

# **MYLAND AND BRAISWICK NEIGHBOURHOOD PLAN 2016 -2032**

**REVIEWED SPRING 2022**

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## **REVIEW OF MYLAND DESIGN STATEMENT**

**by the Neighbourhood Plan Group**

**As part of the review of the Myland and Braiswick Neighbourhood Plan 2016 -2032, the Neighbourhood Plan Group of Myland Community Council has reviewed the Myland Design Statement originally published in 2010.**

The Neighbourhood Plan Group has concluded that, with the exception of two of the original recommendations, which are described below, the Myland Design Statement continues fully to reflect the needs and aspirations of the local community as evidenced in the review of the Neighbourhood Plan.

**The Neighbourhood Plan Group therefore recommends to Myland Community Council that:**

- a) the first recommendation in section 5c “Roads, pavements and footpaths” (page 19) should be removed on the grounds that it has been superseded by Colchester Borough Council’s transport policy of modal shift, which Myland Community Council fully supports;**
- b) the second recommendation in section 5c “Roads, pavements and footpaths” (page 19) should be removed on the grounds that it does not comply with cycle infrastructure design guidance LTN 1/20; and**
- c) in all other respects, the Myland Design Statement should continue as a current policy of Myland Community Council, and fully reflected as such in the revised Myland and Braiswick Neighbourhood Plan 2016 -2032.**

### **Background**

The Myland Design Statement (MDS) was published by Myland Parish Council in 2010, with the intention of providing “a local influence over planning and design”. It was developed by a voluntary steering group of local residents with the support and assistance of the Community Council.

The MDS and associated Parish Plan were adopted by Colchester Borough Council as Supplementary Planning Documents. They were both core elements in the development of the original Myland and Braiswick Neighbourhood Plan in 2016.

### **Review 2022**

The Neighbourhood Plan Group reviewed the MDS in detail as part of its work on the Neighbourhood Plan review.

All but two of the original recommendations in the MDS were found to be still current in 2022, and likely to remain so until 2032. They have therefore been fully incorporated into the reviewed Neighbourhood Plan.

The two exceptions relate to transport, which has undergone something of a transformation in CBC's policy since the MDS was originally published.

CBC now emphasises the importance of 'modal shift' – the process of moving from primacy of the car as means of local transport, towards promotion of walking, cycling and integrated public transport<sup>1</sup>.

These policies were recently reaffirmed by the Inspector in Myland itself, with regard to the use of Bartholomew Court for part of the Chesterwell development during 2022.

Section 5c of the MDS "Roads, pavements and footpaths" contains the following (un-numbered) recommendations on page 19:

- 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.
- Shared space (pedestrians, cyclists and motor traffic) should be provided within developments where safe and appropriate.
- 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 be separate from footpaths and should continue across road junctions. Dead end cycle-paths should be avoided.

The first recommendation is clearly no longer aligned either with CBC transport policy or the needs of the Myland & Braiswick Community as expressed in the responses to the Neighbourhood Plan Review community survey during 2022. It should therefore be removed.

The second recommendation does not comply with cycle infrastructure guidance LTN 1/20. It should also be removed.

November 2022

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<sup>1</sup> The relevant policies are:-

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."