



**MYLAND AND BRAISWICK NEIGHBOURHOOD PLAN: 2016—2032 REVIEWED  
2022-23**

**FINAL VERSION**

**SUPPORTING COMMUNITY QUALITY OF LIFE**



## FORWARD

This is the Myland and Braiswick Neighbourhood Plan (the Plan).

As part of the 2011 Localism Act the Government introduced the idea of neighbourhood plans. Through such plans greater local level influence is possible over how communities are shaped. Our Plan has extra powers under planning law. It was voted for through local referendum and Colchester City Council (CCC) must use it in determining planning applications. It forms part of the statutory development plan for the area, sitting alongside CCC's Local Plan.

Because north Colchester was under intense development pressure Myland Community Council (MCC) and Braiswick Residents Association (BRA) joined forces to produce the Plan. The Plan focuses on the protection and enhancement of the community's quality of life within an ongoing passage of housing and other development. The Plan Area is shown at Appendix C.

The Plan was built upon the *Myland Design Statement*, the *Myland Parish Plan* (both adopted by CCC as Supplementary Planning Documents) and various community engagement exercises concluding with a survey questionnaire to every household in the Plan Area. The Plan was adopted by CCC in December 2016 with a review point in 2021. It covered the CCC Local Plan period of 2017 – 2032. The Plan was reviewed annually by the Plan's Working Group to assess developments against the adopted policies and reported to MCC's Full Council.

The formal review has been completed and updated with community comments from a health and well-being survey carried out in 2020 and another all-household survey in January/February 2022. It was important to re-engage with residents as many will have been new to the Plan Area.

This revised Plan is therefore based on evidenced community feedback and has been interpreted and developed by the Review Steering Group. The Review mirrors the Myland Design Statement (MDS) aim to "manage change, not prevent it". As stated above the MDS was adopted as a planning guidance note in 2010. Where appropriate recommendations from the MDS have been integrated into the Plan's policies and rationale to bring added refinement

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## INTRODUCTION AND BACKGROUND

### A Brief History of Myland and Braiswick

*A History of the County of Essex: Volume 9* tells us that Mile End probably took its name from its original settlement a mile north of Colchester town. It had become a separate parish by 1254, when the original church was recorded, and presumably a settlement already existed. By the late 13<sup>th</sup> century it was sometimes called **Myland**. In the middle-ages settlement seems to have been scattered over the unwooded areas of the parish including Tubswick, recorded from 1295, and **Braiswick** which seems to have originated as a medieval freehold.



Much of Mile End was woodland and heath but much of that woodland had been cleared by the end of the 11<sup>th</sup> century. All of the parish was subject to royal forest jurisdiction. Kingswood included all of the parish except probably the part west of Nayland Road. The north part became the estate called Kingswood and Kingswood Heath, later known as the Severalls and Mile End Heath. Part of the south became the land of Mile End Manor. West of Nayland Road lay part of the ancient wood of Cestrewald or Chesterwell in the north; in the south was part of the Braiswick Estate.

There were potters living in the north-west of the parish in the 12<sup>th</sup> and 13<sup>th</sup> century. In the 17<sup>th</sup> century southern Mile End was used for fortified

encampments and cannon sites for Oliver Cromwell's troops during the Siege of Colchester. Nursery gardens became important in the 19<sup>th</sup> century. In 1801 the population was recorded at 299 and there were 44 houses. By 1901 the population increased to 1,373 with 300 houses largely influenced by the coming of the railway. Employment centred mostly on arable farming on cleared land. In February 1921 Colchester's first council houses were built in Defoe Crescent. The nineteen hundreds saw gradual expansion, but the parish retained much of its rural feel. However, growth began to increase significantly late in the century with a population of around 6,000 by 1999.

### Myland and Braiswick Today

The release of NHS and other land and the bisecting of Myland by the Northern Approach Road (NAR) to enable development of Cuckoo Farm has urbanised this once semi-rural part of Colchester Borough.

Since 1999 Myland Parish has undergone substantial change. This has accelerated in recent years to growth on an unprecedented scale. Based on recent and known future housing growth and applying the CCC formula of 2.33 persons per dwelling we can expect there to be a population well in excess of 21,000

by 2032. This is highly plausible with 2021 data revealing a population in excess of 17,000 with the Chesterwell development only about one third complete in 2022 and further residential dwellings planned at the Northern Gateway site. Such growth brings with it many changes that challenge sustainability of the area. From a semi-rural environment centred round Mile End Village and limited development in Braiswick the area will be a patchwork of diverse neighbourhoods. This transformation generates a number of issues that challenge economic, social and environmental sustainability.

This Plan therefore looks holistically across the area. Adjacent communities and settlements are also subject to areas of development and need to be considered when identifying the impacts of growth and the consequent needs of the community as a whole. Virtually all of the Plan Area is subject to agreed masterplans with the Northern Gateway developments the latest and expected to start in 2022. In Braiswick a number of small development areas were expected to be considered under an overarching masterplan but application approval at St Botolphs Farm has undermined this.



## CONTEXT AND SCOPE

The Plan cannot be used to challenge developments already present in CCC’s existing Local Plan, it will have to “conform generally to the strategic policies and proposals of the Local Plan” and care has been taken to do this.

The Government’s *National Planning Policy Framework* (NPPF) seeks to ensure the delivery of “sustainable developments”. By that, the NPPF means we enhance quality of life for our residents now and for future generations. This Plan is therefore concerned with working alongside the development of housing and other sites within Myland and Braiswick to establish policies to address identified shortfalls in economic, social and environmental conditions within and surrounding our neighbourhoods.

The Plan establishes a number of policies which are defined in the following pages. They fall within the subject areas covered in earlier and recent community engagement surveys and are mirrored in our objectives:

- Housing
- Education
- Employment
- Environment
- Social Amenity
- Sport and Leisure
- Transport
- The Public Realm

The full range of survey material taken into account consists of:

- June 2000: An all-households survey carried out on the creation of Myland Parish Council.
- March 2007-10: Local events in response to CCC’s Core Strategy Policies, culminating in a Masterplan for Myland.
- 2009-10: Local events and questionnaires on the *Myland Design Statement* and *Myland Parish Plan*.
- March 2010: Local events and communications on the response to the Chesterwell development masterplan proposals.
- October 2012: A local community engagement exercise covering Myland and run by Essex University on behalf of CCC.
- May 2013: Myland Development Committee public meetings.
- 2013-14: All household survey for the Plan with related and other communications via the Mylander magazine and MCC website.

### **Post Initial Adoption Reviews and Surveys To-date**

Since the Plan was ‘made’ in 2016 there has been continuous attention to developments within the Plan Area against the Plans objectives and policies. A Neighbourhood Plan Working Group has existed throughout the period 2016 to date and is expected to continue.

- 2017-2021 Working Group annual reviews of policies against developments in Myland and Braiswick. These found a consistent high level of policies being followed and remaining relevant.
- Autumn 2020 on-line Health and Well-being Survey. This survey was carried out in recognition of the attention that needs to be given to health and well-being and to seek areas of community life that may require action on behalf of MCC. The survey results were again considered as input to the Plan Review.
- 2021 – 2022 articles in the Mylander magazine. These articles reminded residents of the role and importance of the Plan. They pre-warned and then advised residents on the upcoming all-household survey
- January – February 2022 all-households on-line or hardcopy survey. This was followed by publication of a summary of the survey results which found overwhelming support for the existing Plan objectives and policies.
- August—September 2022 Statutory Consultation on-line to households, prescribed and other appropriate organisations and representatives. Results supported the Plan, for example the Suffolk and North East Essex Integrated Care Board welcomed the degree of attention given to health and well-being. National Highways and CCC provided a number of helpful refinements to existing policies or rationale.
- The Plan Review period has also seen MCC declare 'A Climate Emergency', adopt a related policy document of environmental issues and develop and adopt a Myland and Braiswick Green Network document. The latter identifies existing, planned and possible recreational and natural green spaces and linkages.
- The Forward to this Plan refers to the Myland Design Statement (MDS). During the Plan Review process the original MDS recommendations were all reviewed for ongoing relevance and were found in most cases to remain pertinent and supporting of the Plan's policies.

The history of the Plan's scope as shown above evidences a continuous period of assessment and community and other consultation events since the creation of Myland Community (previously Parish) Council. The full list of consultation processes undertaken for the initial Plan and for this Review is repeated in the 'Consultation Statement' that accompanies the Plan Review Submission. The Consultation Statement also includes:

- February 2019 example of a Neighbourhood Plan Working Group Annual Review Report.
- The summary and full analysis of the January/February 2022 all-household survey results.
- A summary of the Statutory Consultation.

The Plan and this Review of it run alongside Colchester's Development Plan. The latter contains the Colchester Local Plan, (Section 1 adopted in February 2021 and Section 2 adopted in July 2022). The Development Plan also comprises the Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017). Neighbourhood Plans when adopted also form part of the Development Plan for Colchester.

## VISION AND OBJECTIVES

### Vision

Collectively the objectives provide a vision for the future:

**The neighbourhoods of Myland and Braiswick will continue to be desirable places to live. Quality of life will be supported by suitable housing, the necessary education provision and local employment opportunities. Health and well-being will be gained through access to social amenity including sport and leisure, green open space, a network of public rights of way and community venues. Ours will be a cohesive community that enjoys the benefits flowing from connectivity across neighbourhood areas.**

### Objectives

The responses to surveys recently carried out provide sound evidence to support the continued applicability of the original objectives.

**Housing** growth will provide a mix of high quality, well-designed dwellings that meet the different needs across the community.

**Education** provision for all ages and requirements will be in-step with housing growth.

Local **employment** opportunities will be created to support housing growth, minimise related travel burdens and boost the local economy.

High-speed broadband will be encouraged as a standard infrastructure feature in all new business and housing developments.

Sensitive development design will help to meet the challenge of climate change and protect and enhance the natural and historic **environment**.

**Social amenity** will be provided by developments that bring facilities and services to support social cohesion, health and well-being and sense of place.

Housing growth will be matched by health and well-being opportunities through **sport and leisure** provision including the protection and provision of open space.

Developments will be supported by **transport** strategies that provide effective and environmentally friendly travel solutions.

To bring together across the **Public Realm** the themes within this Plan that achieve the Vision that Myland and Braiswick will be desirable places to live with quality of life supported by health and wellbeing across cohesive communities.

# **OBJECTIVES And POLICIES**

## 1. HOUSING Objective

Our objective for housing is that growth will provide a mix of high-quality, well-designed dwellings that meet the different needs across the community.

### Policies

The following policies are applied:

HOU1 – Housing in Myland and Braiswick will have a variety of choices, design and living styles that meet the needs of residents, including forms of sheltered housing for the elderly. There will be respect for the scale and character of the existing street scenes and environment by the sympathetic use of appropriate brick and tile construction such that they blend with the existing design and skyline. This includes the use of predominantly pitched roofs, sufficient off-street parking, and housing extensions that are also sympathetic to the surrounding street scene and design materials. Developers should achieve the highest quality of design commensurate with current national and local design guidance. This is to address the challenge of climate change and improve sustainability by, for example, electric charging points and alternative fuel sources such as air-source heat pumps that do not unacceptably impact on existing neighbouring residents. Similarly, extensions to existing properties should enhance and be sympathetic to the character of surrounding properties.

HOU2 – New housing will need to respect the setting of any nearby local heritage assets, designated and otherwise, including, but not restricted to:

- Grade II listed Administration Block, Severalls Hospital
- Grade II listed park and gardens, Severalls Hospital
- Grade II listed Braiswick Farm House, Braiswick Lane, Myland
- Braiswick Farmouse, Braiswick
- Church Farm House, Myland
- War memorials, Nayland Road and Severalls
- Myland Primary School, Mill Road
- Churches, Mile End Road, Mill Road and Nayland Road

This to include excavated sites for the preservation of artifacts.

HOU3 – Sites for housing proposals in Braiswick should be comprehensively planned as set in Colchester Local Plan Policy NC3 to respect the scale and character of the existing street scenes and environment, and should protect existing public open spaces and bowling green.

### Rationale and Evidence

The main housing development programmes in Myland and Braiswick are encompassed by the CCC Local Plan. Planning permission exists on identified development sites. This Plan does not therefore seek to promote further significant housing development.

MCC's 2013-14 all-households survey found that a clear majority of residents (63%) had no current intention to move. There is no indication from house sales or anecdotal comment that this has

changed. It remains a reasonable conclusion therefore to identify a need for housing that meets peoples' changing circumstances whether that means expansion or down-sizing.

Indeed, this aligns with NPPF Paragraph 8 b) Social Objective which is there to “support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations...”. Further support stemmed from *Colchester Local Plan, Housing Diversity, paragraph 7.48* which stated that “Colchester is expected to record a 60.6% increase in its population of those age 65 and over”.

The January/February 2022 all-dwelling survey results for this Plan Review identified that residents overwhelmingly regard it as important housing design meets the challenge of climate change and environmental concerns.



The design of developments, e.g., street scenes, variation of house styles and association of green spaces such as at Chesterwell and Kingswood Heath are being well received.

Outline planning documents for the Northern Gateway residential housing areas are also promising. Chesterwell provides some dwellings for those needing easier access and the Northern Gateway will provide up to 300 older people's homes within a Healthcare Campus and a 75-bed Care Home plus another 350 residential dwellings. This reflects the recommendation at page 21 of the MDS concerning provision of 'sheltered housing'. Kingswood Heath (Severalls) has a number of retained buildings and features. The Administration building and some other dwellings, the 'airing rooms', the park features and the Hospital War Memorial are good examples. Chesterwell development does respect Braiswick Farmhouse. Other listed examples are currently safe. Climate change features are examined in all new applications by the MCC Planning and Highways Committee.

Our policy HOU1 includes the need to “respect the scale and character of the existing street scene and environment”. The possibility of small development pockets in Braiswick (see Colchester Local Plan Policy NC3) was intended by CCC to be subject to an overarching development plan for Braiswick. Part of this area has received planning permission in isolation through appeal. It is even more important therefore that the remaining part of the allocation in the Colchester Local Plan should be considered collectively. Access to and between those sites should not be subject to 'breaking through' of the existing street scene or environment. This is to ensure that any developments of the remaining part of

the allocation are of a design, density and character befitting the surrounding neighbourhood and its infrastructure. The Plan policies encapsulate the recommendations made at pages 14, 15 and 17 of the Myland Design Statement (MDS) as shown at Appendix A of this Plan.

### **Relevant Colchester Local Plan Housing Policies and Guidance**

DM10 – Housing Diversity - “The Local Planning Authority will seek 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...”

NC3 – North Colchester – Land at Braiswick: “...development will be supported within the area on land identified on the policies map, which must be comprehensively planned...”

## 2. EDUCATION

### Objective

Our objective is that education will be in-step with housing growth.

### Policies

Local education provision across the spectrum of needs is recognised as key to quality of life and raises the following policy.

EDU1 – CCC as the Local Planning Authority will give due regard and support infrastructure requirements for, as a minimum, early years, primary and secondary education needs for Myland and Braiswick. Such needs, including provision of safe and accessible walking/cycling routes will be identified and confirmed at the time of development application.

### Rationale and Evidence

The on-going development of Myland and Braiswick brings a changing demographic with many more young families residing in the Plan Area bringing demands on all aspects of education.

The *Myland Parish Plan* expressed a vision for the future “that local children will not need to travel or be



driven across Colchester to go to school” and “There will be enough local school places for children from the same family to attend the same school”. It is clear from MCC’s January/February 2022 survey that this aspiration remains important to

families. Whilst all local primary schools are highly regarded, respondents are highly critical of the late provision of the Chesterwell Secondary School and have concerns over future proofing school places in the continuous development era. Ensuring that educational needs are met at the right location at the right time is key. MCC should continue to: engage with Education services on north Colchester future proofing; seek new community centres provision of nursery/adult education opportunities; review safe routes and school parking through its Planning & Highways Committee.

### Relevant Colchester Local Plan Education Policies and Guidance

CCC Policy DM3 Education Provision – “The Local Planning Authority will respond positively to appropriate and well-designed applications regarding the creation of new school and education facilities. As expressed in the NPPF, the Local Planning Authority will use a presumption in favour of the development of schools and educational uses. The Local Planning Authority will engage in pre-application discussions with promoters to develop a collaborative approach to suitable applications.”

NPPF Paragraph 95 states: “It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement ...”

### 3. EMPLOYMENT

#### Objective

Our objective for employment is that local opportunities will be created that support housing growth and minimise related travel burdens and boost the local economy.

#### Policies

EMP1 – The adjacent North Colchester Strategic Employment Zone effectively delivers the local employment opportunities to support housing growth in the area commensurate with Colchester Local Plan Policy NC1 – North Colchester and Severalls Strategic Economic, Area with supplementary additions to employment through local retail outlets in new developments.

EMP2 – The provision of a broad range of business unit sizes including appropriately sized workshops for start-up and grow-on businesses, office accommodation for short-term hire and business incubation units will be encouraged to facilitate new start-ups and help growing businesses to remain in north Colchester.

EMP3 – High-speed broadband will be encouraged as a standard infrastructure feature in all new business and housing developments to promote both formal and home working environments.

#### Rational and Evidence

It is recognised that employment and the opportunity to find local work feature strongly in people’s health and well-being and hence their quality of life. A feature that emerged during research for both the *Myland Design Statement* and the *Myland Parish Plan*, and replicated in the original Plan survey was a requirement to help reduce commuter travel need and time and to boost local business enterprise. The January/February 2022 survey respondents clearly see it as important that local employment opportunities are created alongside housing development. They are seen as coming through retail and leisure provision plus provision of business/office units which will enable start-up and grow-on business opportunities. The Northern Gateway developments are cited as opportunity providers. There is considerable crossover with responses under social amenity. Good transport links are required. The Plan policies reflect recommendations made at page 27 of the MDS (see Appendix A).

Developments at Chesterwell and Kingswood Heath bring employment in retail and education and the Northern Gateway development areas will bring a range of opportunities in retail, entertainment and small business sites. Business unit accommodation provision exists in Chesterwell, Kingswood Heath and Northern Gateway sites.

#### Relevant Colchester Local Plan Employment Policies

CCC Policy NC1: “North Colchester and Severalls Strategic Economic Area states, “All land and premises within the ... Area, including the areas known as the Northern Gateway and the Severalls and Colchester Business Park will be safeguarded for the identified uses ... all proposes ...will be required to provide good public transport, pedestrian and cycle links ensuring good connectivity...” See also Social Amenity for details of Northern Gateway provision.

#### 4. ENVIRONMENT Objective

Our objective is that sensitive development design will help meet the challenge of climate change and protect and enhance the natural and historic environment.

##### Policies

The importance of these policies is reflected below.

ENV1 – Development design will maximise opportunities for the creation, restoration, enhancement, expansion and connectivity of green infrastructure within and between development sites. All major developments should seek to include elements of green infrastructure and ecological networks, such as but not limited to Sustainable Drainage Systems (SuDS), allotments, street trees, green roofs, recreational areas, areas of new and existing natural habitat, green corridors through the sites and waterbodies. Specific attention should be given to:

- The protection of mature trees, shrubs, historical hedgerows and important features that define the local landscape character, with such landscape and biodiversity enhancements designed into new developments.
- Specified areas of green space within the Chesterwell development will be delivered and will be provisioned as wildlife areas with effective connecting green corridors, such as native species woodland in sound attenuation areas, flower meadows and balancing lakes suitable to support aquatic related wildlife. This will be in accordance with the Colchester North Green Infrastructure Strategy and Ecological Design Scheme.
- The Severalls Phase 2 development will retain existing parkland features to a significant degree as shown in the masterplan and not result in harm to the character, appearance or significance of the registered park and garden.
- Now that Colchester Rugby Club has been relocated a significant proportion (not less than 4.5 hectares) of the current sports field will be retained as local green space in accordance with proposals agreed with CCC as part of the Northern Gateway stake holder consultation. MCC will seek to secure this key portion of the existing Mill Road sports field as designated local green space, in line with NPPF paragraphs 98 - 102, or as a ‘village green’.
- MCC and BRA will urge relevant bodies to set aside unused green space adjacent to the New Braiswick School for local green space in accordance with NPPF paragraphs 98 -102

ENV2 – In partnership with CCC and other relevant parties, MCC will explore the opportunity for the Fords Lane sports field and its extension, agreed as part of the Chesterwell development, to be reconfigured to provide recreational space adjacent to the proposed community centre.

ENV3 – Drainage for new developments should be based on the principles of sustainable drainage as outlined in the Essex County Council SuDS Guide. Wherever possible this should be designed using the ‘above ground’ drainage features to help ensure robust treatment to improve quality of water entering into local water bodies. The system should also promote wildlife habitats and green and blue corridors running through new development.

ENV4 – Highwoods Country Park is a valuable and important asset. Planning applications must ensure the protection and enhancement of the Park’s diverse biodiversity habitats.

ENV5 – The Myland and Braiswick Green Network adopted by MCC in 2021 will be protected to avoid unjustified loss of the identified green spaces and maintain connectivity between those green spaces and where possible seek further enhancements to the Network through development opportunities. See Appendix D for supporting narrative and template map.

ENV6— Development proposals that make a positive contribution towards protecting and improving the local environment and biodiversity within the Plan area and in all of its activities will be supported in principle, for example hedgerow retention and associated biodiversity buffer zones to act as green corridors, the planting of insect and bird attracting plants and shrubs.

### Rationale and Evidence

These policies are fully compatible with and capture MDS recommendations at page 23 of that document, see Appendix A. The local environment in respect of green open space and natural features registered strongly in all community engagement exercises in regard to what residents’ value most about Myland and Braiswick. In particular, High Woods Country Park is highly regarded. This has continued with the MCC 2020 Health and Well-Being Survey and the 2022 all-household Plan survey. It is widely acknowledged that the value of green space has risen significantly across the national population due



to Covid 19. The *Myland Design Statement* already stated “...

important features that define the local landscape character should be protected” and the *Myland Parish Plan* vision was that “development on protected or unallocated green spaces will have been kept to a minimum with

the retention of existing hedges, mature trees, footpaths and bridleways. Natural green areas will be provided as a refuge for wildlife.”

Inevitably urbanisation through the release of land has brought with it significant loss of green open space together with its integral wildlife habitats. Similarly registered park land at Severalls is severely diminished. Efforts to contain the loss of such key assets and to see the provision of adequate green space featured strongly in the original Plan survey. Over 90% of respondents agreed or strongly agreed on the need for provision of green space (97%), the protection of historic and natural features (94%) and the protection of varied local wildlife (93%).

Important documents at that time endorsed these requirements. Page 28 of Colchester’s *Local Plan Sustainability Appraisal Scoping Report* clearly stated “All future developments will need to take account of current cultural and heritage assets as well as continuing to protect and enhance them. One key consideration will be the preservation of countryside areas and strategic green gaps between them.” This was not just a local requirement. Page 2 of the document *Planning for a healthy environment – good practice guide for green infrastructure and biodiversity. July 2012* more robustly claimed, “Maintaining

and restoring the natural environment will play a fundamental role in sustaining our collective future”. We may say that recent international conferences on climate change reinforce that statement. MCC has now adopted a policy document on environmental issues and declared ‘A Climate Emergency’. New Policy ENV6 above reflects the aims set out in that document.

As well as the loss of habitat referred to above, increased development can lead to a change in the natural drainage of a site. If not carefully managed this can lead to increased flood risk both within the area and further downstream. The inclusion of sustainable drainage systems as part of new development can help to minimise the run-off from a new site as well as improve water quality. The use of above ground drainage features such as swales, retention ponds, bio-retention areas and wetland areas help to ensure that areas of green and blue space are maintained within the development.

For the reason stated above a *Myland and Braiswick Green Network* has been compiled, documented and adopted by MCC. **This is shown in full at Appendix D.** It contains existing and planned recreational and natural green spaces, hedgerow retention, green and other connection routes including connections to greenspaces and corridors outside the Plan Area, including identifying where the Colchester Orbital Route crosses the Plan Area, hence the new policy ENV5. It forms a template against which existing and proposed elements can be reviewed. The Network is in harmony with the NPPF Section 15 Conserving and Enhancing the Natural Environment. Paragraphs 174 (a), (b) and (d) apply as do habitat and biodiversity protection paragraph 179 (a) and (b) and paragraph 180 (a), (c) and (d).

Mile End Recreation Ground at Fords Lane and Mill Road Recreation Ground are protected by the Fields in Trust—Queen Elizabeth II Playing Fields which champion and support our parks and green spaces by protecting them for people to enjoy in perpetuity.

### **Relevant Colchester Local Plan Environment Policies**

Policy ENV1: Environment. “The Local Planning Authority will conserve and enhance Colchester’s natural and historic environment, countryside and coastline. The Local Planning Authority will safeguard the Borough’s biodiversity, geology, history and archaeology which help define the landscape character of the Borough, through the protection and enhancement of sites of international, national, regional and local importance.”

Policy ENV3: Green Infrastructure. “The Local Planning Authority will aim to protect, enhance and deliver a comprehensive green infrastructure network comprising strategic green links between rural hinterlands, urban Colchester, river corridors and open spaces across the Borough...”

The Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS) applies to the plan area Policy ENV1, particularly Part B, of the Colchester Local Plan applies. Attention is drawn to the development plan requirements which indicate a need for residential development within the zone of influence of habitats sites to make a financial contribution towards mitigation measures, as detailed in the Essex Coast RAMS 2018-2038, and adopted Supplementary Planning Document, to avoid the adverse in-combination effects of increased recreational disturbance to the Essex coast habitats sites.

## 5. SOCIAL AMENITY Objective

Our objective is that social amenity will be provided by developments that bring facilities and services to support social cohesion, health and well-being and sense of place.

### Policies

Given the above and other recognised guidance/standard references to the importance of social amenity to sustainable communities it is essential that the following policies are applied so that new developments deliver usable and accessible community facilities to support local residents.

SAM1 – MCC and BRA will actively work with CCC and developers to ensure delivery as planned for the agreed community centres and services on the Chesterwell, Severalls Phase 2 and Northern Gateway developments: and actively encourage the provision of further community facilities, in addition to those community centres, by working with developers and CCC as development (whether new or already planned) continues. This includes, but is not limited to:

- Post Office and/or Bank
- Local Market
- Coffee Shop (s)
- Activity Venues
- Library Facilities
- GP Surgeries and other healthcare services

SAM2— Opportunities will be taken in relation to land use proposals to identify suitable sites for the installation of electric vehicle charging points available to the public.

### Rationale and Evidence

Survey respondents in 2013-14 and again in 2022 are very clear that it is important for developments to bring facilities and services to support social cohesion, health and well-being and sense of place. MCC will support the suitable and sustainable provision of healthcare services across the NP Area. Key to these is the provision of dedicated Community Centres. In this context, ‘dedicated’ means buildings and facilities that are primarily designated for the use of the community as a whole. While shared services, such as the availability of school facilities at certain times, are useful as a supplement to dedicated community centres—and MCC will always seek to encourage this approach—they are by no means a substitute for them. Added to those listed above are convenience stores, pub/wine bar, dentist. Residents are seeking a “different local shopping experience” e.g., dentist, community centres, coffee shops, post offices, local markets. Such needs are identified in the MDS recommendations at pages 21 and 27 at Appendix A.

Related liaison dialogues between MCC and developers have been in place for a number of years and continue to seek such provision as developments mature. All the SAM1 Policy list are included in the dialogues, some as recently as Feb '22. Kingswood Heath (Severalls) Community Centre has reached its trigger point but Chesterwell’s has not. A community facility at the old rugby ground has been approved

on behalf of Highwoods Ward. Retail units such as convenience stores will exist at Chesterwell and Kingswood Heath neighbourhood hubs. The Northern Gateway developments will provide further opportunities. MCC will liaise formally on all community centre provision and operation. MCC now has a health and well-being working group and a Lead Councillor to liaise with health officials. There is also engagement with residents via events with support services. MCC's Lead Cllr, Committee and Working Group structure address the above.

### Relevant Colchester Local Plan Social Amenity Policies

Policy DM2: Community Facilities – “New developments will be required to provide or contribute towards the provision of community facilities including education, to meet the needs of new and expanded communities and mitigate impacts on existing communities, which will be secured by Section 106 contributions or CIL/equivalent infrastructure levy.

Policy DM15: Design and Amenity – “All development, including new build, extensions alterations, must be designed to a high standard, positively respond to its context, achieve good standards of amenity, and demonstrate social, economic and environmental sustainability.”



## 6. SPORT AND LEISURE Objective

Our objective in this area is that housing growth will be matched by health and well-being opportunities through sport and leisure provision.

### Policies

The following policies are focused more specifically on access to sport and leisure and should be seen as complementary to other policies with a health and well-being focus.

SPL1 – In harmony with active lifestyles afforded by greenspace provision MCC and BRA will encourage developers and CBC to enable the provision of sport and leisure facilities, as far as possible on the Chesterwell, Severalls Phase 2 and Northern Gateway developments.

SPL2 – As amenities that facilitate both sustainable transport and bringing benefit to health and wellbeing, Myland and Braiswick footpaths and Public Rights of Way will be maintained and protected (if necessary by authorised diversion) and new rights of way, including bridleways, encouraged commensurate with the Essex Public Rights of Way Improvement Plan. This will include Public Rights of Way for vulnerable users.

SPL3 – CCC and developers will liaise with MCC and BRA, local sports clubs and societies as key stakeholders in determining sport provision in north Colchester in harmony with the most up to date CCC Sports Strategy and Action Plan available.

### Rational and Evidence

Similar to the loss of green open space at ‘Environment’ above, Myland and Braiswick have seen major loss of sports associated leisure venues, e.g. Flakt Woods (when at Braiswick), Severalls, Turner Village and Royal London are all sites that offered a arrange of sports and linked social activities, not only to their employees but also the wider local community.

Survey respondents in 2013-14 and again in 2022 are clear that it is important that housing growth is matched by opportunities for sport and leisure. Residents very clearly welcome the new Northern



Gateway Rugby Club and sports facilities and other opportunities that are forthcoming. The Braiswick Bowling Green at Keepers Green is a valuable leisure/health and wellbeing asset. A high number also seek sports gyms in public open spaces and access to a

swimming pool. A wide range of other sports and recreation items received a mention. The Plan policies are inn harmony with the MDS recommendation, page 25, “New developments in Myland should incorporate accessible, varied sport and leisure facilities for residents”.

The 'Turnstone' element of the Northern Gateway development will provide a range of leisure facilities, such as a cinema, bowling alley, restaurant and hotel close to the Colchester United Stadium. Close by is the David Lloyd club and the new rugby and sports centre is open nearby. The secondary school to be provided at Chesterwell will also offer sports facilities to the public. The Myland and Braiswick Green Network will also have a role in 'casual leisure'. MCC should:

- feed survey data into the CCC Sports Strategy and Action Plan or its successor.
- Examine the 'wish-list' to identify possible solutions that MCC might itself supply, e.g., external table tennis, hopper bus service to swimming venues.

### Relevant Colchester Local Plan Sport and Leisure Policies

CCC is seeking to protect, enhance and deliver new sports and leisure facilities, see Policy DM4.

Policy DM4: Sports Provision – “Colchester City Council with work with sports providers across the Borough to protect, enhance and deliver new sports and leisure facilities to encourage active lifestyles and to increase participation in formal and informal recreation.”



## 7. TRANSPORT Objective

Our overall objective is that developments will be supported by road and transport strategies that provide effective and environmentally friendly travel solutions.

### Policies

MCC and BRA will promote policies that encourage a more sustainable choice of travel options.

RAT1 – Ongoing development in north Colchester will provide an effective and integrated transport solution by considering the following:

- Maximising opportunities to walk and cycle and in doing so take account of cycle infrastructure design guidance LTN 1/20 or other subsequent guidelines.
- Footpaths should be interconnected and well-lit as should cycle paths where dead-ends should be avoided.
- Maximising the use of the Park and Ride service.
- Promoting the Essex Car Share Scheme.
- Ensuring developments are provided with secure, sheltered bicycle storage.
- Ensuring multi-use routes are provided between popular destinations, such as community facilities.
  - New developments will take into account the recommendations of Sustrans and Town and Country Planning Association, as well as other recognised design documents, thus enabling the integration of north Colchester through walking and cycling and multi-use routes between and within neighbourhoods.
- Ensuring public transport (bus) routes are to popular destinations and where appropriate integrate effectively with other providers, such as, railway services. And are frequent, reliable and clean.
- Bus stops to be provided with shelters with seating and ‘real-time’ service information.

RAT2 – Ongoing development of north Colchester will ensure all dwellings have sufficient off-street parking space commensurate with property size and adopted policies.

RAT3 – MCC and BRA will pursue with partners the provision of a multi-use bridge across the A12 to reestablish connection from Footpath 39 to the Essex Way and other footpath networks and neighbouring settlements.

### Rationale and Evidence

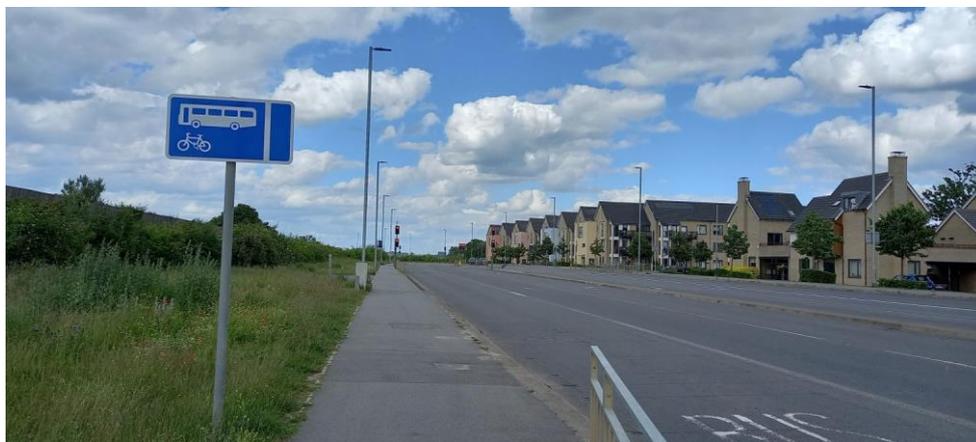
The Plan policies reflect recommendations at page 19 of the MDS (see Appendix A) with the exception of the first bullet point that is now contrary to the ambitions of ‘modal shift’ as defined by CCC in respect of car usage (reaffirmed by the Inspector in 2022 with regard to the use of Bartholomew Court for part of the Chesterwell development), and the second bullet point that does not comply with cycle infrastructure guidance LTN 1/20 .

An adequate and effective transport infrastructure is an absolute necessity for any community. Traffic volumes, congestion and on-street parking have consistently been of major concern to Myland and Braiswick residents. Inevitably, the current and proposed developments within the Plan Area will bring

increasing traffic volumes. The Plan original survey revealed main concerns as being traffic volume (82%), traffic congestion (80%) and on street parking (74%). Other concerns ranged from danger to pedestrians, traffic speed and air quality.

The January/February 2022 survey confirms respondents are very clear that it is important that developments are supported by transport strategies that provide effective and environmentally friendly travel solutions. The importance to respondents that there should be an overall reduction in car use and a shift to public transport, cycling and walking is clearly evident.

Whilst MCC and BRA acknowledge that the Plan can only have limited effect with respect to overall transport policy, the MCC Planning and Highways Committee constantly takes the opportunity to input to consultations and strategies concerning transport options and improvements. Myland and Braiswick, and all the villages north of Colchester are separated from the rest of the Borough by the physical barrier presented by the mainline railway. The road network is focused towards North Station, a congestion hotspot.



Whilst the completion of the Approach Road network, the connection to the A12 and Park and Ride might be regarded as factors in mitigation there remains considerable development within the Plan Area and associated traffic levels will

need to be sustainable. Public transport will need to be affordable, more frequent/regular services with reliable and accessible up-to-date information. See page 25 of the MDS.

The funding of community bus services is being actively pursued by MCC as is the provision of cycling and walking route mapping. Off-street parking is addressed by the MCC Planning and Highways Committee. The A12 crossing aspiration remains in the Colchester Local Plan and this Neighbourhood Plan. It features too in the Myland and Braiswick Green Network. MCC will need to engage with Essex Highways on more closely working together including how MCC might take more direct action on local matters.

### **Relevant Colchester Local Plan Roads and Transport Policies**

Policy DM20: Promoting Sustainable Transport and Changing Travel Behaviour – “The Local Planning Authority will work with developers and other partners to increase modal shift towards sustainable modes by improving accessibility of development through the promotion of walking and cycling as an integral part of development, and by further improving public transport...”

Policy DM21: SUSTAINABLE Access to Development—“All new developments should seek to enhance accessibility for sustainable modes of transport...in a manner which maintains the right and safe passage of all highway users.”

Policy DM22: Parking— “The amount of car parking to be provided in association with new residential development will be assessed using the most recent local Parking Standards.”

## 8. THE PUBLIC REALM

### Objective

In the original Plan this subject was additional to those covered in the all-household survey and did not carry an objective. A proposed objective now reads:

To bring together the themes within this Plan to achieve the Plan Vision that Myland and Braiswick will be desirable places to live with quality of life supported by health and well-being across cohesive communities.

### Policies

DPR1 – Developments will aim to attain the highest quality and design standards and where appropriate encourage the use of relevant national standards by developers in order to achieve the highest possible levels of overall sustainability in the design and layout of new developments.

### Rational and Evidence

It is important that the community can be integrated through access to amenities and venues and connectivity can be achieved through road and multi-use routes that provide leisure destinations. This suggests that developments will need to embrace the concept of ‘life-time neighbourhoods. These are described as neighbourhoods that provide all residents with the best possible chance of health, well-being and social inclusion, particularly as they grow older. This would require an accessible and pleasant built environment...”

Similarly, a ‘*Building for Life*’ industry standard, endorsed by Government constructs sustainable development around: Integration into the neighbourhood (connections/facilities/services/public transport/meeting local housing requirement); Creating a place (character/working with the site and its context/creating well-defined streets and spaces/easy to find your way round); and Street & Home (streets for all/car parking/public and private spaces/external storage/amenity space).

This Plan’s review suggest that this objective is being achieved through the policies set across the board and that the aspiration for quality of life for residents at the heart of this Plan remains on course.

Myland and Braiswick will be recognised as welcoming and attractive places to live by residents, visitors and those passing through.



**MYLAND DESIGN STATEMENT RECOMMENDATIONS**

## Page 14 Building Styles and Designs

- The 'Mid' period neighbourhoods are the most desirable, offering a variety of property types and styles with adequate green space and parking. New developments should make every effort to recreate this environment.
- The predominant style for houses and flats in Myland and Braiswick is to have pitched roofs. New developments should only include flat roofs where they are in context with surrounding areas.

## Page 15 Sites of Special Interest

- New developments should blend with the existing skyline. There should be no exceptionally high buildings that are likely to dominate the area.
- All new properties must have appropriate off-road parking and/or garages of adequate dimensions (Refer to Essex County Council Parking Standards).. Every opportunity must be taken to avoid the visual appearance of the area as a linear car-park.
- Extensions to existing properties must enhance and be sympathetic to the character of the surrounding properties.
- New developments should be sympathetic in scale, mass and character to the surrounding buildings.
- Mile End Village and the crescent of villas in Turner Village should be considered for designation as Areas of Special Interest. There is nowhere else like Mile End Village in the Borough and it has important features—the housing mix, the three churches, especially St Michaels, Myland Primary School, the Dog and Pheasant, the local shops and the fact that everywhere is walkable are important social and focal points. Development should take care not to affect the character of these areas.

## Page 17 Materials

- Properties throughout Myland overwhelmingly use brick and tile construction. New developments should be empathetic to this, for example using brick/gault or render for walls and plain clay or slate tiles for roofs. The use of high maintenance wood cladding and coloured plastic wall panels should be avoided.
- The introduction of environmentally friendly and carbon-footprint reduction initiatives should be sympathetic to the general design and characteristics of the area. They must not impact on existing residents.
- While always striving to create an improvement to the Myland street scene, materials should be chosen to blend, as far as possible, with existing buildings and immediate neighbours in order to maintain both harmony and diversity of styles.

Page 19 Roads, Pavements and Footpaths

- Transport policies should promote easy and direct access around Myland by car, cycle, foot or public transport. All modes should be considered of equal importance. This recommendation is now contrary to the ambitions of modal shift as defined by CCC in respect of car usage.
- Shared space (pedestrians, cyclists and motor traffic) should be provided within developments where safe and appropriate. This recommendation does not comply with cycle infrastructure guidance LTN 1/20.
- Footpaths providing access should be interconnected, hard-surfaced and well lit.
- Some green footpaths (grass surface) should be provided for exercise and leisure walking.
- Cycle-paths should separate from footpaths and should continue across road junctions. Dead end cycle-paths should be avoided.

Page 21 Community Facilities

- New developments should deliver usable and accessible community facilities to support local needs. Even where community facilities cannot be initially provided, space should be set aside so they can be developed at a later date.
- Bus stops should have shelters and seating for waiting passengers.
- Sheltered housing for the elderly should be integrated with any new property development in order to achieve a good demographic mix.

Page 23 Open Space and the Environment

- Mature trees, shrubs and historical hedgerows (or important features that define the local landscape character) should be protected as an integral part of new developments.
- Additional trees should be planted whenever the opportunity exists.
- Light maintenance planting should be carried out wherever feasible to 'soften' the ambience of recent developments.
- Landscape and biodiversity enhancements should be designed into new development proposals to complement existing landscape character and to provide new habitats for wildlife.

Page 25 Sport and Recreation

- CCC should support the need for a footbridge over the A12 linking footpath No. 39 to the Essex Way, the Dedham to Harwich section which is part of European Footpath E2 from Galway to Nice. The bridge is currently high on Essex County Council's priority list, ranking second overall for footpaths affected by the A12.
- New developments in Myland should incorporate accessible, varied sport and leisure facilities for residents.

Page 27 Business, Commerce and Employment

- Every opportunity should be taken to promote the introduction and support the use of shops, particularly in the north of the Parish. Local retail facilities should be a feature of all new develop-
- Planning regulations should promote the integration of small (non-intrusive) commercial ventures within residential areas.
- The growth of unstructured employment should be encouraged by the provision of flexible, sustainable environments, for example: small workshops, office accommodation for short-term (hourly) hire and business incubator units.

**CONSIDERATION OF COLCHESTER LOCAL PLAN POLICIES.**

The Colchester Local Plan reference to Neighbourhood Plans prescribes a number of policies within the Local Plan that neighbourhood plans should comply with. These are listed below with others and with a brief explanation of how this Neighbourhood Plan complies where appropriate.

SP1 – Presumption in Favour of Sustainable Development – This is a core theme of the National Planning Policy Framework and as such is integral to the developments underway and planned within Myland and Braiswick.

SP2 – Spatial Strategy for north Essex - All developments within the Borough come under this strategy.

SP3 – Meeting Housing Needs – See Myland & Braiswick Neighbourhood Plan (the Plan) policies HOU1, HOU2 and HOU3.

SP4 – Providing for Employment and Retail – See the Plan policies EMP1, EMP2 and EMP3.

SP5 – Infrastructure and Connectivity – This lays at the core of the collective Plan policies and the MCC committee and working group structure as well the concerns of BRA.

SP6 – Place Shaping Principles – This lays at the core of the collective Plan policies and the MCC committee and working group structure as well the concerns of BRA.

SP7, SP8 & SP9 – Development and Delivery of New Garden Communities in north Essex – Tendring/ Colchester Borders Garden Community – Colchester/Braintree Borders Garden Community. These CBC policies do not directly impact the Plan.

SG1 – Colchester Spatial Strategy – See SP2 above.

SG2 – Housing Delivery – see SP3 above.

SG3 – Economic Growth Provision – see SP4 above.

SG4 – Local Economic Areas – see the Plan policy EMP1.

SG5 – Centre Hierarchy –

SG6/SG6a – Town Centre Uses/Local Centres – see SP5/SP6 above.

SG7 – Infrastructure Delivery and Impact Mitigation – see SP5/SP6 above.

SG8 – Neighbourhood Plans – see this Plan.

ENV1 – Environment – see the Plan policies ENV1 to ENV5.

ENV2 – Coastal Areas – does not impact on the Plan.

ENV3 – Green Infrastructure – see the Plan policies ENV1 to ENV5 and the Myland and Braiswick Green Network.

ENV4 – Dedham Vale Area of Outstanding Natural Beauty – does not impact on the Plan.

ENV5 – Pollution and Contaminated Land – see SP2 above.

PP1 Generic Infrastructure and Mitigation Requirements – see SP2 above.

CC1—Climate Change—see ENV6 above.

DM1—Health and Well Being—see Plan policies under Environment, Social Amenity and Sport and Leisure.

DM2—Community Facilities—see Plan policies under Social Amenity.

DM4—Sports Provision—see Plan policies under Sport and Recreation.

NEIGHBOURHOOD PLAN AREA



# A GREEN NETWORK FOR MYLAND & BRAISWICK and BEYOND



## A NATURAL GREEN NETWORK FOR MYLAND & BRAISWICK and BEYOND

### Introduction

Recently there has been an increased focus on the importance of the natural environment, wildlife habitats and biodiversity. The benefits are seen as important, some would say vital, to both wildlife in conservation terms and to us humans for our health and well-being. This focus has now emerged at UK Government level in the *White Paper Planning for the Future* and its *25 Year Environment Plan* which includes the concept of 'Nature Recovery Networks'.

Britain is reportedly the worst of the G7 nations for protecting flora and fauna. It is reported that 40% of species have declined in Britain in the past 50 years with a 95% loss of wildflower meadows since the 1940's.

We might say that if Government now recognises that action is needed to protect natural habitats then something will happen to improve the situation. However the White Paper referred to above is also determined to make it a lot easier for developers to gain planning permission and build many more houses quicker.

Waiting for Government action to protect natural green space while there is a real threat that more land will be built upon suggests that local action needs to be taken now if we wish to **protect what is left of Myland and Braiswick green spaces.**

### Proposals

In outline the proposals are:

- 1) A Natural Green Network should embrace Myland and Braiswick as the latter is a close neighbour and partner in the Neighbourhood Plan.
- 2) All green space is a habitat of some sort and all existing green spaces should be identified that could contribute to the Network.
- 3) The Network should identify green links with the rural hinterland and neighbouring settlements so that green space corridors between settlements can be identified and protected.
- 4) Once identified the Network should be embedded into the Neighbourhood Plan with suitable policies for protection and enhancement.

### Benefits

The term 'network' implies connections and this is at the heart of the proposals for communities and wildlife. The benefits are:

- 1) Communities will have green links to green spaces that are proven to have major benefits towards our health and well-being.
- 2) Wildlife whether flowers or animals need and will have access to natural space and corridor habitats for living, feeding and, breeding.
- 3) Green corridors between settlements protects them from merging into a single urban sprawl and they enable communities to explore green environments and allows wildlife space to flourish.
- 4) The network enables Myland Access Group to deliver access to green spaces.

### Identifying Natural Green Spaces

We can identify existing and planned green spaces that should feature in the Network. This is done below by starting with the current and imminent major developments followed by Braiswick and 'other areas'.

#### Chesterwell

The Chesterwell development has its own Green Infrastructure Strategy produced by ecologists when the site was first planned. The Main features are three 'parks'; Chesterwell Park will be between the retained Chesterwell



Wood and the A12. It will extend westerly to north of the Golf Club and easterly with water features; Western Parkland will run north to south at the edge of the Golf Course (see cover picture of existing view); Valley Park will be a feature at the south of the site using existing woodland and scrub areas. Throughout the site existing hedgerows will be retained with an added biodiversity strip for wildlife foraging and movement and to act as green connecting corridors.

Indigenous tree species, water features and areas of 'wilding' or 'wild flowering' will also exist. A currently farmed field is to be added to Fords Lane sports field and a community garden will feature close by.

Severalls (Kingswood Heath)

The Severalls development has a landscape master-plan that addresses the ecological management required to protect flora and fauna on the site. A dedicated site has been set aside and conditions and habitat features created to support species moved to it, e.g. rare fungi, the common lizard (as shown) and other wildlife. Roosting and hibernation features have been installed for the protected bat population. Severalls was (is?) a registered parkland. There will be no net loss of woodland areas and there will be tree-lined links between these and other habitats areas. A key portion of woodland will border the important Tower Lane green, hedge-rowed public right of way.



The Northern Gateway

This development will include a four hectare community green space which it is planned will be designed to contain elements to encourage wildlife, such as wildflower areas and appropriate trees. In addition to this a woodland area will be provided with associated species rich meadow planting. Existing hedgerows will be retained and have an associated 10m 'wildlife enhancement zone'. Within the northern boundary of the site lays Salary Brook, a direct feed into the extremely important Salary Brook local wildlife site to the east of Colchester. This will have an enhanced area of wet/dry ditches feeding and mirroring the Brooks seasonal condition. Similar wet/dry seasonal water features will exist across the site.

Braiswick

Braiswick is under pressure to take patches of development. St Botolphs Farm has received planning permission after appeal and two others are in Colchester Boroughs emerging Local Plan. In the case of St Botolphs Farm it is hoped consideration could be given to seeking a permissive green route at the edge of the development to link with Chesterwell Park to the north via the western edge of the Golf Course (which in itself could be regarded as a useful green space for wildlife). This would provide a green corridor to West House Wood to the south which itself has natural open space further south. A permissive route into this land could also be sought.



Other Important Areas

High Woods Country Park and Cymbeline Meadows: These are existing Local Wildlife Sites and both have multi habitat types, lay partly within or close to the NP Area boundary. There is good access to those habitats. They are an increasingly important site for visitors wherever they come from to enjoy wildlife, open space, a taste of countryside and a boost to their health and well-being. The threat to them is becoming isolated 'natural zoos' without links to hinterland countryside or green corridors.



Tower Lane: This public right of way is an important link. It is currently a 'green path' in that it has a natural base and it has hedgerows either side forming a green corridor, albeit not as wide as it could have been if Myland Council's request for it to be broadened had been agreed. It is an important route because it almost links straight into the northern boundary of High Woods Country Park and going north via Severalls woodland features and Boxted Road it links to Chesterwell green paths and on to the park features referred to above.

Land adjacent to Oxley Parker Drive: This is an area of public open green space that is currently under threat from development. It could serve as an important green stage between the Northern Gateway community green space referred to above and Tower Lane as this connecting route will be provided as part of the Northern gateway development. The Oxley Parker space could be enhanced to attract wildlife species and continue to be an attraction to the community.



Fords Lane and Mill Road Recreation Grounds: Both these sites are spaces laid to grass for organised sports in the former and casual play in the latter. They are however, still important as green open spaces with abundant community access with bordering hedgerows and wildlife feeding grounds.

Allotments: We should not ignore allotments which by their nature attract wildlife for feeding and breeding. There are sites dotted around Myland with more to come.

Roadside Verges: There is increasing recognition of the role that roadside verges can play as strips of green corridor. There are cases of such habitats being the home of rare plant species, the foraging routes for small mammals,

butterflies, moths and bees. Even in urban surroundings verges can be made to be attractive and the providers of vital habitat if sown with an effective mix of wild flowers such as cornflower, red campion and oxeye daisies. The use of verges in this way has the potential to bring wildlife in to the heart of the community. This option is currently under examination by both Myland Council and its Ward Councilors.

**Residents Gardens:** Recognition should also be given to residential gardens, especially where features are included to attract wildlife, either via feeders or natural seeds and berries from plants and shrubs. Green corridors do exist in this way and some can be relatively wide where gardens are back to back, for example where Mile End Road backs on to Hugh Dickson Road and Bergholt Road. It is known that in this stretch there are regular occurrences of many bird, butterfly, moth and bee species. Dragonflies, bats and small mammals are not uncommon.

And Beyond?

Understandably the UK Government concept of 'Nature Recovery Networks' is starting with trials at five areas of national importance and integral to the trials is the identification of the means by which key sites retain sustainability through effective green corridors between them. This fundamental requirement is essential at local level too and is the reason behind any Myland and Braiswick Natural Green Network having access to the wider rural hinterland.



It is perfectly reasonable for settlements, whether villages or indeed urban parishes, to want a sense of identity, a sense of place, with an attractive buffer zone. It is also highly desirable for people to have access to natural environments through footpath networks to explore and 'stretch their legs'. For wildlife too expanses of open countryside offer wide choices of habitat, freedom to move, feed and breed. For this reason the Network needs to identify links from within the Neighbourhood Plan Area to green spaces to and between neighbouring settlements so that all settlement communities can benefit.

This will require Myland and Braiswick to have an understanding with settlements such as Lexden, West Bergholt, Great and Little Horkesley, Boxted and Langham so that policies can be constructed that protect effective green space habitats and access. The picture shown is a view from Footpath 39 north of the Golf Course

which is in Colchester Borough Council's emerging Local Plan as a location for a "green bridge" crossing the A12 to connect to the hinterland footpaths.

**Colchester Orbital**

Myland is pleased to have part of the Colchester Orbital route pass through the Parish. This 15 mile circular walk and cycle route round Colchester is now firmly embedded in the Borough Local Plan as an asset supporting health and wellbeing and is accessible at various points on this Network.

**Conclusion**

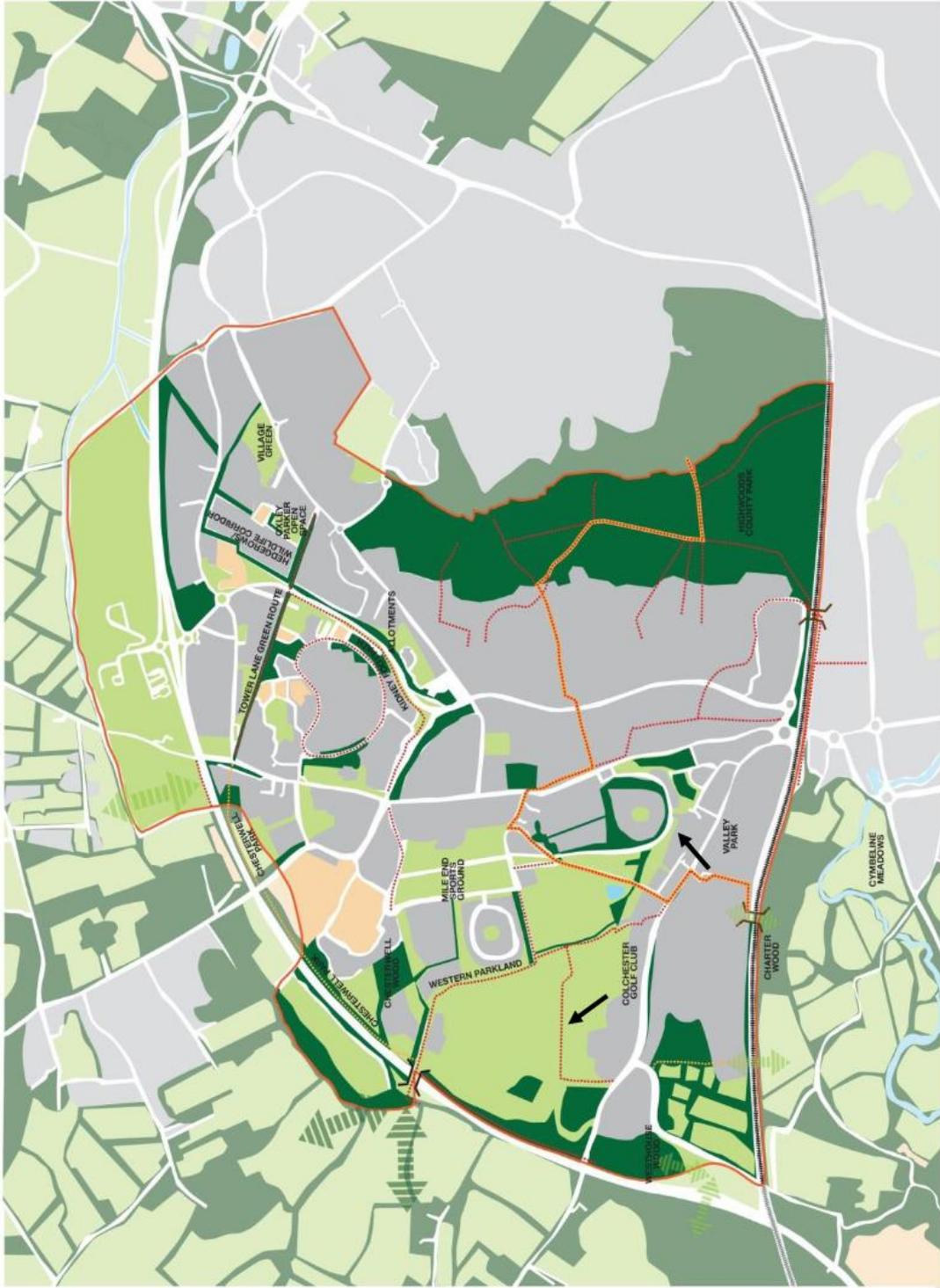
- There are green spaces, wildlife habitats and connecting paths of access across Myland and Braiswick.
- There are obvious links and there is scope to enlarge upon these.
- There are therefore sufficient grounds to say that a Natural Green Network exists but for it to thrive it must be protected and where possible enhanced.
- The Network should be defined as described above and in the overview on the next page.
- **The revised Myland and Braiswick Neighbourhood Plan should include policies to protect and enhance the defined network.**

*Notes to the following map.*

- *The Network is described as foreseen when proposed sites materialise, eg Chesterwell West Park, Valley Park, Mill Road Village Green etc.*
- *The Map as it stands will be used as a template to protect existing sites, monitor the provision of promised sites and seek opportunities to develop further sites/routes.*

**Myland Green Network & Infrastructure Map**

Material consideration of Natural and Recreational Sites supporting Wildlife Corridors in the neighbourhood plan area in 2022



- Fields/grassland
- Building work/aggregates
- Key Wildlife Habitat/Woods/Greenspaces
- Built up areas
- Routes for wildlife/Hedgerows
- Footpaths
- Aspirational Footpaths
- Colchester Orbital
- Bridge
- Tunnel
- Boundary line
- Wildlife Corridor
- Possible Wildlife Corridor

**About**

This map identifies the firm and planned green spaces that form the Myland & Braiswick Green Network and highlights what must be protected. Enhancements may follow.

**Credits**

Map design and illustration Sara Hayes, The Public Art Company  
 Content advised by Paul Howell, for Myland Community Council  
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ESTABLISHING A GREEN NETWORK TO PROTECT, NURTURE AND ENHANCE MEANS YOU “BELIEVE IN AND CARE ABOUT A WORLD THAT WILL BE THERE AFTER YOU ARE GONE. IT MEANS YOU HAVE THOUGHT ABOUT MORE THAN YOURSELF, AND THAT YOU CAN IMAGINE A FUTURE BEYOND YOUR OWN LIFESPAN, AND YOU CARE ABOUT THAT FUTURE”

*(‘English Pastoral—An Inheritance’, James Rebanks)*

**MYLAND AND BRAISWICK NEIGHBOURHOOD PLAN: 2016—2032**

**REVIEWED 2022-23**

**SUPPORTING COMMUNITY QUALITY OF LIFE**