainable access to the Town Centre and other major destinations. In the Stanway Growth Area improved bus links forms part of the Borough’s new transport infrastructure.

School Transport: School buses are frequent during early morning and afternoon but they cause many problems for local residents along Winstree Road. The number 65 bus route which travels along Winstree Road does bring a very small number of children to school but most children either walk, come in by family transport or use the school buses.

What does the Core Strategy Say? In the Stanway Growth Area improved bus links forms part of the Borough’s new transport infrastructure.

What does Stanway say? In general the people of Stanway have said that there should be free transport for all under 18's.

Roads and Traffic

Road Pattern: Stanway is characterised by a number of well used traffic routes crossing it carrying either through traffic or else externally originated traffic to and from the major shopping complexes which also characterise Stanway. Some of these routes will be obvious to anyone trying to assess Stanway's likely heavy traffic routes from the map. The London Road for East/West traffic and Tollgate Road/Warren Lane for North/South traffic are obvious examples.



Less obvious, except to those living on them, are Peartree and Blackberry Roads for East/West traffic and Winstree/Dyers Roads for North/South traffic. Some North/South traffic takes the Villa Road/Warren Lane route. Peace Road also carries traffic to some of Colchester's Northern villages as well as local traffic. Interspersed between all these roads and also, in some cases, astride them are the various residential estates housing the majority of Stanway residents.

Traffic on Particular Roads and Areas

Tollgate: The whole Tollgate area was particularly identified by residents as having an already unacceptable level of traffic. This is especially so at weekends; for large periods of Friday evening and most of Saturday and Sunday. This overload arises not only from traffic to the numerous large stores but also because of the North/South traffic stream between the A12/London Road and the Zoo, Birch, Tiptree and Maldon not to mention Stanway itself and much of South and West Colchester. There is a noticeable heavy vehicle content to this traffic stream. Much of this is associated with the operation of the sand quarries and the dry mortar plant. Waste lorries are also naturally much in evidence because of the waste disposal facilities at former sand quarry sites.



London Road: London Road, East of Tollgate, was identified also as having an already unacceptable traffic load. It is both an access road for northern parts of Stanway and a through route for external East/West traffic. In addition, London Road features major traffic generating businesses such as a builder's merchant, a plant/equipment hire firm and a supermarket as well as a number of smaller businesses including fast food outlets and/plus its own residential properties. The level of traffic creates great anxiety in pedestrians trying to cross the road, especially the elderly. It is worth recording that the County Council declined to provide a crossing attendant for school children on the grounds that it was too dangerous.

Tollgate Road/Warren Lane: As previously mentioned for Tollgate, these two roads provide the access route for all traffic emanating from the A12, the A1124 and West

Colchester generally seeking to access the B1022 both southwards and towards South Colchester. This includes a major portion of the traffic for Colchester Zoo. This route involves negotiating the double mini roundabout at the junction of Blackberry and Villa Roads. This is often extremely contentious for large lorries and buses turning from Warren Lane into Church Lane which have to swing wide into the oncoming lane. The traffic load causes constant wear and tear calling for a high level of maintenance and repair. Traffic backs up on Warren Lane and Church lane/Tollgate Road; very much so at peak times. The junction of Warren Lane with the B1022 is a further traffic hazard and the source of considerable traffic hold-ups at peak traffic times. Traffic opting for the Villa Road route to Warren Lane and vice versa rather than Tollgate Road creates complications and potential hazard at the double mini roundabout mentioned above.

Winstree/Dyers Road: Some North/South traffic opts for this route to Warren Lane and the B1022 as well as turning onto or from Peartree Road. There are two schools on Winstree Road with a further one on Chapel Road. With so many children transported to and from school now the norm, this traffic plus local traffic, not to mention school buses creates considerable hazard at school starting and finishing times. As an alternative to Winstree Road and in order to avoid the speed bumps installed to counter speeding, some drivers opt to use Wheatfield Road. Drivers opting to use the Winstree/Dyers Road route do have to contend with Fiveways junction which is a long standing traffic problem.

Peartree/Blackberry Road:

These residential roads carry an increasing East/West traffic load including heavy goods vehicles, which has become comparable to that of London Road (East of Tollgate). At peak times the tail-back of traffic seeking to exit onto Straight Road now often reaches the Stanway border at Grymes Dyke. Besides being an access road for Stanway residents, it is also the access route to the retail and commercial businesses on or just off Peartree Road and at the Tollgate complex. In addition, it serves as a useful through route to non-Stanway residents. Once again, traffic on this route has to contend with the Fiveways' junction.



Fiveways' Junction: There have been longstanding complaints from residents of Grymes Dyke Way and Stanway Green regarding egress from Heath Road. Traffic turning right out of Winstree Road also suffers long delays waiting for traffic. The situation is now so difficult that reasonable traffic flow is only maintained through the forbearance of drivers who should have the right of way, stopping and signalling to others to proceed. While this says much for the courteous and considerate attitude of many drivers, disregarding the Highway Code in this way is potentially dangerous.

Peace Road: This ostensibly fairly quiet residential road does, in fact, carry a substantial traffic load. It actually serves the houses of Halstead Road and the estates off it as well as Holmwood House School and its associated sports club plus the houses on Chitts Hill. In addition it carries a significant load of traffic to some of Colchester's Northern villages. Because the houses in Peace Road mostly have reasonable driveways there is little parking in the road and consequently speeding tends to become an issue.

What does the Core Strategy Say?

Road improvements are planned for Stanway The Borough Council will work with partners to accommodate necessary car travel making best use of the existing network and will manage demand for road traffic especially in urban areas.

Improvements will be made to the urban road network to support sustainable development and to reduce the negative impacts of congestion. The demand for car travel will be managed to prevent adverse impacts on sustainable transportation, air quality, local amenity and built character. Streets and junctions should be designed to provide people friendly street environments and to give priority to sustainable transport.

Development will need to contribute towards transport infrastructure improvements to support the development itself and to enhance the broader network to mitigate impacts on existing communities.

What does Stanway say?

Traffic: Residents consistently recorded in the questionnaire considerable dissatisfaction with the level of existing traffic. Many particularly mentioned heavy goods vehicle traffic. There is, therefore, a strong opinion that traffic is already close to an unacceptable level on the through routes identified above. At Tollgate it has, indeed, been passed. . Completion of the long awaited Western By-pass will clearly improve matters on the Tollgate Road/Warren lane route especially at the double mini roundabout and also on the Tollgate area itself but will have no impact on the other routes identified. Some residents called for fundamental development of the road system before further houses are built. There are also demands for more pedestrian crossings because of the increasingly heavy traffic flows.

Road Condition: Bearing in mind that the questionnaire was completed before the 2009-2010 winter damage to the roads, just under 10% recorded adverse opinions on the state of the roads and footways. A few made positive comments.

Speeding: There was substantial comment from the public about speeding. Peace Road has already been mentioned. Other 'hot spots' are mostly in the minor residential roads some of which constitute attractive 'rat runs' to drivers irritated by the traffic load on the major routes identified above. Speeding also occurs in the evenings and early mornings when traffic loads are light. A significant proportion of respondees indicated a strong desire for a 20mph speed limit.

Overall Assessment: It is difficult to see how, without inordinate expense including the demolition of existing housing, "adverse impacts on sustainable transportation, air quality, local amenity and built character" can be avoided or "people friendly street environments" provided "to give priority to sustainable transport" if the levels of additional housing proposed by the Borough Council are to be achieved. Many residents expressed strong views about the need to improve highway capacity radically before any further housing is built. The results of the bus usage survey set out in **Public Transport** above suggest that the Borough's aspiration to 'socially engineer' residents out of their cars and into public transport may be more than difficult to achieve. A very considerable improvement to the reliability, frequency, coverage and cost of bus services will be required before there can be any hope of persuading significant numbers to do as the Borough wishes. It must be constantly kept in mind that many more non-residents drive into or through Stanway than actual residents.



Parking: Roadside parking is clearly a source of major irritation to many residents. This is particularly so at the schools on Winstree and Chapel Roads at school start and finish times. Casual observation confirms that there is clearly some danger here and not just irritation and that some action is consequently required. The Sure Start build at Stanway Fiveways Primary School has added considerably to existing concern. (See **Roads and Traffic** above “Winstree/Dyers Road”).

Elsewhere the major routes identified above, being residential in nature and the properties having no or inadequate drives, there is much roadside parking. To some this an unacceptable irritation. A countervailing view is that these parked cars represent a natural and free traffic calming measure.

What does the Core Strategy Say? Development should manage parking to accord with the accessibility of the location and to ensure people-friendly street environments.

What does Stanway say? The situation in Winstree, Chapel and Villa Roads at school opening and closing times requires urgent attention now. Future expansion of educational facilities must make adequate provision for this ‘fact of life’ if the Borough Council’s objective of “people-friendly street environments” is to be achieved. Parking in Villa Road has eased since the Parish Council allowed school drop off parking at the Tollgate Hall car park.

A common view must be formed by all councils about roadside parking in the main through routes identified above. Is the undoubted heavier traffic created by future developments to have a free flow? What are the potential accident rates with free flowing traffic compared to traffic interrupted by parked cars?

For recommendations please see pages 41-44

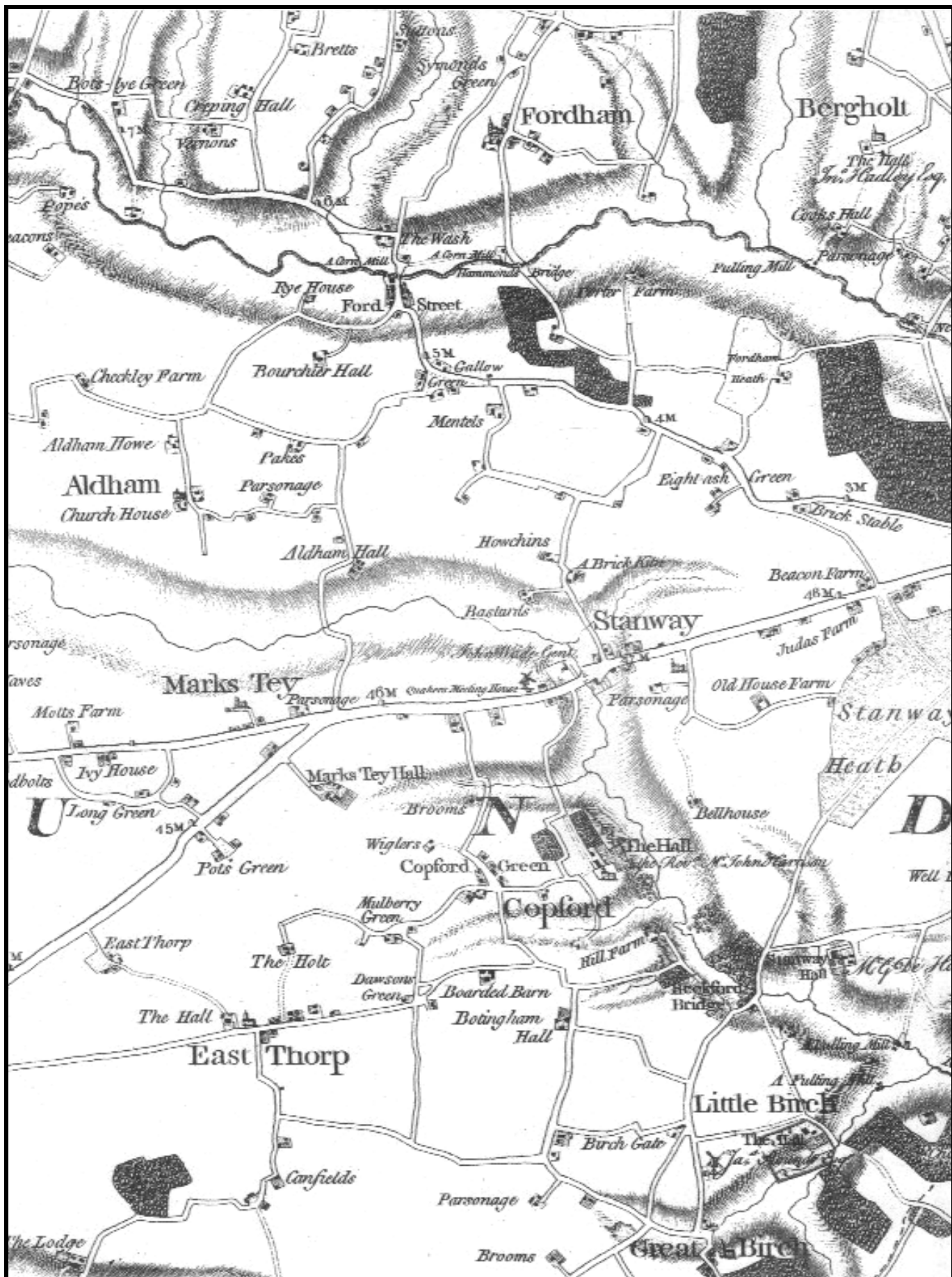
Community Facilities/Services

Public Realm

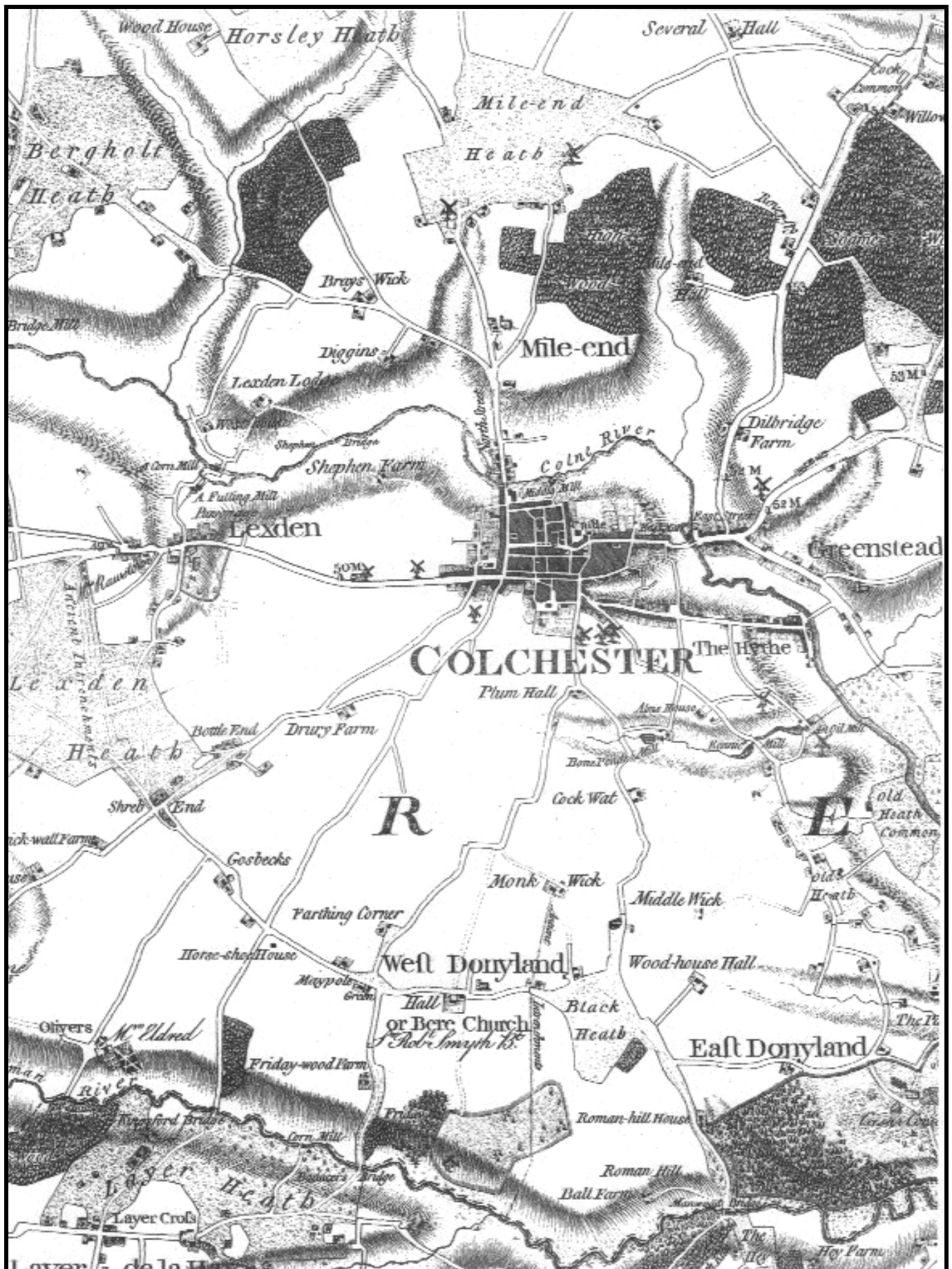
Where We Live & What We Do: Stanway is a pleasant place to live and most of us are concerned about its general appearance and cleanliness. Apart from a very few, we all have homes that front on to a road and, for the vast majority, there is a pavement outside our home. Furthermore, we want our roads and pavements to be in good order, be safe to use, and clean.

But that is only part of the way we live. What do we do? Where do we go? What is there outside our front doors? There are all sorts of sports and leisure facilities in Stanway and, of course, further afield in Colchester.

Probably the best known sports club in Stanway is Stanway Rovers FC. Its senior team plays in the Ridgeons (Eastern Counties) Football League’s Premier Division. In fact, Stanway Rovers is, arguably, the second best club in the Borough now, with only Colchester United



Map of Colchester from 1771 showing Stanway



and surrounding villages

playing at a higher level. Rover's ground, The Hawthorns, in New Farm Road, also houses the Parish Council's multi purpose games area, a two court, hard surfaced area, capable of being used for all sorts of sport.

At the other end of the scale, so to speak, is Stanway Villa FC; a club catering for ages between under 7s to under 18s, whose base is the Village Hall playing field off Villa Road. Apart from Rovers and Villa, several other local teams play at Stanway School at weekends.

Football does not hold the monopoly for sport in Stanway though. Stanway Badminton Club is 40 years old and currently sports three men's, two mixed and a ladies team in the Colchester & East Essex Badminton Federation and the club also enters a team in the Essex County Badminton League.

But, if you just want to keep fit rather than play competitive sport, then there are facilities like the Gym 4 U fitness centre at the Jayrest Centre in Peartree Road. It has extensive gym facilities and runs all sorts of fitness classes including such diverse activities as yoga, dance and martial arts. Nearby is the Slender You centre which is also a health club, gymnasium and beauty centre. There is also a well equipped gymnasium at Stanway School, to which members of the Fitness Centre have access.

Stanway even has swimming facilities with private children's tuition available at First Strokes, opposite the garden centre in London Road (top of Hart Hill) and at Holmwood House school in Chitts Hill.

Perhaps something more informal suits you; how about checking out the activities that go on at the Village Hall (we include the Tollgate and Victory Halls in this). Art classes, dance classes, dog training, indoor bowls, Weight Watchers – just a flavour of what is on offer.

You prefer something even less formal? Just going for a walk perhaps? Stanway has a wide network of footpaths and bridleways to enjoy. As an example start at the bend in New Farm Road and follow the bridleway southwards alongside Grymes Dyke, a scheduled ancient monument, pass the Wheatfield open space with its children's play area, then the Heathlands development – also due to get a play area. Cross Peartree Road and keep going to Stanway Green and then go southwards again to Maldon Road and Gosbecks Country Park. Follow the path alongside the cultivated field and then turn westwards and follow the footpath round to Colchester Zoo; yes, the Zoo is in Stanway – one of Colchester's premier visitor attractions.



And, if you have worked up a thirst walking or cycling around Stanway, you can always stop off at one of the two original Public Houses; the Live & Let Live in Millers Lane or The Swan in London Road just before the Roman River border with Copford. Both do food and there are many other places to eat and drink; restaurants or take aways; traditional or ethnic; leisurely or fast food. Newer Public House eateries are the Harvester near to the Tollgate roundabout and the White Hart further west towards the parish boundary.

Shopping is classed as a leisure activity nowadays and Stanway has plenty of places to shop. From the Tollgate Centre with its many furniture and electrical stores, and the new Sainsbury's at Tollgate North, to the small parades like Blackberry Road, there are numerous opportunities to spend money. If browsing is your passion then you probably want the larger

stores and Peartree Road shouldn't be forgotten with the Fiveways Co-op and Hatfields, to name just two.

A tour of Stanway's facilities wouldn't be complete without a mention of worship. The modern Evangelical Church in Chapel Road represents the non conformist wing of Protestant Christianity whilst on the traditional wing is St Albrights in London Road, at its junction with Church Lane. Incidentally, St Albrights celebrated the 800th anniversary of its first priest appointment in 2010; quite a milestone. On the opposite side to St Albrights in Church Lane is Comb Field which is the site of the new Parish Council non denominational, natural burial ground currently being developed for residents who have an association with Stanway. Comb Field was donated to the Parish by a Stanway resident Mrs. Lorna Jansma.

By now everyone will realise that there are countless things available in Stanway. In fact, we've only scratched the surface in some areas. Some activities have been highlighted, some organisations have been named but that doesn't mean they are the only activities or that the named organisations are, in some way, preferred. They are simply used as examples of what is available and where some of it can be found.

What does the Core Strategy Say? As you might have guessed by the headline, this section in the Core Strategy is titled "Public Realm". Many occupations have what seems to be their own language and planning policy makers aren't immune from the practice. But really Public Realm is about our immediate, physical environment, recreational facilities that are, and are not available, what we enjoy and how we access the facilities we enjoy.

The Core Strategy contains two broad Public Realm policies; one on Open Space, the other on People-friendly Streets. The Open Space policy aims to provide a network of open spaces, sports facilities and recreational opportunities that meet local community needs and facilitate active lifestyles by providing leisure spaces within walking distance of people's home, school and work. The People-friendly Streets policy will promote and secure attractive, safe and people-friendly streets that will encourage more walking cycling, recreation and local shopping.

In terms of new facilities for Stanway, the Core Strategy identifies Strategic Public Open Spaces, Youth Recreation Facilities and Allotments.

The Borough has also adopted an SPD for Open Space, Sport & Recreation that identifies, amongst other things, what contributions are expected from developments.

What did we ask? And of whom? The Household Questionnaire asked about the amenities/facilities you most enjoyed, what you felt about the general appearance and cleanliness of Stanway, what single thing you could do to improve it, and the condition of the roads and footways in your part of the village.

The Youth Questionnaire asked about the amenities/facilities that were enjoyed, but went further by asking how young people travelled to their chosen sporting and/or leisure facilities and how much they spent. They were also asked for their choice of **ONE** extra facility.

They were also asked about their membership of organisations (Scouts, church, Youth Club for example) and specifically about the Youth Forum. They were also asked about Stanway holding annual, special events and what it/they should be.

And how did you respond? Your view on the state of roads and footways were remarkable similar with around 75% feeling they were either Good or Reasonable, 20% feeling they were poor and 5% describing them as Appalling. 163 respondents stated they

wanted more pedestrian crossings in Stanway though few specified where they were wanted, and just over 10.5% wanted more 20mph limits.

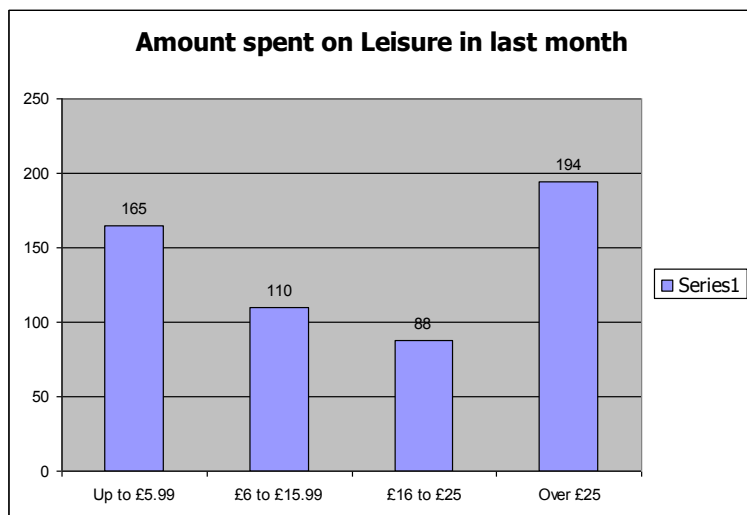
You were even more positive about the cleanliness of Stanway with nearly 52% rating it good or excellent and fewer than 7% being “not impressed”. The Parish Council now employs a part time Street Care Officer with the clear remit to make Stanway even cleaner and more pleasant.

Recreation & Leisure: And what do you most enjoy doing? We asked our residents and youth to rank their recreational and leisure activities in order of importance to them.

Shopping came top of your leisure activities with 59% giving it a high score although there was a significant minority (20%) giving a very low score. Other significant likes were enjoyment of Open Spaces (58%), Footpaths & Bridleways (51%), Parks & Playgrounds (41.7%) and Grymes Dyke, specifically, (36.7%). At the other end of the scale the more formal leisure activities and amenities, by and large, attracted less support. Bottom of the pile was the Multi Purpose Games Area with only 16% giving it a high score and the MPGA’s home, Stanway Rovers, attracting slightly more support at 20.4%. Roughly a quarter of households gave high scores for the Stanway School facilities (25.5%), Churches (25.4%) and Pubs (24.5%) but Restaurants attracted a high score of 35.2% from you. The highest rating for an individual amenity was 43% for Stanway Zoo.

Stanway’s youth were less enthusiastic about our Open Spaces than the adults though most rated them between satisfactory and excellent. Very few rated them as outstanding but equally very few rated them as dire.

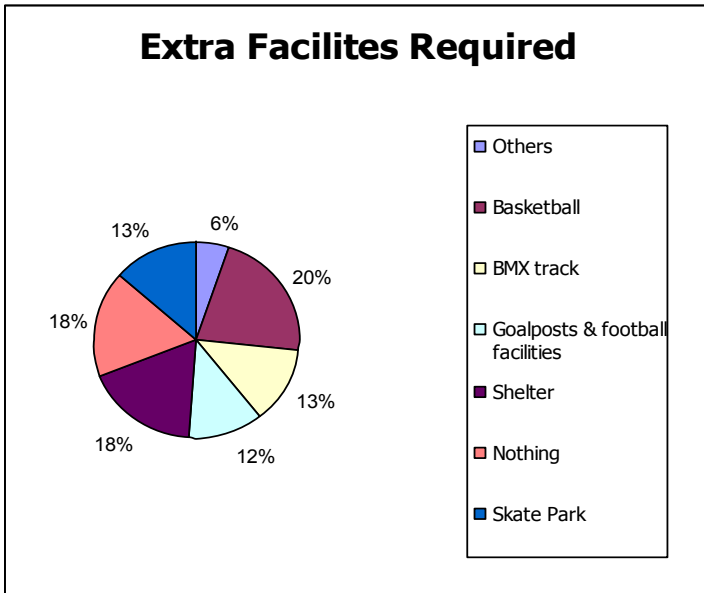
They are used, however, and for fairly ordinary activities. Many of our youth are active in sport with football dominating and there are a wide range of facilities that our youth enjoy. It is also interesting to see how much is spent on enjoying these sports and activities.



With Shopping coming top of the list for adults’ leisure activities it wasn’t a surprise that Wider Shopping Choice was the clear leader in the choice of new facilities with 40% in favour. British Land’s proposed changes to the Tollgate Centre, if accepted, may go some way to meeting this need. A Swimming Pool (27.5%), Sports Complex (25.5%), Bigger Library (16.5%) and More Allotments (14%) also attracted significant minority support with Cinema, Ten Pin Bowling and Ice Rink, all at just under 10%. Since starting the Parish Plan process planning permission has been given by the Borough Council for a Ten Pin Bowling and Ice Rink joint facility at the old Focus building off Moss Road but the applicant has not yet taken

up the permission. Clearly, it would be a popular move if the planning permission was taken up.

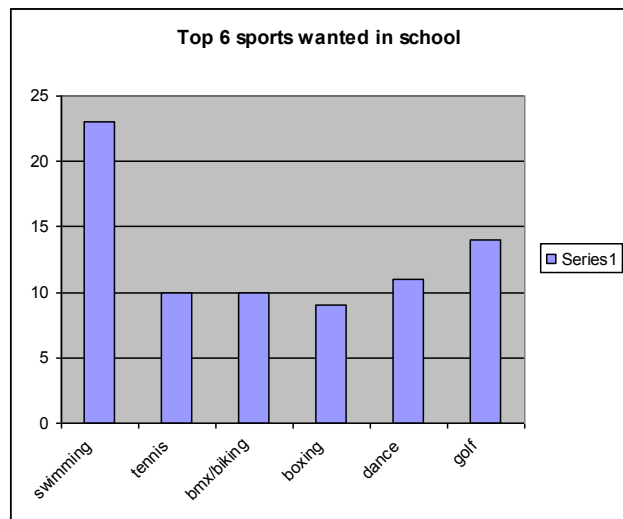
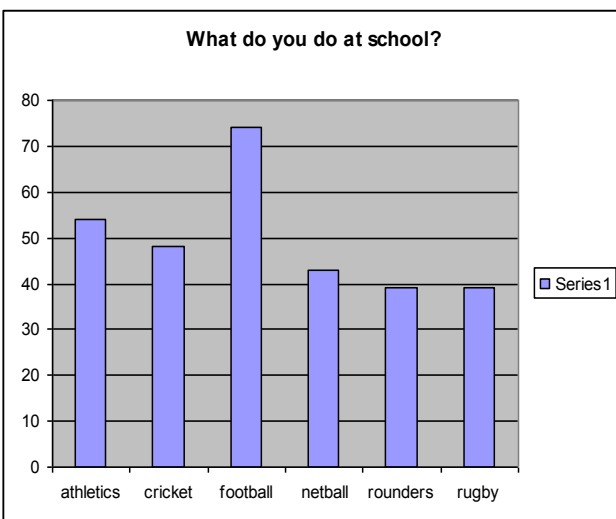
Whilst adults offered general views as to new facilities for our young and very young people (improved play for children 32%; more youth facilities 24%) only a youth club (22.5%) scored highly in terms of specific facilities. Our young people, however, were very clear on what they saw as their priorities as the pie chart shows. The Parish Council is responding by providing basketball and shelter facilities via its Youth Garden project on part of the Drought Garden off Villa Road.



It is interesting that only 5% of adults identified Basketball Court as a specific priority compared to over 20% of our young people.

Our young people were also very positive about their school, mainly but not exclusively Stanway

School and the activities on offer, but they were also clear on what activities they would like the school to include.



Conclusions to be drawn: Residents, adult or youth, are very content with Stanway but there can always be improvements. None of the facilities identified as needed or wanted are out of line with the spirit of the Core Strategy and some (20mph limits, allotments, youth facilities, for example) are specifically identified in the Core Strategy. It is merely the form these facilities take that may be open to interpretation.

For recommendations please see pages 41-44

Health and Wellbeing: Stanway is well served by doctors and dentists. There are two GP surgeries at Tollgate, London Road. There is another practice in Winstree Road where services are being restricted due to premises restraints. There is also a lack of off street parking for this practice.

All surgeries offer from the following services, Maternity services, Child Health Surveillance, Minor Surgery, Family Planning, Diabetic Clinics, Asthmatic Clinics, Well Man and Well Women Clinics and Youth Clinics. The Tollgate surgeries are served by the 65, 70 and 71 bus routes and Winstree Road by the 65 bus.

According to the Household questionnaire only a few households have had any trouble in signing up with the GP practices, but this number increases for signing up with a dentists.

There are two dental practices in Stanway providing both NHS and private facilities. There is one at Tollgate, Stanway and the other in London Road, Stanway. As with the GP Practices, the dental practices surgeries are served by the 65, 70 and 71 bus routes.

Stanway is well served by chemists with Boots at Tollgate offering a free collection and delivery service and also has a drive in facility and opens until midnight. There is also a Boots chemist in the Co-op in Peartree Road and Sainsbury's have their own chemist in store at Tollgate North.

Stanway benefits from having an optometrist that operates a mobile eye unit that will visit anyone who is housebound or who has problems in getting into Colchester to the opticians.

For recommendations please see pages 41-44

Fitness and Wellbeing: Stanway has a variety of Health and Fitness Clubs offering many services including Aerobics, slimming, chiropody, reflexology, Pilates.

What does the Core Strategy Say? The Borough Council will work with partners to deliver key community facilities to support the Sustainable Community Strategy and to develop Colchester as a prestigious regional centre. The Council will also provide facilities for the local communities, based upon an analysis of needs, with particular regard to disadvantaged groups. New development will be required to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities. The Council will work with local partners, such as Parish Councils or Community Associations, to plan and manage community facilities.

We asked the residents: In answer to our questions about health service provision in Stanway 88% of respondents stated they were happy with the provision. 70% of respondents stated that they had no problem in signing up with a NHS dentist and the vast majority of respondents stated they used public transport to visit either the Doctors or Dentists surgery. We are also aware that there has been rationalizing of GP's patients lists in favour of local residents.

Education in Stanway: Stanway has good education provision ranging from pre-school through to age 16. Further education is provided from age 16 at the Colchester Sixth Form College, The Colchester Institute, or at the local grammar schools or comprehensive schools that have a sixth form provision.

Pre-school facilities are provided at The Old School Kindergarten and Just Learning Nursery both in London Road, Little Acorns Private Kindergarten in Peartree Business Park, Grove

Pre-School and Stanway Pre-School both in Villa Road and at The Hundred Acre Wood at Tollgate East.

Primary education between the ages of 5 and 11 is provided at either Stanway Primary School in Chapel Road which has a capacity for 280 pupils or Stanway Fiveways Primary School in Winstree Road which has a capacity 315 pupils. In the private sector two independent schools operate in Stanway.



St Mary's Independent Day School for Girls is based at Comrie House in London Road and has provision for 150 pupils aged between 4 and 11 whilst Holmwood House at Chitts Hill on the boundary of Stanway and Lexden is a preparatory school providing either day or boarding schooling for 400 pupils between 4 and 13.

Secondary education in the Parish is provided at The Stanway School in Winstree Road. This school currently has a capacity of 1128 pupils.

With the planned expansion of housing on the Lakelands Estate (another 600 properties) the outline planning permission includes the provision of a further primary school on that development. We are already aware of lack of capacity in our existing primary schools with some children having to be educated outside of the parish when this is not their parents choice.

What does the Core Strategy Say? 'The Borough Council will work with partners to deliver key Community Facilities to support the Sustainable Community Strategy and to develop Colchester as a prestigious regional centre.' It also said 'New development will be required to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities. Safe direct routes for walking and cycling and appropriate bus services will be established to serve existing and new pre-school, primary and secondary school communities.'

We asked the residents? 'Was your choice of secondary school in Stanway?' Only 5% responded no to this question which suggests that the residents are happy with the education provided by The Stanway School. Responses also indicated that approximately 60% of pupils arrived at school by car, with 35% walking or cycling and the remaining 5% using public transport.

Our schools also provide a range of additional facilities out of normal school hours. These include breakfast clubs before school and sport, drama and dance after school.

For recommendations please see pages 41-44

Policing:

What does the Core Strategy Say? The Colchester Borough core strategy sets out to 'create safe environments where crime and disorder or fear of crime does not undermine the quality of life or community cohesion'. The baseline evidence demonstrates that the Borough of Colchester has a lower incidence of robbery, burglary (dwellings) and theft of or from motor

vehicles than the English average. However the incidence of sexual or violence against the person is greater than the average.

The Colchester Crime and Disorder Reduction Partnership (CCDRP) takes a multi-agency approach to work together with other key partners to reduce crime and disorder. This brings together agencies such as: Business against Crime, Safer Colchester Action Group, Neighbourhood Action Panels, etc.

What does Stanway Say? The section of the questionnaire under the heading 'crime and disorder' revealed that the vast majority felt that Stanway was a safe place to live. That said some 120 people were subjected to theft and a similar number to vandalism. More than 80 people were subjected to verbal abuse and a further 50 to intimidation.

We asked if anyone had been subjected to violent attacks or 'muggings' (20+ attacks/less than 10 muggings).

We asked if the police response was 1) prompt - 70+% said it was. 2) sympathetic - 75+%. 3) efficient approx - 66%. 4) satisfaction - 60%.

Generally policing in Stanway was rated as good or satisfactory.

Interestingly the business questionnaire revealed that 50% of businesses had been affected by crime. Those involved found the police responsive with a 33% success rate in solving the crimes.

At the time of the questionnaire the Parish Council part funded a PCSO (Police Community Support Officer). Regrettably this funding is no longer available but PCSOs still patrol in Stanway. 60% of respondents are aware of the PCSOs and 25% know how to contact them.

There are 17 neighbourhood policing teams in the Colchester district. The teams are headed by a neighbourhood Inspector. The various districts have a police constable (a neighbourhood specialist officer) and a number of PCSOs.

A monthly 'surgery' is held (advertised in the local press and on the Essex Police website) at which residents have the opportunity to speak direct with a PCSO or police officer.

As part of the CCDRP, Neighbourhood Action Panels have been established. The panel consists of representatives from the community, local council and the police. They discuss and consider concerns raised and decide upon prioritised actions. It was reported in the Daily Gazette in April 2010 that:

'ESSEX Police are the best in the country when it comes to addressing the public's concerns.

The county's constabulary came out top out of the 43 forces in England and Wales for public satisfaction.

Under the British Crime Survey, which polls groups of residents about their feelings on crime and how police are performing, 59 per cent said they felt Essex officers were doing all they could to tackle issues of local concern, such as graffiti or antisocial behaviour.

The findings, which cover the year from December, 2008, to December, 2009, also showed the number of crimes reported in Essex fell by 6.3 per cent from 114,285 crimes to 107,042.'

Religion and Places of Worship:

Stanway is served by two main places of Worship: St. Albrights, London Road and Stanway Evangelical Church, 21 Chapel Road.

St. Albright's Church: St Albright's is the Church of England parish church for Stanway, Essex, in the Diocese of Chelmsford and under the Episcopal care of the Bishop of Richborough. St Albright's is at the heart of the community of Stanway today as it has been for at least 800 years.



The Church is open most days from 9 a.m. to 4:00 p.m.

Great importance is placed on Eucharist-centred worship and on teaching the faith of the church as it has been handed on from each generation to the next.

In many ways it is a typical Church of England parish. The main weekly service is a Sung Parish Eucharist at 10.30 a.m., there is also a 9:00 a.m. said Holy Communion with traditional language each Sunday and mid week said Eucharist on Wednesday at 9:30 a.m. and Thursday evenings at 6:30 pm. On the first Sunday of the month, the service is more accessible to children.



St Albright's has a reputation for being open and welcoming to newcomers and visitors alike.

St Andrew's Hall – next to St. Albrights Church: The Parish rooms, were built 150 years ago and served variously as a school (its original purpose), an Army Command Post during the war and finally were purchased by the PCC of St Albright's in 1954.

Over the years the building has served the church and community well but by the early 1990's it was obvious that a major refurbishment or rebuild was necessary. Eventually rebuilding commenced and was completed in April 2010.

St Andrew's Hall was opened on Sunday 2nd May 2010 and is now available not only for church activities but for the use of the community at large. It is envisaged that small community groups or individuals will use the hall for regular or occasional meetings.

London Road Meeting Room: The Meeting House in London Road was originally part of St. Albrights Church but was sold to three non conformist families from Lucy Lane South. The monies from the sale of the Meeting House went towards the building of the St. Andrews Parish Rooms. The Meeting House is used extensively throughout the week but on Sunday there is a formal service at 4.30 p.m.

Stanway Evangelical Church: The church is situated in Chapel Road. In 1878 a group of Christians were meeting in a barn situated in Warren Lane. Attendance grew to such an extent that there was a need for a permanent building. This was built in Chapel Road in 1886. In 1955 the denomination became known as the Union of Evangelical Churches (U.E.C.) and is associated with the Fellowship of Independent Evangelical Churches (F.I.E.C.).



The church premises were completely rebuilt in 1991, and offer comprehensive facilities for the requirements of church members and the community it serves.

Other: Stanway has also been home to other independent evangelical groups. Fiveways Primary School and The Scout Hut have both provided homes on Sundays for religious assemblies in recent years. The hugely

successful Kingsland Church started life in the Scout Hut before congregation expansion forced them first to a redundant church in Lexden and now more recently into the upper floors of the Aldi supermarket also in Lexden. The Scout Hut now provides temporary temple facilities for the Sikh community of Colchester and its surrounds.

Allotments: Stanway has just one allotment site situated in New Farm Road with 70 plots and a waiting list of over 70. Having an allotment has many benefits, apart from a source of seasonal fresh fruit and vegetables it is recognised as recreational, social, and environmental, and a natural contribution to wildlife.



What does the Core Strategy Say? The Stanway growth area is an area of deficiency and new sites are recommended. Colchester - wide there are 17 sites comprising of 800 plots all with waiting lists.

Village & Community Halls: We are fortunate to have a number of public halls in the parish. Three are situated in Villa Road and one in London Road.

The Village Hall was built in 1968 amid much outrage from Stanway residents. The local residents had been raising money by putting on events such as dances, concerts, flower shows to welcome home the men and women from the 2nd World War. The then Parish Council used the monies for the initial deposit on the build and the remaining monies came from the Public Works Loan Board, the loan was repaid in the early 1990s.

The Tollgate Hall was built in 1984 with planning gain from the then Sainsbury's development at the Tollgate shopping centre. Sainsbury's relocated to Tollgate North in December 2010.

The Victory Hall, was built as an addition on the Village Hall. This consisted of the Hall together with a meeting room, and parish office and also facilities for the Stanway Villa Football Club. This was financed by a loan taken out with the Public Works Loan Board. Although these halls are owned by the Parish Council they are managed by The Village Hall Management Committee.

The Parish's most recent addition is the St Andrews Parish Rooms which opened in May 2010.

All of the halls are available for booking for various functions such as weddings and parties,

The halls in Villa Road also facilitate club activities, meetings, and various classes for all age groups.

Bookings for the Village Hall, Tollgate Hall and Victory Hall can all be done through the booking clerk of the Village Hall Management Committee. Bookings for St Andrews Parish Rooms can be done through St Albrights Church.

Environment and Rural Communities

Archaeology: Stanway's archaeological heritage reaches back to the Iron Age. Following the death of Cunobelin, chieftain of the Trinovantes tribe, Colchester (known then as Camulodunum after the Celtic god of war, Camulos) was captured by the invading Roman army in AD43. The name "Stanway" is thought to have originated from "stone-way" implying a road with a hard surface. The Roman route from Colchester to Braintree became Stane Street, known to us as London road and the A 120.

Within and around the present day boundaries of the Parish, evidence of the iron-age settlement exists. An extensive system of earthworks was erected to protect the settlement from attack. Just west of Gosbecks, a burial site dating from Cunobelin's time was found to contain ritually broken objects indicating that powerful people were buried there. The Stanway Warrior Grave and the Stanway Game Grave revealed evidence suggesting that these were the burial places of people of high status.

Household and personal goods found in the Warrior Grave included a spear and possible shield. The game grave revealed a complete set of glass gaming pieces, in place on the gaming board alongside the remains of the owner. Surgical instruments and Amphora were also unearthed at this site.

During the Roman occupation a theatre was built- probably the largest in Roman Britain. A covered walkway led to the nearby temple. The outlines of these buildings can be explored at Gosbecks Archaeological Park and crop marks indicate a Roman road leading from Winstree Road towards Grimes Dyke. More detailed information on local archaeology can be found on the Colchester Archaeological Trust website at www.catuk.org/doku.php.

Historical Buildings-Stanway's Heritage:

St. Albright's Church possibly has Saxon origins and has 12th century features. **Stanway Hall** and **All Saints Church** can be seen on a visit to Colchester Zoo. The hall has remnants which may date from as early as the 13th century although the building as seen today dates from the late 1800s. The Church dates from the 13th or 14th century and was partially built from Roman rubble. The earliest parts of **The White Hart** on Hart Hill date back to the 14th century. Dating from the 15th century are **The Turkey Cock**, originally a hall house, and **Catchbells** whilst **The Swan** opposite **The Turkey Cock** originates in the 16th century probably as a blacksmiths. At the top of Hart Hill, **Rosemary** is an example of Georgian architecture and was formerly known as **The King's Head**.



The Stanway and Lexden Rural District Union Workhouse

was built just inside the parish boundary in London Road and served the 35 rural parishes around Colchester. It later became a Geriatric Hospital (St Albright's) and more recently offices for the County Council before it was sold in 2008 for redevelopment into apartments and mixed housing. The workhouse was built in 1836, costing £6,800 and could accommodate 330 inmates who had fallen into poverty and could not support themselves. Until the latest redevelopment takes place it is still probably the best and most complete example of the original cruciform plan form of an early Essex Union Workhouse. The similarity of this building type with that of a Victorian prison is still very apparent.



A two storey infirmary block was added around 1850, a chapel in the 1880s and a mortuary in the early twentieth century. The workhouse continued until the early 1930s when the responsibility transferred to the county council and the property became St Albright's Hospital.

These and other equally interesting historical buildings are documented in detail in **“The Parish of Stanway - People and Places c1700-c1840”** by Christina Edwards which can be found in Stanway library. This and Christina's other two books are available at www.belhusbooks.co.uk.

Habitats: The Roman River denotes the western boundary of Stanway, the river valley being one of the best preserved in Essex and having one of the densest concentrations of wildlife in the county. The Roman River Valley is a living landscape project involving Essex Wildlife Trust and other local and national organisations and businesses with the aim of restoring and maintaining lost habitats. The river valley is home to several Sites of Special Scientific Interest (SSSI) including a number of nationally threatened habitats. These areas include: lowland meadows, floodplain, heathland, grassland and woodland, supporting Water Voles, Otters, Brown Hares, White-clawed Crayfish and Pipistrelle and Daubentons Bats, Egret, Heron, Kingfisher, Trout, Grass snakes and Eels. In conjunction with Essex Wildlife Trust, Colchester Zoo has created a wetland complex in the Roman River Valley.

Community targets of the living landscape project include: involvement of volunteers in conservation working parties and health walks, wildlife and heritage walks, encouragement for the development of wildlife gardens in private gardens, improvement of public access and provision of information on the rich diversity of wildlife habitats in the area easily available to the local and wider community. Information on these landscapes can be found at www.essexwt.org.uk

At Stanway Quarry, Tarmac are committed to restoration and protection of habitats through implementation of the Biodiversity Action Plan. The range of habitats existing at this site includes water bodies, cliffs, woodland and hedges, bare ground and grassland. In addition to flora found typically in sparse vegetation, the site contains a wide variety of trees and water bodies providing habitat for common species such as Willows, Silver Birch and Wild Cherry. The quarry site is home to one threatened and one scarce species - Hoary Cinquefoil and Golden Dock in addition to seven nationally notable species designated as important.

The Quarry Site supports Smooth Newts, Common Toad and Common Frog. Bird species found within the site include Gadwall, Teal, Mallard, Coot, Moorhen, Heron, Mute Swan and a large flock of Canada Geese. Bare earth cliffs provide habitat for Sand Martins. Suitable breeding habitats exist for Lapwing, Turtle Dove, Linnet, Bullfinch, Reed Bunting, Little Ringed Plover, Song Thrush and Tree Sparrow.

Legally protected species, found on the Quarry site are Little Ringed Plover, Sand Martin, badgers and bats. Nightingales have been heard at the site.

So, an important contribution towards maintaining levels of wildlife in Essex exists within the Parish of Stanway providing a rich environment easily explored by means of the many footpaths criss-crossing the Parish since ancient times.



What does the Core Strategy Say?

Under the title of "Environment and Rural Communities Policies" in the Core Strategy, the Borough Council undertakes to conserve and enhance the natural and historic environment and areas of open countryside and to preserve the biodiversity, geology, history and archaeology. New developments in rural locations should demonstrably protect: conserve or enhance landscape, natural and historic assets: protect habitats and species and conserve and enhance the biodiversity of the Borough.

What did we ask and of whom? In answer to the question - **which, in your opinion, are the best things about living in Stanway?** Positive comments were made by residents for green space, access to countryside and wildlife; protection of which is important to them.

To the question **what other facilities are needed in Stanway?** Residents asked for better provision of cycle paths.

Energy, Resources, Waste & Recycling

Energy: Energy is produced in the parish from the methane produced from the domestic landfill site at Bellhouse Farm. Electricity generated from the site is fed into the National Grid.

Resources: Sand and gravel are excavated in the parish from the two sites situated either side of Warren Lane.

Waste: Waste is deposited in the two pits mentioned above. Organic and non organic waste is deposited in Bellhouse Pit and non organic waste in the Stanway Pit.

Recycling

What does the Core Strategy Say? Colchester Borough Council has supported recycling for many years. Recycling by residents dates back to the Second World War years, originally with paper. In the late 1980s, early 1990s the introduction of 'bring banks' for cans and bottles later extended to books and textiles. Stanway piloted composter bins in the early 1990's.

Doorstep recycling now includes cans, plastics, glass, paper, card textiles and garden green waste, with a possibility of kitchen waste in the near future. The Borough Council also provides a service for the collection of white goods and furniture by arrangement.

Recycling banks although well used are largely being replaced by kerbside collection. The current kerbside collections are geared up for houses and not flats.

The Borough Council also provides a hotline for fly tipping reporting and dumped supermarket trolleys.

The Core Strategy has just one policy governing this area and, not surprisingly it homes in on sustainability.

It encourages renewable energy projects and highlights the need to use sustainable construction techniques with materials to reduce energy demand and water usage. It also seeks to minimise the amount of waste we all produce and improve rates of re-use and recycle with a target of 60% recycling of household waste by 2021.

What does Stanway say? The overall responses indicate that residents are supportive of 'reduce, re-use, and recycle'.

Reduce the amount of black sack waste. **Re-use** support for composting and use of water butts. **Recycle** support for the kerbside collection. 85% found it easy to recycle with the appropriate facilities. 87% of residents have the appropriate recycling equipment. 40% of households use compost bins. In view of this we should look at targeting and promoting 'reduce, re-use, and recycle'.

49% of residents have water butts. The Parish Council should pursue, with Colchester Borough Council Planning Department, a policy to install a water butt as a standard requirement for all new builds. 30% said they prefer wheelie bins, although the majority who prefer wheelie bins have larger properties with access to a garage or side-way.

It is clear that the majority of residents are satisfied and support doorstep recycling and black bag collection. In the main residents have the appropriate recycling equipment; the shortfall is mainly flat dwellers. A small number of residents (17.5%) currently recycle kitchen waste with a further 47.7% supporting the idea of kerbside kitchen waste collection.

Overall the standard of cleanliness in the parish is rated as good. Litter is a problematic issue in certain areas with discarded takeaway food wrappers, drink containers and supermarket bags found on verges and footpaths, and displayed in trees and hedges and then find their way into gardens. Residents would like to see more in the way of litter picks.

Dog fouling is considered unacceptable by many and residents feel there should be more enforcement for irresponsible owners. Residents indicated that they would like to see more dog litter bins in appropriate locations.

A small percentage of residents highlighted a problem with noise, relating to constant traffic flow, heavy lorries and speeding cars.

Business Recycling: 84% of the Business respondents would actively support the recycling of trade waste along lines similar to the household recycling service and 68% would use a competitively priced service if this was provided by the local authority.

For recommendations please see pages 41-44

Recommendations from the Stanway Parish Plan

There will be an understandable reluctance to see further development within Stanway but it is a fact that this will happen (see introduction page 3). The Parish Council will use all its powers to maintain and preserve the existing character of the Parish, confident that it can point to the strength of local opinion to support it in this regard.

When considering further development the Borough Council must pay due regard to the wishes of the community as to how it sees Stanway for the future, incorporating the views of the community in the planning process.

New development must not be allowed to continue without regard to the environment or having the necessary infrastructure in place.

Recommendations for Planning and Essex County Council

General

1. Before a planning application is submitted, all major developments, residential or commercial, should be advertised to existing residents preferably by exhibition. Residents want easy access to good and relevant information regarding new development. When a development commences they also want regular communication on building progress, completion and, finally, adoption of the development by Essex County Council Highways and Colchester Borough Council, as appropriate. Planning gain should be triggered at various stages of development; not wait until completion of the development.

2. Easily visible information should be provided at all development sites relating to matters such as details of the scheme, hours of work, permitted noise levels, build timetable, developer contact details, routing for construction traffic, and other significant or relevant planning conditions.

3. Seek funding for the completion of the footway (pavement) on the south side of Halstead Road possibly from the Railway sidings site development.

Housing

4 The Parish Council will expect agreement at the Planning stage between the developer, Essex County Council and Colchester Borough Council about the timely adoption of the Highways which includes roads, footways, lighting and public open spaces, litter and dog waste bins, and litter maintenance following the completion of a development

Failing this, these functions will be carried out by the relevant council with costs met by the developer where it has been possible to secure a bond for such works with any associated legal agreement.

5. Planning conditions should be laid down on approval for all new developments covering the maintenance of roads, lighting, pavements, sewers, litter and dog waste bins, and open spaces until adoption. An interim management plan should be put in place to ensure that these issues are properly managed prior to adoption.

6. All new developments must consider the provision of starter homes and bungalows in addition to a mix of family homes and meeting the needs of the elderly and people with disabilities.

7. All new developments should seek to deliver an appropriate percentage of quality affordable homes in accordance with Core Strategy policy H4 and the Affordable Housing SPD.

8. Extensions, conversions or adaptations to existing properties should be sympathetic to the character of the neighbourhoods in terms of the scale of extensions/conversions proposed and the materials to be used.

9. Stanway Parish Council and local residents support the retention of back gardens. However, where new backland or infill development proposals are put forward these should fully accord with the Backland and Infill SPD adopted by Colchester Borough Council.

10. New developments should blend with the existing skyline. There should be no exceptionally high buildings that are likely to dominate the area.

11. Planning consents should contain trigger points for the provision of community facilities.

12. Future developments in Stanway should provide adequate amounts of private and communal open space including communal areas.

13. Review land use designations of commercial properties in Peartree Road.

Materials

14. Stanway developments, by and large, are built in a traditional manner and with traditional materials. New developments should be empathetic to this so the palette of materials used in new developments should complement and reflect the predominant materials used throughout the existing neighbourhoods in Stanway in order to maintain harmony and a diversity of styles

15. The introduction of sustainable construction technologies, including lower carbon housing, should be sympathetic to the general design and characteristics of the area. They must not adversely impact on existing residents or the existing character of Stanway.

Transportation

16. Complete Western Approach (the Stanway Western Bypass) and ensure significant improvements are made to Dyers Road and the Fiveways junction. When Western Approach is completed ban all heavy [goods] vehicles from the northern end of Warren Lane except for access and public transport serving any new or existing developments.

17. All new developments, residential or commercial, in Stanway should be easily accessible by public transport. Where accessibility is poor, public transport links should be enhanced.

18. All future developments must accord with the Essex Design Guide standards in respect to layout. Parking and garage provision should comply with current adopted Essex Planning Officer Association 2009 Parking Standards.

19. Opportunities for the provision of shared space (pedestrians, cyclists and motor traffic) should be considered within developments where safe and appropriate. All residential estate roads should be designed to a 20mph standard.

20. Future development should provide new walking and cycling networks that improve cycling/walking facilities within Stanway or improve existing networks to enhance cycling and walking links between Stanway and Colchester town centre.

21. Detailed traffic assessments should be carried out to assess the impact of proposed development on the local road infrastructure.

Environment & Waste

22. Future development proposals in Stanway should demonstrably protect, conserve or enhance landscape, natural and historic assets, habitats and species and conserve and enhance the biodiversity of Stanway parish.

23. New development should be designed to encourage residents and businesses to easily recycle household and commercial waste. The design of road layouts need to be carefully considered especially where flats are proposed to enable waste lorries easy access to collect waste/recycling.

24. All new development proposals, including residential extensions, should incorporate water conservation technologies/measures, including Sustainable Drainage Systems (SuDS), where practicable to help conserve water and manage flood risk in Stanway.

25. All new development proposals, residential (including extensions) or commercial, should incorporate the provision or use of solar energy, water capture and storage facilities and compost bins where these are appropriate to improve or maintain sustainability.

Community Facilities

26. As part of all new developments contributions should be sought towards the provision of recreational facilities. Residents, including Stanway's youth, have identified a need for a youth hub(s) or similar facility with cycle racks and litter bins, a basketball net, a LEAP (Locally Equipped Areas for Play), a sports hall/complex, furnished play areas, informal football facilities and a skateboard park.

27. Future development proposals should identify opportunities to provide new community allotments in accordance with PPG17 standards.

28. Explore opportunities for sites to locate a small scale community cinema, a ten pin bowling facility, an ice skating rink and informal football facilities.

29. The need for new health care facilities should be explored as part of future development proposals to ensure that community needs can continue to be met locally in Stanway.

30. Ensure that education needs, especially primary, are fully researched and addressed before permission is granted as part of future development proposals.

31. Improve and expand shopping choice at the Tollgate Centre that does not conflict with Town Centre uses and introduce environmental improvements to enhance the overall shopping experience.

Commercial

32. Ensure that future development proposals provide a range of commercial premises (size and type), including incubation units, that sustain existing businesses and create opportunities for business to expand in Stanway.

Actions to be addressed as a result of this plan					
No	Actions for Parish Council	Who /How	Timescale	Notes	
1	Provide regular surgeries in committee room to address residents' issues	Parish Councillors / Clerk	Quarterly commencing June 2011	Follow up and respond to residents	
2	Produce newsletter	Parish Council	Quarterly	Include at least two survey questions in each edition; question relating to [high speed] broadband should be one of the first asked.	
3	Continue and expand use of website	Parish Clerk	As necessary	Needs to be timely so that information is as up to date as possible	
4	Promote local business	Parish Council via procurement of services; advertising in newsletter	When a service is procured or at renewal; quarterly for newsletter	Business is important to Stanway; helps to provide a balanced and sustainable community	
5	Increase the number, and promote the use, of notice boards	Parish Council/Clerk in conjunction with local groups	Weekly	Local groups can include the principal local authorities, Police, charitable organisations	
6	Encourage use of Village Halls	Parish Council in association with local groups; website, notice boards, advertising, local media	Ongoing		
7	Increase awareness of local PCSO	Parish Council/Clerk to include contact details on website, notice boards and in newsletter	Ongoing; quarterly for newsletter	Important to residents to be able to contact PCSO; promote at community events.	
8	Continue to organise and promote community events	Parish Council via the Community Events committee	Annually, some for different age groups/sectors of the community	Parish Council is, and needs to be seen as, a community leader. Many events over recent years have been well received and attended by residents.	

No	Actions for Parish Council	Who /How	Timescale	Notes
9	Monitor ability of health care providers to maintain/expand services to Stanway residents	Parish Council in liaison with health providers	Ongoing but at least annually	Important that [potential] gaps in health provision are identified early so that Council can lobby funding providers, planning authority, developers
10	Seek to improve public transport	Parish Council in liaison with transport providers	Ongoing but particularly when new development is proposed	Could be cross town provision (Route 65) or local flyers serving residential developments and local shopping facilities
11	Seek to improve the quality of and access to public footpaths, bridleways and cycle links	Parish Council with Essex County and Colchester Borough Councils and, potentially, landowners	As and when	Residents have noted enjoyment of these rights of way but have identified issues of quality and access
12	Improve parking enforcement – there are specific problems with Winstree Road (near Fiveways School) and London Road (near the new Sainsbury's store)	Parish Council in liaison with Colchester Borough Council and Police	Ongoing	Illegal and other inappropriate parking is annoying and frustrating to residents
13	Seek to prevent parking on footways and grass verges	Parish Council with Essex County and Colchester Borough Councils and Police	Ongoing	Recognise that this will be difficult where roads are narrow but obstructed footways and verges can be difficult and potentially dangerous and badly rutted verges are also unsightly
14	Maintain the cleanliness of Stanway; remove graffiti; arrange litter picks	Parish Council with Colchester Borough Council and residents' groups	Ongoing via Street Care Officer but also "special event" picks	Graffiti busting kit available at Parish office; regular litter picks of hot spots keep Stanway looking clean and tidy
15	Complete the footway on the south side of Halstead Road	Parish Council via Local Highway Panel or developer contribution	Quarterly at every Highway Panel meeting until footway installed	Has been a top priority project for Local Highway Panel for more than a year but funding not available from County Council

No	Actions for Parish Council	Who /How	Timescale	Notes
16	Significantly improve library provision	Parish Council in liaison with Essex County Council; perhaps by injection of developer led funding	12 months time	
17	Complete the Youth Garden	Parish Council via its Youth Garden committee	Spring 2011	Youth facilities planned for the Garden were the top two priorities identified in the Youth Questionnaire responses
18	Upgrade play areas at Silver Witch Green and Lucy Lane South	Parish Council; external funding to complement parish resources; perhaps via planning gain	Within three years for both facilities	Both areas are serviceable but are not equipped to modern standards and are tired in appearance
19	Increase allotment provision	Parish Council; via planning gain	Whenever a major development is proposed	There is a waiting list for the Stanway site and a shortage of allotments has been identified by Colchester Borough Council in its Core Strategy
20	Seek to ensure current pavements (footways) are of adequate width and construction for safe passage by residents	Parish Council via Local Highway Panel	Quarterly at every Highway Panel	A number of footways are either insufficiently wide caused by overhanging vegetation or are in a poor state of maintenance
21	Improve consultation arrangements for residents re new developments	Parish Council in liaison with relevant authorities and developers	Whenever a major development is proposed	High priority for residents; facilitate pre development opportunity for consultation; exhibitions, plans, drawings etc
22	Raise awareness of revision of strategic planning policy	Parish council in liaison with Colchester Borough Council to arrange consultations etc.	Revision of the Core Strategy and Site Allocations; expected to commence December 2012	Essential that residents are afforded every opportunity to engage in the revision of these core policy documents

No	Actions for Parish Council	Who /How	Timescale	Notes
23	Seek to ensure that all major developments, residential or commercial , have access to high speed broadband	Parish Council in liaison with Colchester Borough Council and developers	Whenever a major development is proposed	Broadband has almost become an essential for internet access and with increases in home working and business's reliance on computers, high speed broadband will become even more essential
24	Complete Burial Ground	Parish Council	By end 2011	See page 29
25	To consider commissioning a Village Design Statement	Parish Council	2013	Following the revision of Colchester Borough Council Core Strategy and Site Allocations expected to be commenced in December 2012

Conclusion

In Conclusion the Steering Group would like to thank all businesses and residents of Stanway, with a special thanks to our younger residents who completed the questionnaires and shared with us their concerns, hopes and aspirations for the future of Stanway.

A big thank you for all the help we received from local businesses, Colchester Borough Council, Essex County Council, the local Police Service and Primary Care Trust not to mention the Rural Community Council of Essex and all of the individuals who in one way or another helped to make this Parish Plan possible.

This has been a long journey; in fact in excess of 2000 hours were given by the various members of the Steering Group. Some might say a labour of love! It was sometimes challenging and frustrating but always exciting. It has been a privilege to have been part of the Stanway Parish Plan.

There are many residents who will remember Stanway as a small village and have enjoyed living in Stanway but now have a concern that over development and the increase in traffic has changed their life in Stanway but not for the good.

Time does not stand still and with it will come further development and a further increase in traffic.

The Parish Plan will be a document that will help determine future development. Built into this will be the infrastructure to go with the development, sustainability and affordable housing, protection for our heritage, with open spaces and parks to meet the needs of residents now and in the future.

The future is our young people and we must do all we can to make sure we have done all that is possible to give them the quality of life they deserve.

Thank you
The Stanway Parish Plan Steering Group

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Fiveways Post Office (Blackberry Road)
Fiveways Co-operative Store (Peartree Road)
Slumbers (Peartree Road)
Stanway Library (Villa Road)
Jeneveve (Chapel Road)(now situated in High Street Colchester)
Stanway Garden Centre (London Road)
Tollgate Surgery (London Road)
Stanway Post Office Stores (London Road)
Premier Johnson Convenience Store (London Road Lexden)

And finally this could not have happened without the commitment of the Steering Group:

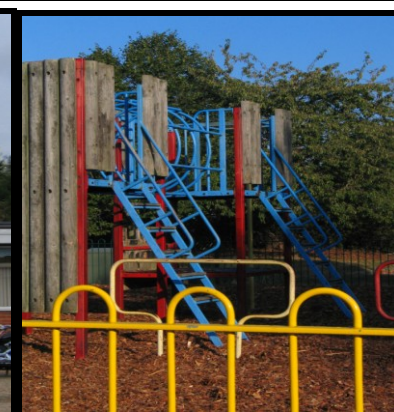
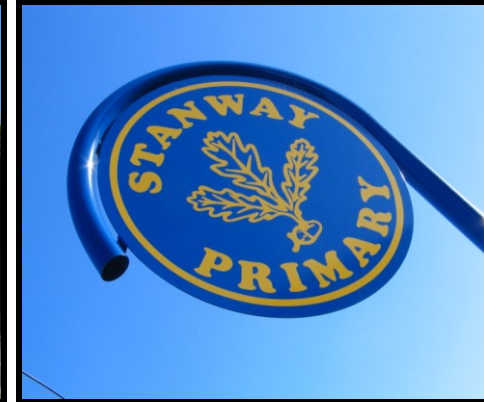
Laura Sykes-Chair	Tim Wright-Treasurer
Gillian Collings-Secretary	Colin Sykes
Chris Farndell	Geraldene Westcott-Boyd
Peter Thompson	Jean Bracey

A mention also for the following who contributed to the work of the Steering Group from time to time but who , for various reasons, were unable to be full members throughout.

Alan Brierley	Colin Bush	John Richards
Tim Dow	Diane Firmin	
Richard Thomas	Lesley Scott-Boutell	

And of course the Residents and Businesses of Stanway who contributed by completing the questionnaires and took part in the consultations. Without their contribution our task would have been impossible!

It has been a privilege and an experience to share residents and businesses comments, concerns and ideas for Stanway. Please be assured all personal and confidential information will be destroyed. This document will be a valuable asset when determining the **'Future of Stanway'**



Views of Stanway

