Mayland
Parish Council

Neighbourhood Plan 2021-2042
Made Version

September 2025

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NEIGHBOURHOOD PLAN 2021-2042

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Front cover: entry into the *'Mayland Now'* drawing competition, 2015

Mayland Parish Council
Lawling Park Hall
Katonia Avenue
Maylandsea
Essex, CM3 6AD

https://maylandpc.org.uk/
maylandpc@gmail.com

Contents

LIST OF POLICIES II

FOREWORD III

1. INTRODUCTION 1

2. THE GROWTH OF MAYLAND / MAYLANDSEA 11

3. MAYLAND / MAYLANDSEA 'TODAY' 14

4. MAYLAND / MAYLANDSEA 'TOMORROW' 15

5. GROWTH AND DEVELOPMENT 19

6. DESIGN AND PLACE QUALITY 38

7. COMMUNITY 46

8. ENVIRONMENT 57

9. ACCESS AND MOVEMENT 65

10. PROJECTS AND NEXT STEPS 75

APPENDIX 1: DESIGN GUIDE AND CODE 77

APPENDIX 2: WASTE AND MINERALS 78

GLOSSARY OF TERMS 80

ACKNOWLEDGEMENTS 84

List of Policies

Policy Reference	Policy Title	Page
MAY G1	Sustainable development	29
MAY G2	Development layout	31
MAY G3	Housing type and mix	33
MAY G4	Self and custom build housing	35
MAY G5	Employment sites and development	37
MAY G6	Home working	37
MAY D1	Character-led design	40
MAY D2	Sustainable and energy efficient buildings	43
MAY D3	New green spaces	44
MAY C1	Community facilities	48
MAY C2	Lawling Park	49
MAY C3	Imperial Avenue Local Centre	52
MAY C4	Digital infrastructure	55
MAY C5	Food growing	56
MAY E1	Recreational disturbance, avoidance and mitigation	58
MAY E2	Biodiversity	59
MAY E3	Riverside	61
MAY E4	Sustainable drainage	63
MAY E5	Paving of front gardens	64
MAY A1	Walking, cycling and horse-riding	67
MAY A2	Public transport	68
MAY A3	Street design	71
MAY A4	Parking standards and design	73
MAY A5	Electric vehicle charging points	74

Foreword

It has been a long journey from the initial idea that Mayland/sea villagers could influence the look and feel of the village for the future from an initial Village Design Statement and Parish Plan progressing to this final Neighbourhood Plan. We have engaged with our parishioners by many survey questionnaires, newsletters, meetings and events held by Mayland Parish Council Neighbourhood Plan Committee members with advice from RCCE, Planning Aid, Locality, Troy Planning + Design and AECOM. This has helped to forge the Plan now presented to you, our parishioners, for consideration.

It became very evident from the feedback received that Mayland/sea benefits from great riverside vistas and is a green and pleasant village to live in with a great feeling of belonging and community spirit. This is embodied in the Neighbourhood Plan.

The Neighbourhood Plan is a distillation of your responses, suggestions and wishes for Mayland/sea's future, merged with mandatory Central Government's guidance and policy, set out in the National Planning Portal Framework (NPPF), and requirements established in Maldon District Council's Local Development Plan (LDP).

Mayland/sea has grown since the early 1970's from around 500 parishioners to over 4,000 now and will continue to grow. It is better we give focus and direction for the future of our village rather than leaving it to a developer. The Plan has now been made, with Parishioners voting in favour of it becoming part of local planning law, helping shape our village for the period to 2042.

Cllr. Peter Spires

Chair Mayland Parish Council Neighbourhood Committee

1. Introduction

A new plan for Mayland/Maylandsea

1.1 This is the made version of the Neighbourhood Plan for Mayland/Maylandsea. It covers the entire Parish Council area, as illustrated in Figure 1. It sets out the local community's aspirations for the area over the period to 2042 (which is the same period covered by the Maldon Local Development Plan Review) and establishes policies in relating to land use and development. These are policies that will influence future planning applications and decisions in the area. But the Neighbourhood Plan is much more than this. It represents the community's manifesto for the Parish, bringing together more than just traditional planning matters.

1.2 The purpose of neighbourhood planning is to give local people and businesses a much greater say in how the places they live and work should change and develop over time. Neighbourhood planning is designed to give local people a very real voice in shaping the look and feel of an area.

1.3 Mayland/Maylandsea was formally designated as an area for neighbourhood planning purposes in June 2014. The Mayland Neighbourhood Plan Steering Group has surveyed, spoken to and listened to members of the community, and has used the issues, and opportunities, raised during that process to help inform production of the policies and projects now presented in this draft Neighbourhood Plan.

1.4 There are a number of stages involved in preparing a Neighbourhood Plan. The Plan has been subject to consultation, independent examination and a referendum, during which people of voting age residing in the Parish were able to cast a vote on whether they think the Neighbourhood Plan should be brought into force ('made'). Of the votes cast, 93% were in favour of making the Neighbourhood Plan so that it can be used to help shape planning decisions and applications in Mayland/Maylandsea.

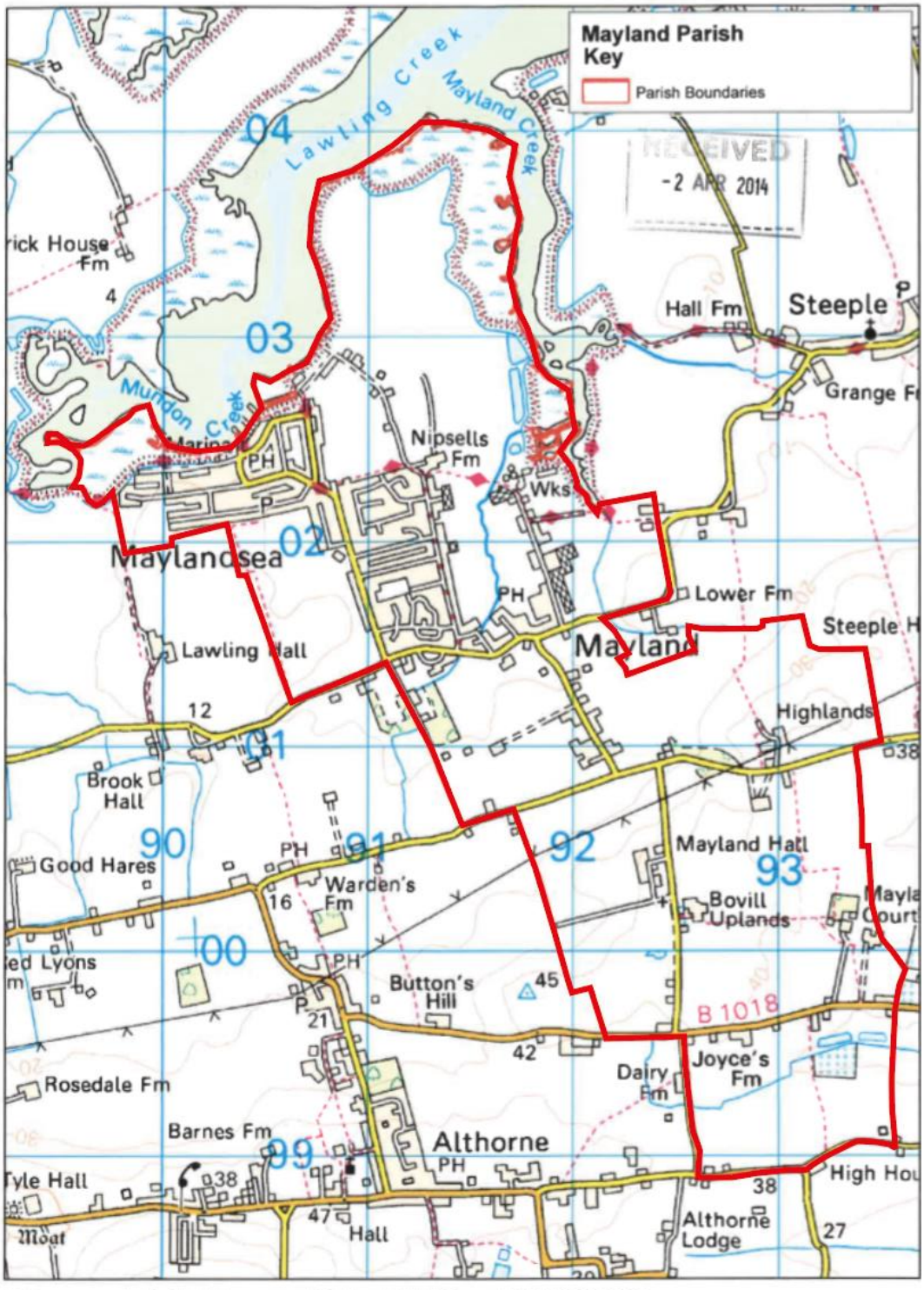

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Figure 1: The designated Neighbourhood Plan Area

Relationship with the Maldon Local Development Plan

1.5 Neighbourhood Plans must be prepared in line with national guidance and legislation including the Localism Act (2011), the Neighbourhood Planning (General) Regulations (2012, as updated in 2015 and 2016), the Neighbourhood Planning Act, the National Planning Policy Framework (NPPF) (December 2024) and Planning Practice Guidance (PPG).

1.6 Neighbourhood Plans must be in general conformity with the strategic policies of the 'development plan'. The development plan for Mayland/Maylandsea comprises the Maldon District Council Local Development Plan, which was approved by the Secretary of State in 2017, the Essex and Southend-on-Sea Waste Local Plan 2017 and the Essex Minerals Local Plan 2014 (see Appendix 2 for more information). Once 'made' the Neighbourhood Plan will play an integral role in setting out the non-strategic policies for Mayland/Maylandsea that will be used to determine planning applications in the area.

1.7 Relevant policies from the approved Local Development Plan include:

- **Policy S8 Settlement Boundaries and the Countryside**: Identifies Mayland/Maylandsea as a 'Larger village' in the settlement hierarchy. Larger villages are described as 'defined settlements with a limited range of services and opportunities for employment, retail and education. They serve a limited local catchment and contain a lower level of access to public transport.' The policy seeks to protect the countryside for its intrinsic value, with development being restricted in order to maintain the character and attractiveness of the countryside.

- **Policy E1 Employment**: This policy encourages employment generating developments and investment in the District to support the long term growth vision outlined in the Council's Economic Prosperity Strategy (EPS). Within the Neighbourhood Plan boundary, the Mayland Industrial Estate is to be retained for employment development.

- **Policy S7 Prosperous Rural Communities**: This policy seeks to support and facilitate economic development within villages. In particular, the policy acknowledges that rural areas lack sufficient access to modernised information and communication networks. It therefore promotes information and communications technologies, such as high speed broadband in order to encourage home working and support home-based businesses.

- **Policy D5 Flood Risk and Coastal Management**: Parts of Mayland/Maylandsea are categorised as Flood Zone 2 or 3. This policy suggests that the Council aims to direct strategic growth towards lower flood risks areas, such as Flood Zone 1.

- **Policy E4 Agricultural and Rural Diversification**: This policy acknowledges that There is a wide range of potential alternative uses which may be appropriate for the diversification of agricultural land and buildings in the District. The appropriateness of the proposed use will be considered by the Council in relation to local needs and the impact of the proposal on the site and the surrounding area.

- **Policy H1 Affordable Housing**: This policy sets the affordable housing requirement for each sub-area in the district. Mayland/Maylandsea falls within the Rural South

sub-area, which requires all housing of more than ten units or 1,000 sqm to provide 40% or units as affordable housing.

- **Policy H5 Rural Exception Schemes**: This policy means that land outside of defined settlement boundaries and strategic growth areas, which is deemed not suitable for residential growth, can be released for a Rural Exception Scheme for affordable housing development, given there is a proven need for it.

1.8 The policies map of the approved Local Development Plan is presented in Figure 2 and the associated key in Figure 3.

1.9 In February 2021, Maldon District Council determined that it needed to review its Local Development Plan to ensure its policies could continue to manage development and change effectively in the District. The Maldon Local Development Scheme (February 2025) anticipates that the new Plan will be submitted for examination in August 2027.

1.10 The current Maldon District Local Development Plan runs up until 2029, but the review of the Local Development Plan that the Council is currently undertaking will cover the period up to 2042. The Neighbourhood Plan has been drafted to cover this same period and, as far as is relevant, refers to and utilises technical evidence prepared in support of the Local Development Plan, all of which can be accessed via the District Council website.

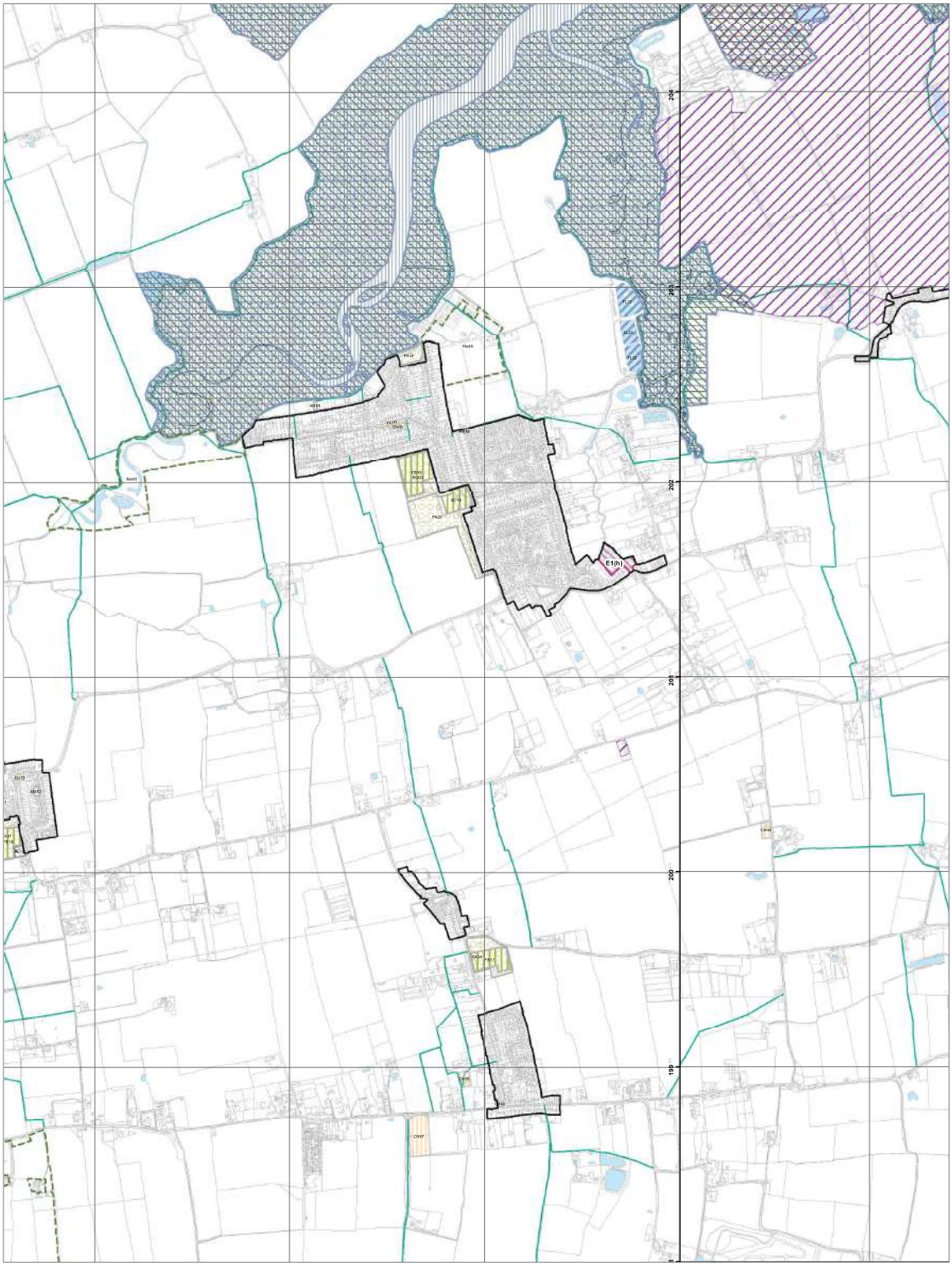

Figure 2: Approved Maldon District Local Development Plan policies map, Mayland / Maylandsea extract (see key on following page)

Figure 3: Approved Maldon District Local Development Plan, key to policies map

Wider policy documents of relevance

1.11 Other relevant policy documents at District Council level include the Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017). Furthermore, Mayland/Maylandsea is close to important habitat sites: the Blackwater Estuary Ramsar site, the Essex Estuaries Special Area of Conservation (SAC), the Blackwater Special Protection Area (SPA), and the Blackwater Estuary Site of Special Scientific Interest (SSSI) (Figure 4). These sites are sensitive to increased visitor pressure from any new housing development, particularly from disturbance to birds and their habitats. An Essex-wide strategy (called the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy, or RAMS) has been prepared, identifying the potential for disturbance and the types of mitigation that might be needed.

1.12 All new housing development in Mayland/Maylandsea, however small, will need to provide financial contributions towards the mitigation measures. Developers can also agree bespoke mitigation measures with the District Council and Natural England.

1.13 The Neighbourhood Plan area is also located within the Essex Climate Action Commission's (ECAC) recommended Climate Focus Area (CFA), which is formed of the Blackwater and Colne River Catchment areas. The CFA has been established to demonstrate best practice in sustainable land use management and help implement the recommendations in the July 2021 ECAC report Net Zero: Making Essex Carbon Neutral. Objectives established in the report are for the CFA to become net zero and to become more resilient to climate change.

1.14 Insofar as the scope of a Neighborhood Plan permits, the objectives for the CFA are reflected through the suite of policies in the Neighbourhood Plan, such as those relating to sustainable development patterns, green infrastructure, design and accessibility.

1.15 A South East Inshore Marine Plan has also been prepared and is relevant for the coastal area. Any decisions that affect, or might affect, the UK marine area must do so in accordance with the Marine and Coastal Access Act 2009 and, in the Neighbourhood Plan area, the South East Inshore Marine Plan. Furthermore, a marine licence is required for certain activities in the UK marine area. The Marine Management Organisation is responsible for marine licensing.

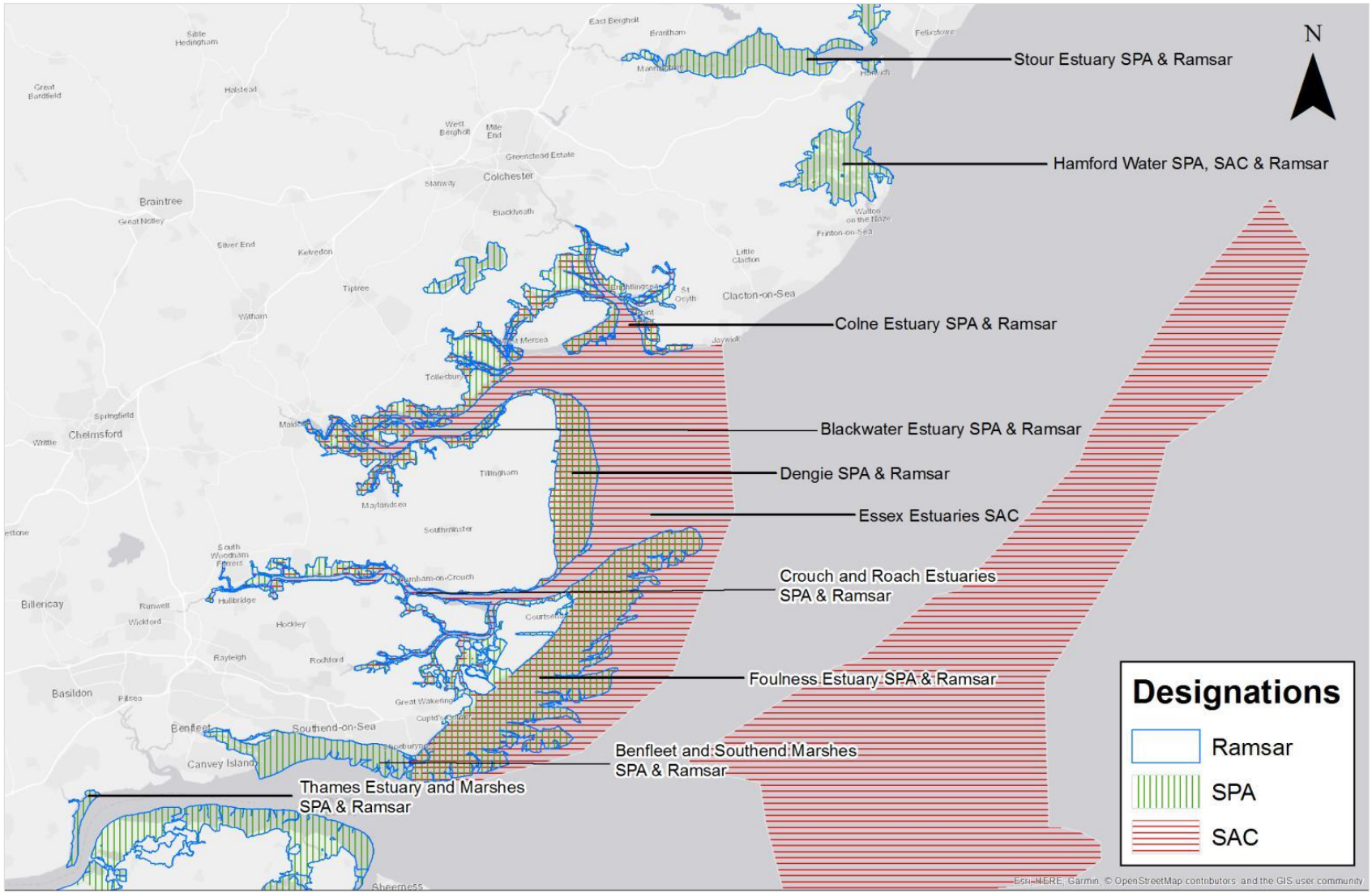

Figure 4: Designated habitats on the Essex Coast (source: Essex County Council)

Ownership of the Plan

1.16 The Localism Act 2011 gave communities the power to develop neighbourhood plans, to be progressed by Town and Parish Councils or neighbourhood forums as opposed to the local authority.

1.17 Work on this Plan has been led by the Parish Council who established a Steering Group of Council members and interested residents to consult upon and develop the Plan.

1.18 Through work on the Plan the Steering Group has endeavoured to engage, enthuse and energise residents and the wider community, including businesses and other stakeholders and organisations, to have their say on the parish's future and help shape the Neighbourhood Plan.

1.19 This is the made version of the Plan. It forms part of the 'development plan' and will be used by Maldon District Council to determine planning applications submitted for new development in Maylandsea.

Status of the Plan

1.20 There are various stages involved in preparing a Neighbourhood Plan. Broadly, they include:

a) Initial consultation to identify issues, concerns and areas of focus for the Neighbourhood Plan.

b) Collection of 'evidence' on the issues and potential options, ideas and strategies to be progressed through the Plan.

c) Production of and consultation on emerging policy ideas.

d) Drafting of and formal consultation on the Neighbourhood Plan (known as the Regulation 14 Stage).

e) Updating the Plan in response to consultation, submitting the Plan to Maldon District Council for the Regulation 16 consultation and testing it through an independent examination process.

f) Subjecting the Neighbourhood Plan to a local referendum.

g) Adopting ('making') the Neighbourhood Plan as a policy document – if more than 50% of people that turn out vote 'yes' at the referendum.

1.21 This is the made version of the Neighbourhood Plan.

Structure of the Plan

1.22 Following this introduction the draft Neighbourhood Plan comprises eight further sections. These are:

- Section 2: 'Mayland/Maylandsea today', presents an overview of the area covered by the draft Neighbourhood Plan.
- Section 3: 'Mayland/Maylandsea tomorrow', presents a summary of key messages arising from consultation events, the vision and objectives for the Plan area.
- Sections 4 – 9: These sections present the policies and associated projects for the Plan area. These are presented on a spatial basis, reflecting the different characteristics and qualities of the area.
- Section 10: Summarises identified projects and aspirations in the Neighbourhood Plan, and outlines the next steps in the plan-making process.

1.23 For the avoidance of doubt, within sections 4 – 9, each topic area includes some introductory and explanatory text, followed by one or both of the following:

Policy Box

The draft Neighbourhood Plan establishes land use and development management policies for Mayland/Maylandsea. These are contained in green shaded policy boxes, like this one. These cover matters where planning permission is required for development to take place. The policies do not apply to those schemes allowed under permitted development.

Project Box

The draft Neighbourhood Plan covers more than just traditional planning matters as it presents the community's vision for the area. Items that the community are seeking, but that cannot be delivered through planning policy, are identified and contained in pink shaded project boxes, like this one. These are included within the body of the report, rather than being presented in a separate chapter or appendix, because they relate to the objectives and form a clear and important part of the story.

1.24 Alongside the Neighbourhood Plan a Parish-specific Design Guide and Code (the 'DGC') has been prepared. This includes guidance and codes that should be used to inform new development as well as wider initiatives, such as improvements to the quality of the public realm and open spaces. It is referred to throughout the Plan, in policies and supporting text. It is presented as a free-standing appendix to the Neighbourhood Plan for use by applicants and decision-makers. It builds upon (and should be read in conjunction with) the Essex Design Guide though is more specific to the Neighbourhood Plan area.

1.25 **It is important that the Neighbourhood Plan is read as a whole. All policies should be viewed together, alongside those in the Maldon District Local Development Plan, in the preparation and consideration of planning applications.**

2. The Growth of Mayland / Maylandsea

2.1 The Neighbourhood Plan area has a relatively short but nonetheless interesting history, with the growth and development of the area providing the context for future change. Although the Parish currently has a population of 3,872 people (based on the 2021 Census) the 1901 Census reports that only around 100 people lived in the area at the start of the twentieth century, mainly in farm cottages along the roads linking the villages of 'Upper' and 'Lower' Mayland with Latchingdon, Steeple and Althorne.

2.2 The growth of the area through the twentieth century was initially linked to the *'back to the Land'* movement and then to the subdivision of the area into 'plot lands' (Figure 5). The relationship with the land has resonance today, with concerns around climate change and food resilience leading to an increased interest in opportunities for local food growing, allotments and community gardens. Equally, house prices and affordability have led to an increased interest in self-build and custom-build housing opportunities.

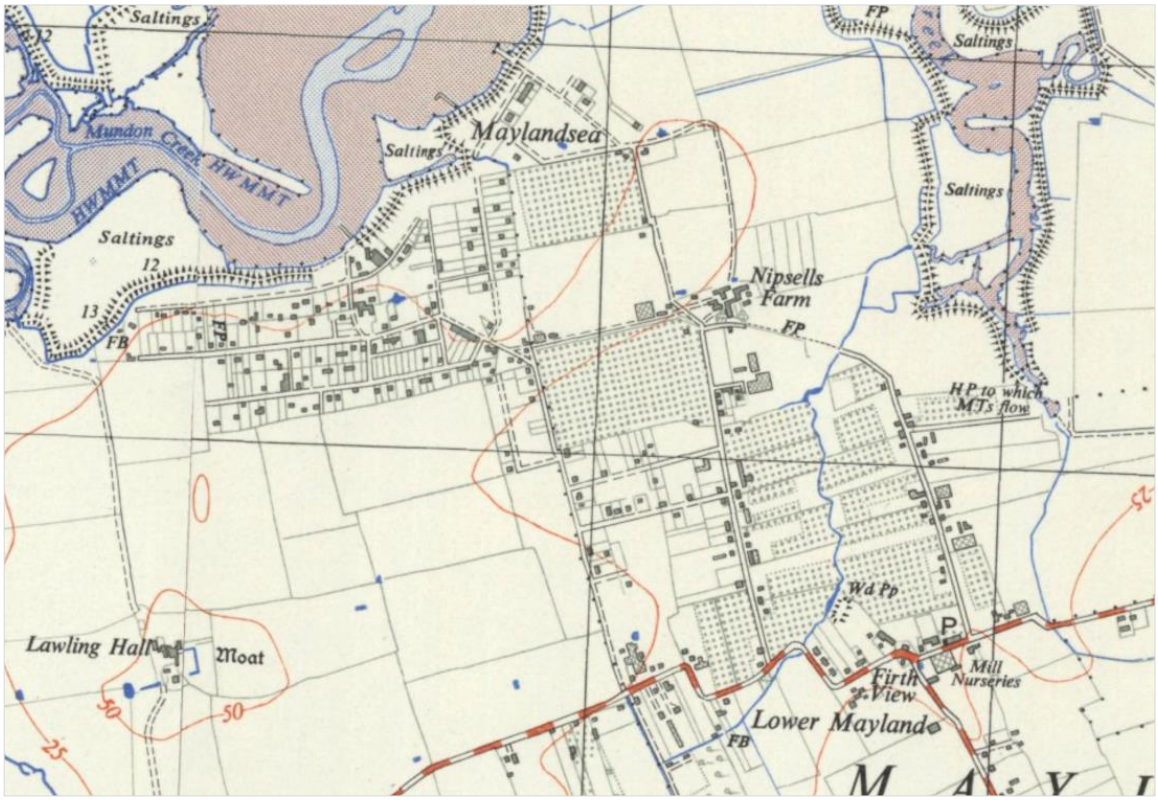

Figure 5: Map of Mayland / Maylandsea from the 1950s, showing network of nurseries and small holdings. Source: National Library of Scotland online historical maps (maps.nls.uk), from OS 1:25,000 map series, 1937-61

2.3 The 'story' of the growth of the area is presented below, reproducing material prepared by Eileen Everitt in 2007 and published in *'The Development of Lower Mayland and Maylandsea during the 20th Century'*.

Joseph Fels and the 'Back to the Land' experiment

Fels was of East European origin whose family emigrated to the USA during the early 19th Century. He was a natural entrepreneur who became wealthy and sought new challenges. On arriving in England in the later part of the century he became involved with the socialist Fabian Society which advocated "social change through democratic reforms". The Society occasionally met in Nipsells Farmhouse, hence Fels' link with the village. He later purchased Nipsells Farm and established it as his headquarters.

Fels adopted the principles of the Fabians and this encouraged his ideas of wanting to make a difference in the lives of working classes. At the start of the 20th Century poverty and unemployment was rife and the City of London, in particular, was badly hit. It was suggested that one answer to this might be for people to move out of the city into the countryside and allow them to become self-supporting through a communal form of small holding, known as "The Back to the Land Movement".

The Mayland "Back to the Land" experiment was the second of its kind; the first being at Hollesley Bay in Suffolk. Fels purchased 600 acres of land for the experiment from The New England Company. Land included that on Mill Road through to the eastern side of Nipsells Chase and up to the top of Grange Avenue. It was agreed that this area was most suited to the project, with the river providing access for barges and the road allowing access to local towns.

The essence of the plan was that the land was divided into 21 smallholdings with a section between Steeple Road and Grange Avenue to be used for 'French gardening': an experimental method of farming under glass cloches. The five acre smallholdings each had a dwelling, fruit trees and an area for the cultivation of vegetables. The produce was sold by the project and any surplus money was credited towards the eventual purchase of their land by the small-holder.

Thomas Smith became estate manager for Joseph Fels and his home, the Homestead, in Grange Avenue, became the administrative centre for scheme. Smith continued to work his land in Mayland for many years after the death of Fels and also published a book called *"The Profitable Culture of Vegetables*". In 1950, he was awarded a Gold Medal by the Royal Horticultural Society in recognition of his horticultural work. He died in 1955 and is buried in Mayland churchyard. Smiths Avenue is named in his memory.

William Everritt and the Maylandsea 'Leisure Plots'

William Everritt was an auctioneer by trade living in Southend. His eldest son, George, suffered from ill-health and with young able-bodied men returning from the First World War claiming much of the work available he purchased the bankrupt Marsh Farm, which came under the hammer in 1924, and let George manage the subsequent development of the land as 'leisure plots'.

At the start of the development the plot holders could only construct timber dwellings or pitch tents. George spent the best part of the 1930's "persuading" the local council to allow full development of Maylandsea and the plot holders were allowed to construct brick built accommodation. Some of these are still in existence.

A track led to the farmhouse and surrounding plots: now The Drive and Imperial Avenue. Part of The Drive up to Katonia Avenue was lined with elm trees until they were killed by Dutch Elm decease during the 1970's. The first village "Social Club" was called 'The Riverside Social Club' and stood on the site near Hardy's Pub & Restaurant, which was previously the General Lee Pub.

The sales prospectus for the "Riverside Estate" was an optimistic one and by the 1950's many people had bought their leisure plots, some more than one, with many making their permanent homes in the fast developing riverside village.

3. Mayland / Maylandsea 'today'

3.1 The Neighbourhood Plan area conforms to the Mayland Parish Council boundary and encompasses the villages of Mayland and Maylandsea. It is located on the Dengie Peninsula, bordering Lawling Creek and Mundon Creek which are tributaries of the River Blackwater.

3.2 Due to its position along the Essex coast, large portions of the Parish are prone to flooding, being either categorised as Flood Zone 2 or Flood Zone 3. A number of residential properties are affected by this.

3.3 The Blackwater Estuary is a Site of Special Scientific Interest (SSSI). Its mud flats support internationally and nationally important numbers of waterfowl which overwinter here. The surrounding terrestrial habitats - the sea wall, ancient grazing marsh and its associated fleet and ditch systems, plus semi-improved grassland - are also of high conservation interest. This rich mosaic of habitats supports an outstanding assemblage of nationally scarce plants and a nationally important assemblage of rare invertebrates, with sixteen Red Data Book species and 94 notable and local species.

3.4 Nearby is the Blackwater Marina. During the second World War motor torpedo boats were produced here. It is now a popular harbour sheltered by its natural habitat which allows for uninterrupted views of some of Britain's rarest wildlife.

3.5 The Neighbourhood Plan Area is also home to the Mayland Nature Reserve. This was previously a dense blackthorn scrub that was completely inaccessible, but has now been opened up in part with paths and a central glade. There are a number of picnic benches and an information board about the site and its abundant wildlife. At the time of writing, a second nature reserve is being proposed, accessed from Seaview Parade.

3.6 The parish has a population of around 3,900 people, the majority of whom live in the village and which is primarily accessed via Steeple Road / Maldon Road. This is a key route on the peninsula, linking communities from Bradwell to South Woodham Ferrers and beyond.

3.7 The village is served by a small central area located on Imperial Avenue and which includes a good range services and facilities to meet day-to-day needs. It also benefits from a wider range of social and community facilities, including a local school and large park.

3.8 The Henry Samuel Hall on Steeple Road has a fascinating history linked to the American philanthropist Joseph Fels and was brought to the area from a site in Kingsway, London, in 1908. This was arranged by Fel's agricultural smallholdings manager, Thomas Smith, to be used as a temporary school for the children of the farmers and agricultural workers.

3.9 The Neighbourhood Plan area features three listed buildings. These are the Highlands Farmhouse and adjacent Barn, and the former Mayland Mill Public House (Zara Indian Restaurant at the time of writing). St.Barnabas Church serves the local community and recently celebrated its 150th anniversary.

4. Mayland / Maylandsea 'tomorrow'

Consultation activities and messages

4.1 The consultation exercises undertaken identified a range of issues of importance for addressing in the Neighbourhood Plan. Consultation exercises suggested that:

- Future growth in the area should be limited to smaller sites well integrated with the existing village and should be well designed, helping to retain the character and setting of the village.
- There was a strong preference to retain and protect areas of greenfield land around the village, with smaller scale development making use of previously developed land preferred.
- Development should only take place if the supporting infrastructure is provided, including health care and education. Development should also incorporate energy efficient design and construction methods.
- The retail parade on Imperial Avenue was highly valued, but that the quality and appearance of this needs improving, with parking arrangements and conflicts this leads to between pedestrians and vehicles resolved.
- Access to the surrounding countryside and the costal path should be retained for the enjoyment of all. The relationship with the waterfront is an asset for the village but his could be enhanced, with new activities and places to sit and relax provided.
- The provision of and quality of walking and cycling links in and around the area should be improved, and efforts also made to reduce traffic speeds and congestion.

4.2 Some of the matters outlined above are addressed through planning policies in place at the national level. It is not for the Neighbourhood Plan to repeat these as they are used to help inform and determine planning applications in the area. Instead, the Neighbourhood Plan develops these further as appropriate to reflect local matters and, although some of the issues outlined above are not strictly 'land-use planning policy' matters, they do reflect the community's concerns and hopes for the area and are embedded in this Neighbourhood Plan through a combination of the vision and supporting projects.

4.3 It is important to note that concern was also expressed during consultation about the quantum and location of any future development in Mayland/Maylandsea. This Neighbourhood Plan does not seek to establish a development growth figure for the Plan area. Rather, that is being established by Maldon District Council through production of the new Local Development Plan. Instead, the Neighbourhood Plan is seeking to put in place policies that shape and influence any future growth, such that it best responds to the character and qualities of the local area and where the benefits from development, such as delivery of new infrastructure, can be maximised for the community.

Vision

4.4 The vision for the Neighbourhood Plan, as informed by consultation responses and aspirations for the future of the area, is presented below:

Mayland and Maylandsea will be a cohesive and socially inclusive community where the everyday needs of all, including the young and elderly, have been met through provision of a mix of housing types, improvements to community facilities and travel choices.

Sustainable development will have responded sensitively to the rural setting and character of the village, and the unique waterfront environment of the Blackwater estuary.

Objectives

4.5 The objectives presented below flow from the Vision and provide a framework for the Neighbourhood Plan policies:

1. ***Retain the rural character of the village surrounded by multifunctional green space.***
2. ***Provide a mix of new homes that meets local needs***
3. ***Support and retain local businesses, and welcome the establishment of new businesses.***
4. ***Improve the quality of public spaces and green areas as important places for civic life and activity.***
5. ***Support improvements to Lawling Park and Sports Ground, and provision of new community facilities.***
6. ***Support improvements to the setting of and access to the Imperial Avenue retail area.***
7. ***Celebrate local heritage and culture in new development and local events and activities.***
8. ***Protect and improve access to the riverside, areas of importance for nature and leisure along this.***
9. ***Improve connectivity between the village, riverside and surrounding countryside.***
10. ***Promote a network of safe and convenient walking and cycling routes.***

Spatial opportunities

4.6 Following from the above, the consultation and research undertaken to inform the Neighbourhood Plan, a set of ideas and interventions have been identified. These are presented spatially in Figure 6 and are further developed through the set of policies and projects in subsequent sections of the Plan. They comprise:

- **Enhancing the relationship between the village and the waterfront** through the retention and improvement of links to this, particularly by foot and by bike, and by improving enjoyment of the riverside / coastal path through provision of new places to sit and enjoy the view. And, linked to this, to expand the range of activities along the waterfront, potentially include a café or similar providing for the local community but also visitors travelling along the coastal path.
- **Improving the setting and appearance of the Imperial Avenue retail area**, through public realm interventions that include the remodelling of parking provision and landscaping, reducing conflicts between vehicles, pedestrians and cyclists, and supporting this as a destination for people to spend time in.
- To **support improvements to the range of community facilities provided in the area**, including health care and education, as well as possible improvements to the range of sporting facilities available for use by the public. This might involve remodelling, extending and improving the current facilities in Lawling Park.
- To **retain and expand the network of walking and cycling routes around the village** and to surrounding areas, allowing for enjoyment of the surrounding countryside but also to promote 'active travel' measures that **support healthy lifestyles and access for all**. Extending the network, providing safe, convenient and well-connected walking and cycling routes, might provide an attractive alternative to car-based travel for short, every-day journeys, including trips to school, shops and other local facilities.
- Combined with the above, to **make the network of streets in the area safer for all**, including physical interventions that slow traffic speeds, particularly along The Drive and Steeple Road.
- Promote street improvements at the junction of Steeple Road with The Drive, and Steeple Road with Mill Road, **creating gateways into the village** and which signal a need for a change in driver behaviour and speed.

4.7 The Neighbourhood Plan does not allocate land for future development, but recognising that the Local Development Plan will establish a housing figure to be met in the area, does include a set of principles that should be used to inform the most appropriate locations for any future development opportunities.

Figure 6: Spatial opportunities concept plan

5. Growth and Development

Context

5.1 Policy S1 of the approved Local Development Plan introduces a presumption in favour of sustainable development, which is supported within defined settlement boundaries (Policy S8). Outside of these areas the countryside is protected for its landscape, natural resources and ecological value as well as its intrinsic character and beauty (Policy S8).

5.2 A new Local Development Plan is currently being prepared. This is at the early stages and initial consultation has been undertaken, including potential growth strategies, the quantum and spatial distribution of new homes to be provided across the District. Although it is too early to say what this might mean for the Parish, the village is identified as being within the second tier of settlements across the district and thus where some form of development will likely take place. The scale of development and assessment of sites suitable to accommodate this will be determined through the Local Development Plan process. Until such time as that is adopted the Neighbourhood Plan has put in place a set of principles to help inform and direct any future development, such that it is contribute towards sustainable development in Mayland/Maylandsea.

Spatial Growth Principles

Settlement pattern

5.3 The Maldon District Design Guide (2017) classifies Mayland / Maylandsea as a 'riverside and maritime settlement'. These are places where:

'the waterfront provides a strong feature of character and are closely linked to the open nature of the surrounding landscape. These settlements have developed wither as ports, recreation areas or from plot lands, when large areas of farmland were split up into plots for cheap building land. The settlements have a less defined urban character but are closely linked to the open nature of the surrounding landscape and here the plot lands form the basis of the settlement seen today'.

5.4 The Parish is broadly orientated along a north-south axis, split through the middle by the B1018 Steeple Road. Most of the existing development in the Parish is located north of Steeple Road, within a defined settlement boundary (Figure 7).

5.5 The main 'built-up' area is located to the north of the Parish. The DGC describes this area as having a 'nucleated development pattern', with development focused along Imperial Avenue and The Drive which comprise the main 'spine roads'. Residential streets branching from these are linear in nature, with the northern part of the village featuring roads and houses arranged parallel to the waterfront.

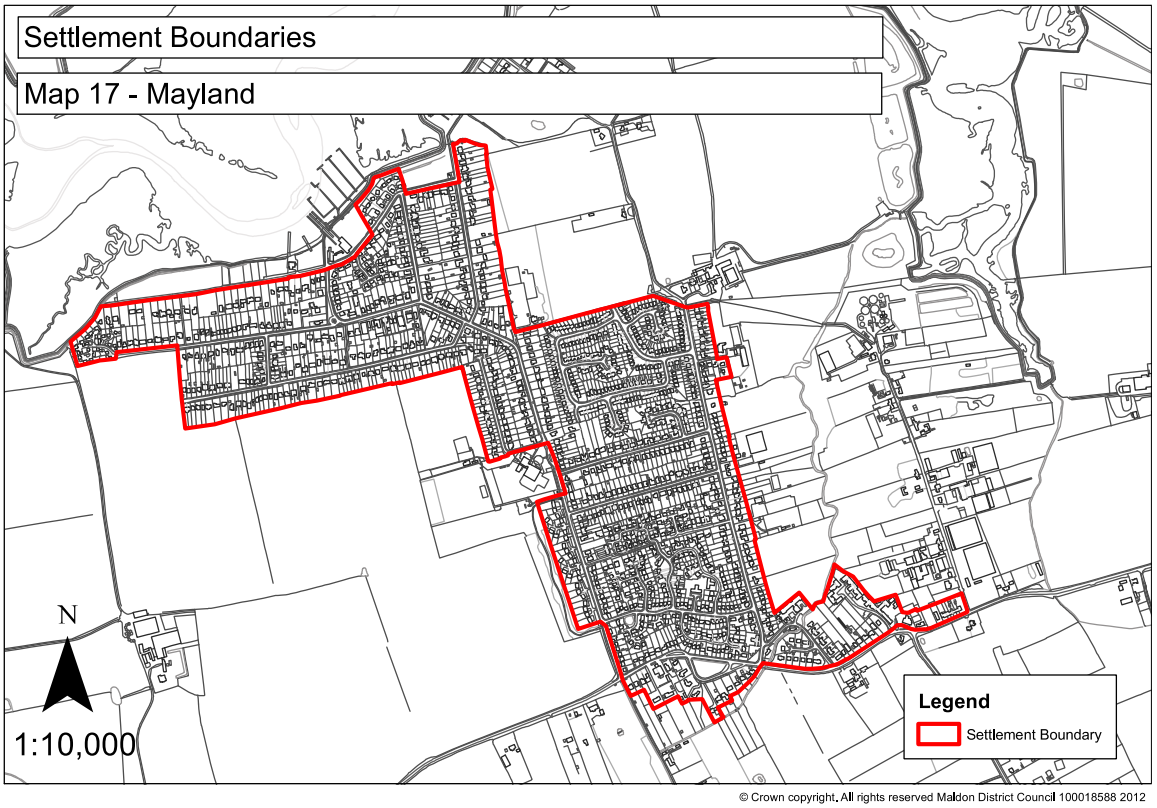

Figure 7: Settlement boundary (source: Maldon District Council)

5.6 Steeple Road is the key route into and out of the Parish, and the only route into the settlement to the north. Steeple Road therefore forms the main route for local traffic movements in the Parish, and relatively high volumes of traffic coupled with fast moving traffic make it a difficult and intimidating place to cross by those on foot or bicycle.

5.7 Over the past twenty years there have been twelve serious accidents on the Mayland section of Steeple Road (see Crashmap). These have been concentrated at the junctions connecting to the Parish's key settlement. It forms a barrier to movement and a logical boundary to the extent of the settlement area.

5.8 The area benefits from an extensive network of Public Rights of Way which link the existing settlement area with the wider countryside and the riverfront, as well as to longer distance walking routes, including St. Peter's Way (Figure 8). This is a popular 45-mile walking route which runs through the countryside of Essex, from Chipping Ongar to the ancient chapel of St Peter-on-the-Wall at Bradwell on Sea.

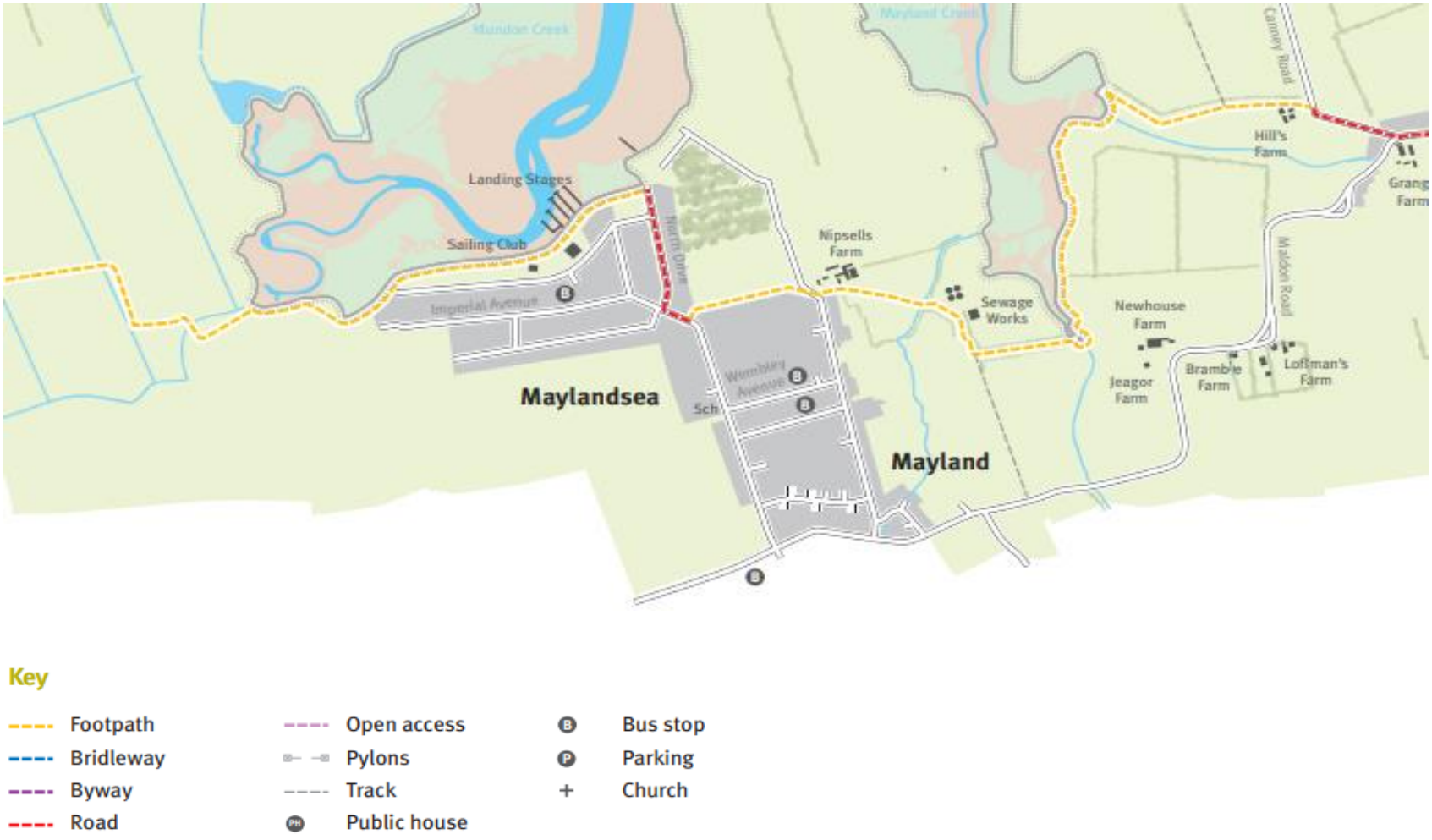

Figure 8: Map displaying the section of St. Peter's Way which passes through Maylandsea (Source: Essex County Council)

5.9 The majority of the community and social facilities found in the area are located towards the north of the Parish. Facilities include:

- Maylandsea Medical Centre.
- Trinity Medical Practice.
- Lawling Park.
- Lawling Park Village Hall.
- Maylandsea Bay Sailing Club.
- Blackwater Marina.
- Harlow Sailing Club.
- Mayland Local Centre on Imperial Avenue (Includes post office, local supermarkets, hairdressers, bakery, takeaway restaurants, and pubs).
- Maylandsea Community Primary School.
- Little Nipperz Preschool.
- Cardnell Brothers Memorial Open Space.
- George Everett Memorial Open Space.
- St Barnabus Family Centre.

5.10 These facilities are all located within the settlement boundary, with much of the northern part of the settlement within walking distance of the local centre. Over the past few years, and particularly since the Covid pandemic took hold, the importance of local services and access to these for every-day needs has been recognised. The idea of the '20-minute neighbourhood' has taken root, with the Town and Country Planning Association recently publishing guidance on the concept and how it might be delivered. The key features of a 20-minute neighbourhood are illustrated in Figure 9, with the reference to 20-minutes based on a round-trip, i.e.: homes should ideally be within a ten minute walk of services and facilities. In short, 20-minute neighbourhoods are compact and connected places, with a range of services that meet most people's daily needs.

5.11 The 20-minute neighbourhood is about creating attractive, interesting, safe, walkable environments in which people of all ages and levels of fitness are happy to travel actively for short distances from home to the destinations that they visit and the services they need to use day to day – shopping, school, community and healthcare facilities, places of work, green spaces, and more. These places need to be easily accessible on foot, by cycle or by public transport – and accessible to everyone, whatever their budget or physical ability, without having to use a car.

5.12 The 20-minute neighbourhood idea is also about strengthening local economies by keeping jobs and money local and facilitating local food production to create jobs and supply affordable healthy food for all; about empowering communities to have a direct say in how their neighbourhoods change; and about doing all this in ways that create places that meet the needs of the least healthy and the least well-off.

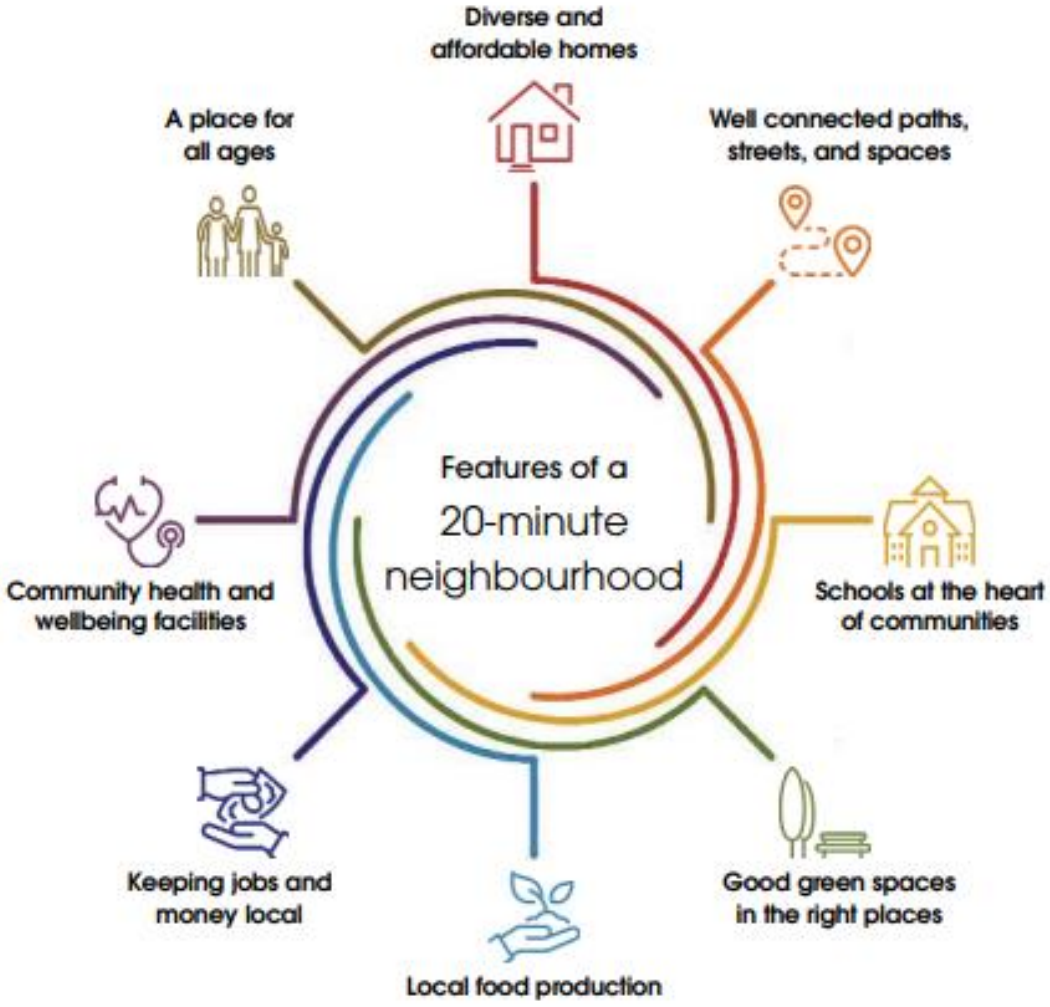

Figure 9: The features of a 20-minute neighbourhood (source: TCPA)

5.13 To reflect this approach to growth, development in the Plan area should be located within walking distance of key community and social facilities, becoming a sustainable residential location whilst at the same time reinforcing local character. Walking distances to facilities should be based upon the actual street based network as opposed to as the crow flies distances, with preference given to those locations that are within the catchment of multiple facilities. It is generally accepted that able-bodied people are happy to walk between five – ten minutes to access different facilities. This equates to a distance of around 400m – 800m from the home. Within the Neighbourhood Plan area important community hubs include the local centre on Imperial Avenue and the cluster of facilities off The Drive including Lawling Park Hall and Playing fields, Maylandsea Primary School and nursery. Ideally, all residents should be within comfortable walking distances of these facilities (Figure 10).

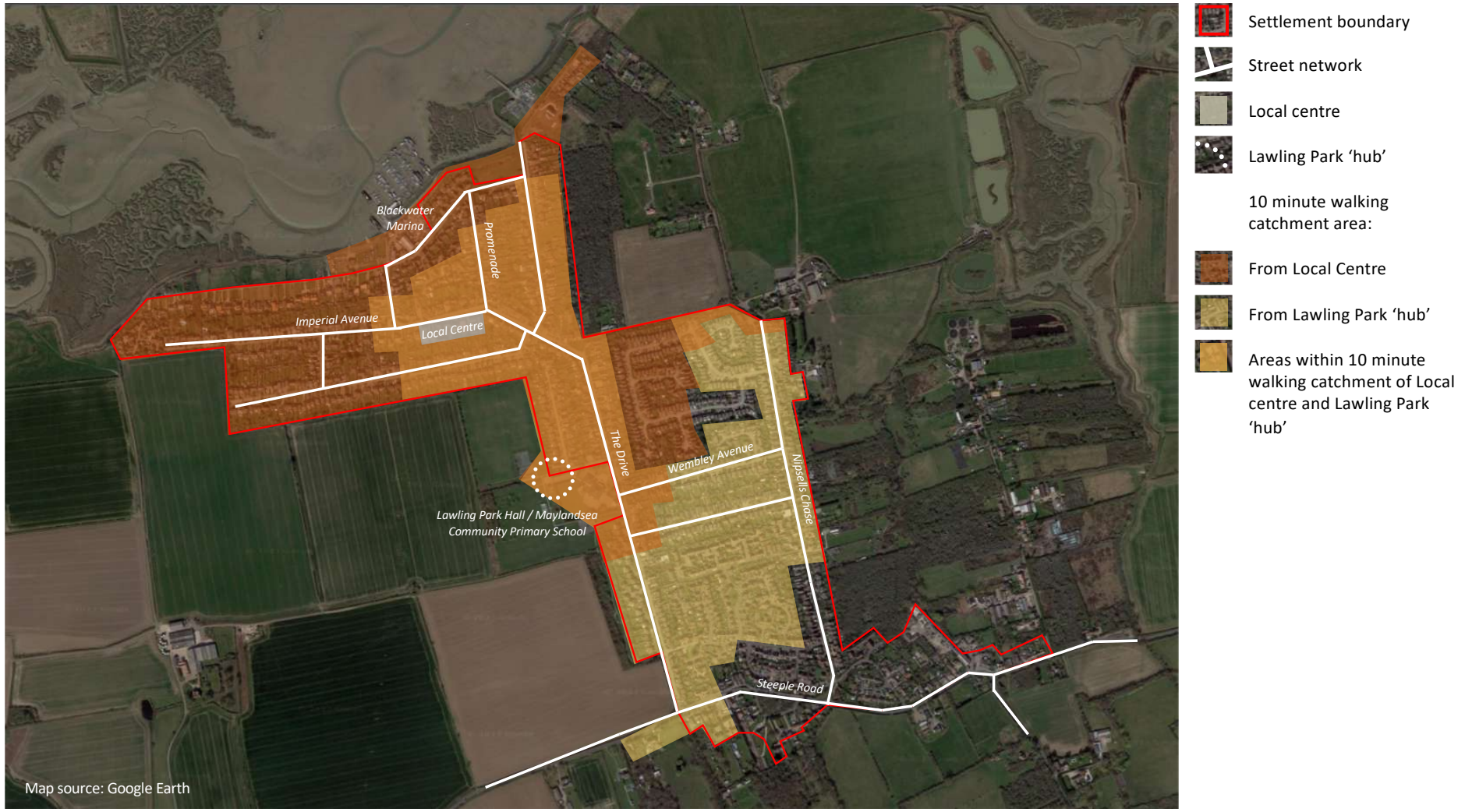

Figure 10: Plan showing the ten-minute walking catchment distances around the Imperial Avenue local centre and the cluster of community facilities around Lawling Park. The darker area on the map is where the catchments around both of these locations overlap. These are areas which benefit from being in comfortable walking distance of both the local centre and facilities around the Park.

Landscape and Setting / Environmental Designations

5.14 To the north, the Parish is bordered by Mundon Creek, Lawling Creek and Mayland Creek, which are tributaries to the River Blackwater. The northern border of the Parish benefits from high environmental value and features a series of designations, including:

- Blackwater Estuary Ramsar Site (see below).
- Blackwater Estuary SSSI (Site of Special Scientific Interest).
- Blackwater Estuary SPA (Special Protection Area).
- Essex Estuaries SAC (Special Area of Conservation).

5.15 The extent of these is illustrated in Figure 4. The Ramsar Sites Information Services provides the following description of the Blackwater Estuary:

The site, one of the largest estuarine complexes in East Anglia, consists of intertidal mudflats fringed by saltmarsh, shingle and shell banks, and offshore islands. Surrounding terrestrial habitats include a sea wall, grassland, ancient grazing marsh and associated fleet and ditch system. This rich mosaic of habitats supports an outstanding assemblage of nationally scarce plants and a nationally important assemblage of rare invertebrates. Internationally and nationally important numbers of waterbirds winter at the site. Human activities include marine aquaculture, tourism, commercial and sport fishing, shellfish and bait collection.

5.16 The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (the "Essex Coast RAMS") aims to deliver the mitigation necessary to avoid significant adverse effects from 'in-combination' impacts of residential development that is anticipated across Essex; thus protecting the Habitats and sites on the Essex coast from adverse effects.

5.17 Further inland, the Parish features a series of Priority Habitat Areas, including the locally significant Mayland Nature Reserve. Priority Habitats Areas (Figure 11) include a range of semi-natural habitat types that were identified as being the most threatened and requiring conservation action. The original Priority Habitat list was created between 1995 and 1999 and revised in 2007. The Mayland Nature Reserve was previously a dense blackthorn scrub that was completely inaccessible but has now been opened up in part with paths and a central glade. There are a number of picnic benches and an information board about the site and its abundant wildlife.

5.18 These designations emphasise the important character and qualities of the Parish. Development must be sensitive to the environmental value of the area, both in terms of its location and its design.

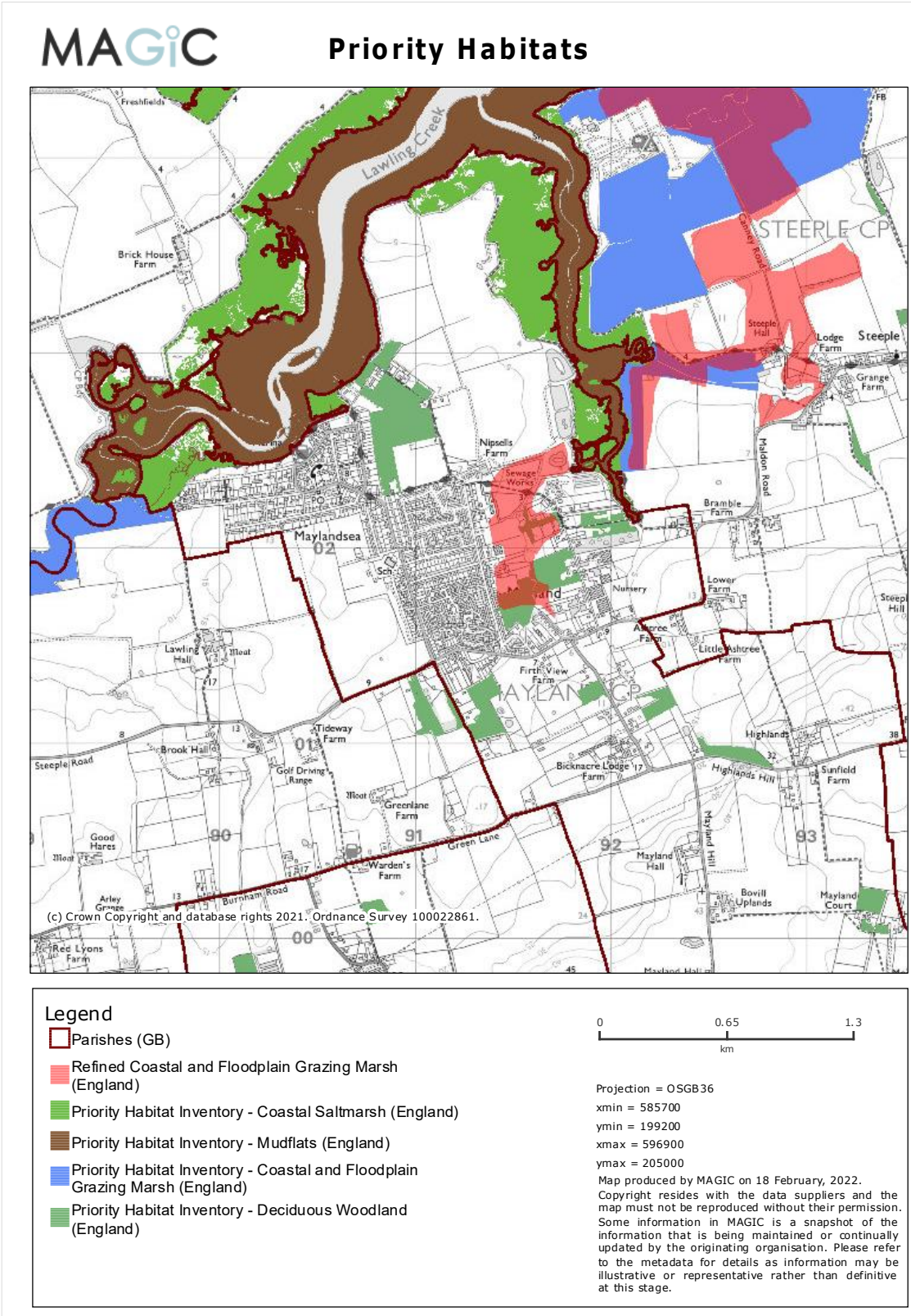

Figure 11: Priority Habitat Areas. Image sourced from: https://magic.defra.gov.uk/

5.19 Development will also need to avoid areas at risk of flooding, which is particularly pertinent for the Parish given its riverside setting. Flood risk in the Parish also extends to surface water flooding. Flood risk is concentrated on the north and eastern borders of the settlement boundary, as well as surface water flood risk stretching across Steeple Road and across the settlement boundary from Nipsells Chase to Katonia Avenue (Figure 12 and Figure 13). Development should avoid being in locations at risk of flooding (both fluvial and surface).

Summary

5.20 Any future growth and development in the Neighbourhood Plan area should respond to the local character, issues and features outlined above. They are further developed in subsequent sections of the Neighbourhood Plan. They include:

- Ensuring development is not located south of Steeple Road in order to maintain the village as a sustainable, compact and walkable settlement, and to reduce the risk of further traffic incidents.
- Ensuring that future growth and development is contiguous with the existing settlement form and, where possible, maximises the reuse of previously developed land.
- Utilising growth as a means to deliver improvements to walking and cycling conditions for local movement and access to facilities (including provision of new facilities meeting day-to-day needs and services), and reducing the speed of traffic to create safer environments for all.
- Respecting environmental designations by limiting development within locations that could negatively impact upon the natural environment.
- Directing growth and development to sustainable locations, preferably within walking (or cycling) distance of key community and social facilities to help prevent a reliance on private vehicles for everyday journeys.

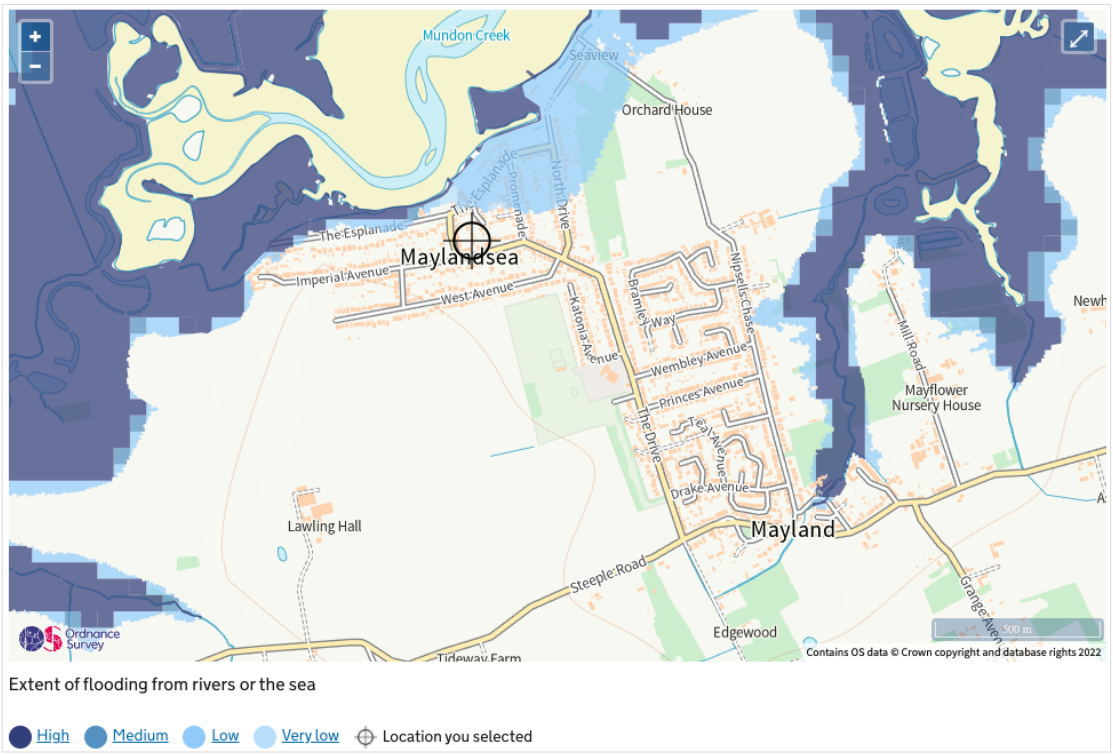

Figure 12: Extent of fluvial flood risk. Image source: [Central Government](#))

Figure 13: Extent of surface water flood risk. Image source: [Central Government](#)

Policy MAY G1: Sustainable development

1. Proposals for development within the Neighbourhood Plan area will be subject to the following locational criteria:

    a) Development should be located within or immediately adjacent to and contiguous with the settlement boundary (as defined in Figure 7):

        i. Opportunities to reuse existing brownfield land should be taken in the first instance, including infill sites, vacant plots and buildings within the settlement boundary.

        ii. Where development is proposed outside the settlement boundary, it must be contiguous with the boundary. The use of brownfield sites outside the settlement boundary, and contiguous to it, should be utilised before greenfield sites where possible.

    b) Development should provide for safe, active and sustainable transport movements both within the site and to key destinations and local facilities, thereby supporting healthy and active lifestyles. Development should preferably be located within recognised walking distances (preferably 800 metres, equating to a ten-minute walk time), of the local centre, school and community facilities, based upon the actual street network as opposed to an 'as the crow flies distance'.

    c) Development sites shall retain access by foot and bicycle to the river frontage and retain, preserve and enhance connectivity to the Public Rights of Way network where relevant. Development should retain connectivity with the surrounding countryside where relevant to the site, and take opportunities to provide new connections.

    d) Development must be able to demonstrate safe vehicular access to the highway network.

    e) Development shall not extend the settlement boundary any further south of Steeple Road.

    f) Development shall avoid areas of Flood Risk 2 and 3, as well as areas at risk from surface water flooding.

    g) Development shall respect the intrinsic character, beauty and sensitivity of the countryside, including SSSIs, Ramsar sites, Special Areas of Conservation, Special Protection Areas, Priority Woodland and Coastal Habitats and Improvement Areas.

Development Layout

5.21 Insofar as growth and development comes forward in the Neighbourhood Plan area it should respond to the pattern of growth and layout of buildings in the village.

5.22 The Neighbourhood Plan Design Guide and Code (DGC) establishes a series of design principles related to the built form and which apply to all scales of development, whether that is small scale infill or larger scale extensions to the existing settlement area. Policies associated with these are set out in Section 6 of the Neighbourhood Plan. In addition to these the DGC establishes good principles in respect of the layout of development and which generally apply to major sites.

5.23 Key principles are illustrated in Figure 14 and should be reflected in proposals for development in the Neighbourhood Plan area and explained through a Design and Access Statement.

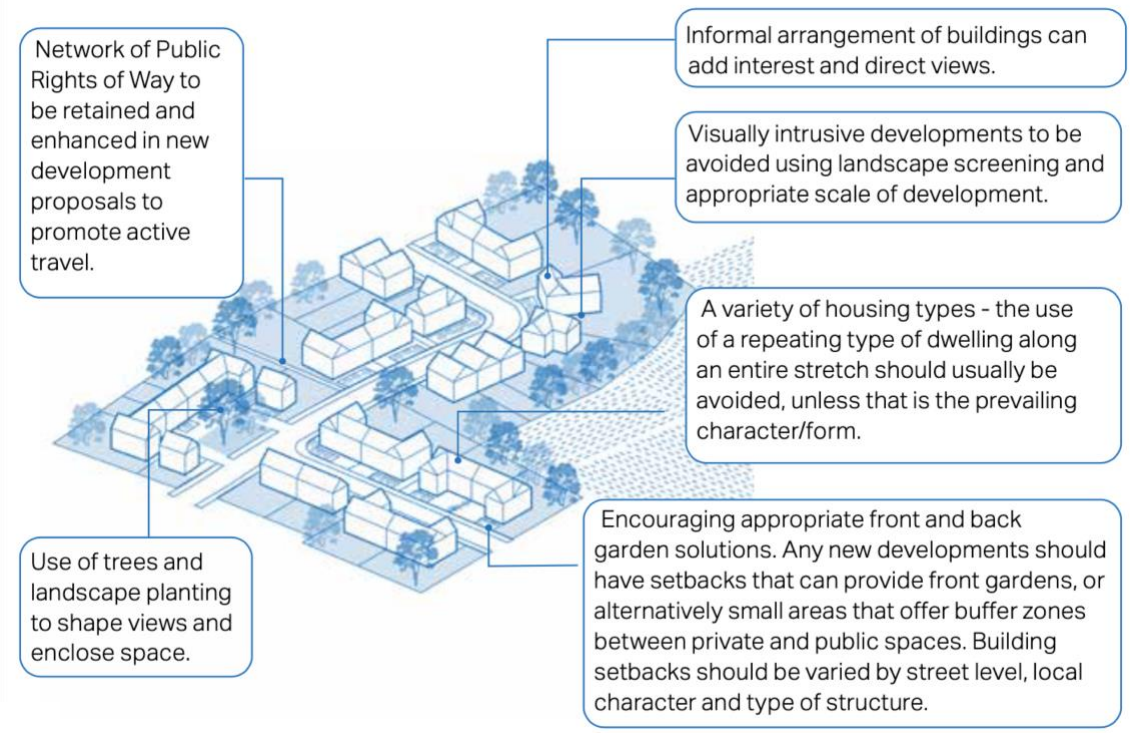

Figure 14: Image from the DGC illustrating key principles that should inform the layout of development

Policy MAY G2: Development layout

1. The layout of proposed development should contribute positively to local character having regard to the Mayland Neighbourhood Plan Design Guide and Code (The DGC) and the Essex Design Guide:

   a) The nucleated development pattern of the settlement area should be retained, providing good access to the surrounding countryside and waterfront areas (Design Code SL 01).

   b) Development should be planned to be permeable, promoting active and sustainable movements (Design Code SL 01).

   c) Development on the edge of the settlement should avoid imposing a hard edge to the countryside, with landscaping introduced as appropriate to the site (Design Code SL 02).

   d) At the edge of the settlement, an informal arrangement of buildings may be appropriate, adding visual interest (Design Code SL 02).

   e) Buildings shall reflect the scale, massing and density of adjacent buildings, but avoiding repetitive housing types to support interest and variety in the built form (Design Code SL 02).

Housing Type and Mix

5.24 Through consultation on the Neighbourhood Plan strong messages were made in respect of the need for new homes to be affordable to the local community and to also reflect the needs and requirements of an ageing population.

5.25 Data published by Essex County Council shows that although the proportion of owner occupiers across Maldon is high (80%) in comparison to Essex and England as a whole (72% and 64% respectively), there are also a high number of households on the housing waiting list in the District. Despite having the smallest population in the County, the number of households on the District waiting list is the sixth highest in Essex.

5.26 As part of the review of the Local Development Plan a Local Housing Needs Assessment has been prepared for the entire district. This analyses the housing needs for Maldon as a whole, breaking the district into housing sub-areas, with Mayland/Maylandsea located in the 'rural south'. The Assessment identifies an ongoing requirement for provision of affordable housing across the District, and that the 'rural south' should accommodate almost 20% of the annual provision of affordable homes. This is reflected in Policy H1 of the approved Local Development Plan which requires 40% of all homes on qualifying developments to be affordable homes.

5.27 Policy H2 of the approved Local Development Plan expects a 'suitable mix and range' of housing to be provided through new development. The Housing Needs Assessment also shows that Maldon, as a whole, has a relatively high proportion of 4+ bedroom homes when compared with other locations, and a lower proportion of both 2- and 3-bedroom homes. These figures are further skewed in the 'rural south', which has the highest proportion of 4+ bedroom homes in the District. Where new housing is to be provided in the Neighbourhood Plan area it should therefore contribute to the rebalancing of the housing stock and support the increased delivery of 2- and 3-bedroom homes in the Neighbourhood Plan area.

5.28 Although the area has a relatively small resident population compared to other parts of the District it has an ageing population. This is true for the District as a whole. Demographic data which shows that, across the Maldon administrative area, the amount of people aged 65+ will increase by 27% over the ten-year period from 2015 to 2025 and represent almost 30% of the total population of the District. In Essex, it has amongst the highest proportion of people aged 65+.

5.29 This is reflected in the Joint Strategic Needs Assessment prepared by Essex County Council for Maldon which notes that the proportion of people aged 65+ across the District will continue to rise. This assessment also refers to information prepared using POPPI (Projecting Older People's Population Information) (2019) which highlights increasing concerns about mobility in the ageing population, hindering ability to get outdoors, to get up and down stairs and move around the house. This all points to a need for new housing that responds to changing demographics and associated health issues.

5.30 Planning Practice Guidance (Housing for older and disabled people) notes that there are a variety of specialist housing types that can meet the needs of older people. This includes, but is not limited to, (1) age-restricted general market housing, (2) retirement living or sheltered housing, (3) extra care housing or housing-with care, and (4) residential care homes and nursing homes.

5.31 Policy H3 of the approved Local Development Plan sets out the approach to housing for 'specialist needs'. Where housing for the elderly is to be provided in the Neighbourhood Plan area it should meet the design criteria contained in the DGC. Further guidance also exists which should be considered. This includes the principles of inclusive design outlined in Planning Practice Guidance (Housing for older and disabled people), as well as those principles set out in the HAPPI (Housing our Ageing Population Panel for Innovation) report which are applicable to housing for elderly people and age-friendly places.

5.32 Planning Practice Guidance notes that:

'accessible and adaptable housing enables people to live more independently, while also saving on health and social costs in the future. It is better to build accessible housing from the outset rather than have to make adaptations at a later stage – both in terms of cost and with regard to people being able to remain safe and independent in their homes.'

5.33 In line with this, opportunities to provide flexible housing types that can be adapted over time in response to changing lifestyles will be supported.

Policy MAY G3: Housing type and mix

1. Subject to Local Plan thresholds for the provision of affordable housing (40% in the Rural South area), proposals for new housing development must provide the maximum viable amount of affordable housing.
2. All affordable housing, including First Homes, must be designed to be 'tenure-blind', i.e.: it should be integrated into the design of the overall proposal and be of an equal quality in terms of its design and use of materials in comparison with the market housing element.
3. Proposals for community-led housing or from community land trusts where all homes are affordable and will remain so in perpetuity will be supported.
4. Proposals for housing development will be looked upon favourably where they include provision of 2- and 3-bedroom homes. Proposals for homes of 4-bedrooms or more will need to be supported by information that demonstrates how this is meeting local need.
5. Proposals for housing that meet the needs of the ageing population, including, where appropriate, bungalows, supported and sheltered housing, and independent living, will be supported. Where proposed, such homes should be located within easy access of shops, facilities and public transport services. Housing should be well-integrated with the wider neighbourhood and be designed in accordance with the HAPPI principles.
6. Proposals for flexible residential typologies that respond to changing lifestyles and demographic life cycles, will be supported. This includes the ability for people to work at home separate from the main living space, as well as opportunities for multi-generation homes that enable part of the home to be subdivided as a separate stand-alone unit with its own entrance, allowing older children and elderly family members to live independently.

Self and Custom Build Housing

5.34 The historic growth of Mayland/Maylandsea is inextricably linked to 'plot land' development and thus an early version of the self-build movement.

5.35 To support diversification of the housing offer and the ability of people to access a home (by representing a more affordable form of home ownership), the Parish Council supports opportunities for self-build and custom housebuilding within the village.

5.36 The Self-build and Custom Housebuilding Act came into effect in 2015 and places a duty on certain public authorities, in this case Maldon District Council, to keep a register of individuals and associations of individuals who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects. The Act places a duty on those public authorities to have regard to those registers in carrying out planning and other functions.

5.37 In the period between the Act coming into effect and October 2021 there have been a total of 52 homes granted planning permission for self-build purposes across Maldon District. Nationally, the interest in self and custom-build housing opportunities continues to grow, with Government data for the period October 2020 – October 2021 showing that the total number of individuals on local authority registers increased by 25% over the previous year. The number of groups on registers also grew over the same period

5.38 Proposals for self-build housing in the Neighbourhood Plan area are supported. Where individual plots come forward proposals will need to comply with the design principles established in the Neighbourhood Plan and DGC.

5.39 Where plots are made available for self and custom build housing as part of a larger development proposal for onward marketing and sale it is expected that a set of plot passports will be produced. These will provide a summary of the design parameters for any given plot and help private housebuilders understand what they are allowed to build on the plot. They will capture key information from the planning permission or the site, design constraints and procedural requirements. The passports should clearly show permissible building lines within which the new dwelling can be built as well as height restrictions and other details such as parking requirements. These should be informed by the DGC. Aspects such as materials, roof styles and fenestration are usually left for the plot owner to decide. All plots should also be connected to the utilities network to enable private housebuilders to plug directly into these.

Policy MAY G4: Self and custom build housing

1. Proposals for self and custom build housing in the Neighbourhood Plan area will be supported.
2. The provision of plots for self and custom build housing as part of a larger development proposal for onward marketing and sale will be supported. In such instances:
    a) Plot passports shall be prepared by the applicant for approval by the Local Planning Authority. These will establish the form of development and building parameters for each plot, including building heights, footprint, frontages, density and parking requirements.
    b) All plots for self and custom build housing shall be provided with connections to utilities (electricity, water and waste water) and communication infrastructure.
    c) All plots must have safe and convenient access to the public highway.
    d) Plots will be made available and marketed for a period of time to be agreed through the planning application process. If, after marketing, plots have not been sold, and sufficient information has been provided to indicate there is no interest in these, the applicant will be able to develop the land for market housing.
3. Proposals for individual plots and information contained within the plot passports shall be informed by the design guidance contained within the DGC.

Employment

5.40 Policy S7 of the approved Local Development Plan supports economic growth and prosperity in rural areas. This includes the provision of live-work units, small and micro business space, as well as rural diversification. Within the Neighbourhood Plan area the main employment areas include the Mayland Industrial Estate, accessed via Steeple Road, and Cardnell's Yard on the waterfront. These areas include a mix of light industrial activities. Outside of the main towns in the District, these are illustrated in the Maldon Economy Study as comprising an important cluster of jobs and businesses.

5.41 The working marina and boat yard is considered to be a vital asset within the village and where possible, opportunities for growth and diversification will be supported. Additional space should be found along the water front for shared facilitates to support young entrepreneurs, start-ups and locally growing business.

5.42 The Mayland Industrial Estate is designated as an existing employment site in the approved Local Development Plan (Policy E1). Appropriate uses in this area are B8 and E(g). Outside of these, the District Council supports and encourages the development of better quality and flexible employment space in urban and rural areas, with a particular focus on meeting the needs of local businesses.

5.43 The Economic study undertaken for the District forecasts a growth in jobs across Maldon as a whole, but that the manufacturing and agricultural sectors may contract. For an area such as Mayland/Maylandsea, growth and diversification in different sectors is thus important. The study also notes that existing light industrial employment areas continue to be important and that where potential arises, should help provide good quality, modern and affordable space.

5.44 To help maintain the local economy while protecting the character of the local area from inappropriate development, the Neighbourhood Plan supports the sustainable growth and expansion of Business and enterprise through the development and, where appropriate, conversion of existing buildings. Specifically, this is intended to:

- Promote viable and sustainable local businesses within the Neighbourhood Plan area.
- Promote the diversification of rural businesses.
- Encourage new businesses to provide a wider range of local produce, services and leisure facilities, to provide local employment and attract visitors to the area.

5.45 In addition to the above, and in recognition of changing working patterns and lifestyles resulting from the Covid-19 pandemic, opportunities for home working are supported in the Neighbourhood Plan area. Indeed, the National Design Guide (2019) states that *"well-designed private places, such as homes and gardens, are designed to be flexible to adapt to the changing needs of their users over time"* and references remote working as an example of such a flexible use.

5.46 To help support the above, the Neighbourhood Plan also actively promotes the provision of faster broadband speeds and improved mobile reception, which is identified as a weakness by the Maldon Economy Study. This is addressed in Policy MAY C4: Digital Infrastructure.

Policy MAY G5: Employment sites and development

1. Proposals that maximise opportunities for local people to access employment, including new employment development (Use Class B2, B8 and E(g)) and intensification of existing employment sites, will be supported where:
   a) They do not result in a net loss of residential units unless they are justified by a clear local economic need within the Parish.
   b) Where involving the redevelopment or intensification of existing buildings outside the defined settlement area, proposals should, as far as possible, maintain or make use of the footprints and envelopes of existing buildings, including agricultural sheds as appropriate.
   c) They do not have a significant impact on the local living environment, the amenities of adjacent residential properties or other land uses.
   d) They do not result in a material increase in large and heavy vehicle traffic on non-strategic routes[1] within the Neighbourhood Plan Area.
   e) Where appropriate, they provide new or enhanced walking and cycling routes.
2. The size and design of proposed employment development should respect the immediate surroundings within which they are located and reflect the guidance and key design characteristics and qualities identified in the DGC, particularly in respect of the overall scale and height of buildings, roof lines, distinctive architecture and the palette of materials associated with neighbouring buildings.

Policy MAY G6: Home working

1. Insofar as Planning permission is required, proposals which will assist home working within the Neighbourhood Plan area will be supported where the use of the home for employment purposes is ancillary to the main residential use of the building. Applications for the construction of garden studios to facilitate home working will be required to consider the impact on the amenity of neighbouring properties, including overlooking and potential acoustic disturbances.

[1] For the purposes of this Neighbourhood Plan, and in the context of proposals for the Bradwell B Power station, Steeple Road is considered a 'strategic route'. All other streets and roads in the Parish are considered 'non-strategic' routes.

6. Design and place quality

Context

6.1 Good design has a major role in contributing to quality of life and creating attractive, liveable places.

6.2 The achievement of high quality design is a core principle of the NPPF. It states, at paragraph 131, that '*good design is a key aspect of sustainable development, creates better places in which to live and work and helps makes development acceptable to communities'*. The importance of the design of the built environment and its contribution to making better places for people is emphasised. It goes on to note that *'Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development'* (paragraph 132).

6.3 In short, good design will help create high quality, safe and successful places where people enjoy living, working and visiting. This is emphasised in the National Design Guide, which should be referred to by all involved in the planning system when shaping, responding to and considering applications for planning permission. This recognises the importance of local character and the role of the community in the design process. It states that:

'Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life' (paragraph 17).

6.4 Quality of design is a key thread running through the Neighbourhood Plan and is addressed in all chapters and policies as appropriate. This section of the Neighbourhood Plan has a particular focus on quality of design in respect of the built form.

Design and Character

6.5 Essex, as a whole, has been at the forefront of the design agenda. The Essex Design Guide sets out best practice guidance and design principles for creating high-quality sustainable development across the County, responding to the unique design challenges and opportunities in Essex. It also includes detailed technical guidance on aspects such as highway design and flood management.

6.6 The approved Maldon District Local Development Plan promotes high quality design in new development and is supported by a District-wide design guide, adopted as a Supplementary Planning Document in 2017. It supports a design-led approach to all types of development.

6.7 Both the Local Development Plan and the SPD refer to the need for new development to '*respect and enhance the character and local context'*, making '*a positive contribution'* to these.

6.8 In order to understand what is meant by local character in the context of the Neighbourhood Plan area a Parish-specific Design Guide and Code (DGC) has been prepared (see Appendix 1). This notes that:

'In general, the historic form of parts in Mayland is of large plots and dwellings. While this is appropriate when development or redevelopment occurs in those areas, other newer areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general, Mayland exhibits low density development with heights averaging 1 to 2 storeys and a reasonable space between dwellings'.

6.9 The DGC presents a set of principles and codes, advocating a character-led approach to the design of development which responds to and enhances the existing town and landscape. These reflect good practice principles (including, for example, those set out in Building for a Healthy Life, 2020) and should be referenced by applicants for development. Reference to context is not intended to promote the copying of or use of pastiche solutions. It means responding to what is around as inspiration and influence and it could be that a contemporary solution is equally in harmony with the surroundings.

Policy MAY D1: Character-led design

1. New development in the Neighbourhood Plan area shall contribute to the creation of high quality places through a design-led approach to development underpinned by good practice principles and reflecting a thorough site appraisal.
2. Applicants for development must demonstrate that they have had full regard to local character and design principles set out in the DGC (Appendix 1) and the Essex Design Guide:
    a) Buildings must front onto the street with windows and doors activating the street. Inactive and blank facades should be avoided (Design Code BF 01). Where a building sits on a corner plot, active frontages must be provided on both edges facing the street (Design Code BF 09).
    b) All new housing development shall benefit from provision of front and back gardens. The depth of the garden shall respond to adjacent plots and building lines (Design Code BF 02).
    c) Buildings lines should be consistent with those established adjacent to the development site and clearly define areas of public and private space, creating well defined streets and spaces fronted by active development edges (Design Code BF 03).
    d) The density of residential development should reflect existing densities which vary between 10 and 30 homes per hectare. Lower densities should be achieved on the edges of the settlement to create a gradual transition with the surrounding countryside (Design Code BF 04).
    e) Buildings should not generally exceed two storeys in height. New buildings should incorporate pitched roofs and gables. Flat roofs should generally be avoided, unless where supporting provision of green roofs (Design Code BF 05).
    f) Low walls and natural boundary treatments, including hedges comprising native species, should be used in new development to define the property edge and create continuity along the street (Design Code BF 06).
    g) Extensions to existing buildings shall be subordinate in scale and form to the existing building, respect the street-scene and minimise impacts on existing residential amenity (Design Code BF 07).
    h) The use of materials, architectural details and palette of colours in new development should be informed by the features of adjacent buildings (Design Code BF 08).
3. Innovative schemes that respond to and reinterpret local design cues, and which demonstrate an imaginative sense of place whilst harmonising with the surrounding context, are welcome.

Sustainable Design and Construction

6.10 Future growth and development in Mayland/Maylandsea represents an opportunity to secure reduced emissions, potentially through the construction of highly energy efficient buildings, the provision of decentralised energy networks and the retrofitting of existing buildings to reduce their energy use and fuel bills. Buildings should be designed to maximise solar gain and incorporate technologies that maximise the use of energy from renewable sources.

6.11 All development in Mayland/Maylandsea will be expected to make use of the best available sustainable design and technology. Proposals for development are expected to minimise the use of resources, mitigate against and be resilient to the impact of climate change.

6.12 The Maldon 'Renewable and Low Carbon Technologies' SPD (2018) expands upon policies D2 and D4 of the approved Local Development Plan. In respect of sustainable design and construction standards, policy D2 requires all non-residential buildings to achieve a minimum BREEAM 'Very Good' rating. Beyond Building Regulations, standards are not established in the approved Local Development Plan for residential development. The SPD is supportive of development that can demonstrate sustainability through design, construction and use of low carbon technologies. It notes that the use of Passivhaus standards (see Glossary) are a good solution to delivering sustainable development in the District. The guidance in the Maldon District-wide design SPD is then referred to in respect of design solutions that can be utilised to delivery higher levels of sustainability, responding to site orientation, topography and massing, for example.

6.13 More recently, the government has been consulting on a new 'Future Homes Standard'. It is anticipated that this will come into effect in 2025 (as the 'Future Homes and Buildings Standard'), and amongst other criteria, looks set to require all new homes built to produce 75-80% less carbon emissions than homes delivered under current regulations, require homes to be fitted with low carbon forms of heating, and become net zero.

6.14 The Parish Council will support proposals for new buildings that are 'Future Homes standard' ready and, in particular, those which exceed these standards and achieve zero or near zero net energy consumption in line with the Passivhaus Standard.

6.15 Essex County Council has, with the Essex Planning Officers Association in collaboration with all Essex-based local authorities, prepared a 'Planning Policy Position for Net Zero Carbon Development Homes in Greater Essex'.

6.16 This requires new buildings to meet high building fabric and energy efficiency standards, avoid use of fossil fuels and maximise renewable energy generation to achieve operational energy balance. Evidence underpinning the policy indicates that building to net zero is technically feasible, financially viable and legally justified.

6.17 A good practice guide (The Net Zero Carbon Toolkit) has been published (see Glossary) and which presents a set of key design features that should be reflected in new developments, showing how Passivhaus standards and similar might be achieved. These include but are not limited to:

- Using simple and compact building forms, avoiding or limiting features such as stepped roofs, terraces, overhangs and balconies, all of which increase the surface area of the building and decrease the energy efficiency of the building.
- Orientating buildings to optimise solar gain and prevent overshadowing. Elevations facing +/-30^{O} south will benefit from solar gains all year round. Vertical and horizontal shading, such as brise-soleil, should be used to help control solar shading and gains at different times of the year.
- Minimising heat loss from north facing facades through the use of smaller windows, offset by larger windows on south facing facades to allow for solar heat gain. This should be reflected in the internal layout of the building and location of habitable rooms.
- Designing airtight buildings and ventilation systems that maintain good air quality whilst reducing heat loss. Mechanical Ventilation and Heat Recovery units should be installed in new buildings. Dual aspect buildings are favoured, allowing for cross ventilation.
- Install and use heat pumps as a low carbon way of heating the property. Solar Photovoltaic panels can also be utilised. Roof tiles and panels should be designed such that they are sensitive to the setting and views of the area, including those enjoyed from the seawall.

6.18 The Net Zero Carbon Toolkit also makes clear that the embodied carbon of existing buildings also requires awareness and good design, with the refurbishment and retrofit of existing buildings preferred over demolition and redevelopment.

6.19 In addition to energy efficiency consideration must also be given to water consumption.

6.20 The Neighbourhood Plan area is within a region that has been identified as being 'seriously water stressed' and where measures to improve the water efficiency of new development is encouraged. This includes the use of water efficient fixtures and fittings, rainwater/storm water harvesting and reuse, and greywater recycling. Such measures reduce the pressure on water recycling centres, by reducing the volume of water that needs treating at these, and thus reducing energy and carbon emissions.

6.21 The Defra Integrated Plan for Water supports the need to improve water efficiency and the Government's Environment Improvement Plan sets ten actions in the Roadmap to Water Efficiency in new developments including consideration of a new standard for new homes in England of 100 litres per person per day (l/p/d) where there is a clear local need, such as in areas of serious water stress. This exceeds current Building Regulations for residential homes of 110 l/p/d. For non-residential development with a gross floor area of 1,000sqm or greater, BREEAM 'excellent' standards for water consumption should be met.

Policy MAY D2: Sustainable and energy efficient buildings

1. New development will be supported where it is optimised for energy efficiency, targeting zero carbon emissions.
2. All Homes must be 'Future Homes Standard' ready as a minimum. Proposals for net zero development that exceed the Future Home Standard will be supported.
3. Subject to the development being found to be acceptable when judged against other policies in the Development Plan, innovative approaches to the construction of low and zero carbon homes, including construction to Passivhaus standards, and which demonstrate sustainable use of resources and high energy efficiency levels, will be supported:
    a) Subject to topography, layout and good urban design principles, buildings should be orientated to maximise solar gain and use design features that also provide for solar-shading, whilst also creating a consistent building frontage to the street.
    b) Creation of airtight buildings that benefit from dual aspects and include cross-ventilation, and which allow for efficient heating and cooling of buildings.
    c) Integrate efficient, renewable energy technologies within the development, including, as appropriate, ground source and air source heat pumps, photovoltaics and solar panels. Wherever used, such technology should be designed to reflect the character and materials present with the immediate area.
    d) The use of low embodied carbon materials, assessed through a Life Cycle Assessment, should be prioritised.
    e) A fittings-based approach should be taken to improve water efficiency in buildings. Proposals for residential development that achieves a water efficiency standard of 100 l/p/d or better will be supported. Non-residential development should meet BREEAM excellent standards for water consumption.
4. Insofar as planning permission is required, alterations to existing homes must be designed with energy reduction in mind following guidance set out in the Net Zero Carbon Toolkit.
5. Employment and industrial buildings are encouraged to maximise the renewable energy potential of their site and property by utilising, as far as appropriate, their roof space for solar panels. Buildings should, where it is possible, viable and in line with good design principles, be orientated to optimise passive solar gain, and be designed such that they can accommodate photovoltaic panels or materials on roofs, either at the point of construction or at a future date. Alterations to existing buildings should also be designed with energy reduction in mind.

New Green Spaces

6.22 Where new development is proposed it shall provide green space in line with standards established by Maldon District Council (See Policy N3 of the approved Maldon District Local Development Plan or later successor document to this). The provision of such space is important in helping to create an environment that supports community cohesion, health and wellbeing. Indeed, the Covid-19 pandemic emphasised the importance of having a network of local and accessible green spaces for leisure and recreation.

6.23 Where new green spaces are to be provided as part of development they should be planned and designed as part of the overall development scheme. They should be safe, accessible and usable for all, and provide a range of open space types and play facilities that cater for all ages. Green spaces should be connected by a network of green infrastructure, including public rights of way, tree-lined and landscaped streets. This network of spaces should incorporate measures that help manage surface water run-off and include wildflowers enabling insect pollinators to extend their range.

6.24 Where play spaces are to be provided, these should be inclusive and designed to cater for play for all ages, and linked to other leisure and communal activities, including provision of outdoor gym equipment and allotment gardens. As far as possible, such spaces should be overlooked by new development, providing natural surveillance of that space.

Policy MAY D3: New green spaces

1. Development of a scale that triggers provision of new green space should be provided in line with standards established by Maldon District Council. The design of this space should reflect good design. Development should:
    a) Avoid creation of left over space that lacks purpose.
    b) Integrate open space within the development rather than pushing this to the periphery.
    c) Locate new green space within walking distance of as many residents as possible.
    d) Link green spaces through a network of green routes wherever possible, including public rights of way and tree-lined or landscaped streets.
    e) Provide a range of open space types, including areas of play, opportunities for growing food, and quieter areas for relaxation.
    f) Ensure that play areas and public spaces are well overlooked wherever possible, providing natural surveillance of the space. Hidden spots must be avoided.
    g) Enable play spaces to be accessible for all children and incorporate elements relating to nature and landscape as well as play equipment.
2. A connected network of multifunctional green spaces that incorporates measures that minimise surface water run-off and which help extend the range of insect pollinators is supported

Design Review and Accreditation

6.25 Maldon Council, together with all the local authorities in Essex, has launched the 'Livewell Campaign', which seeks to improve the health and wellbeing of local people. Alongside this a 'Livewell Development Accreditation Scheme' has also been created. This encourages developers to promote the physical and mental health of residents when designing and building new developments. Schemes following this process should embed health design principles identified through a Health Impact Assessment or through submission of a Healthy Places Checklist to the District Council at pre-application stage. Schemes should also be subject to review by the Essex Quality Review Panel.

6.26 The NPPF states (at paragraph 138) that Local Planning Authorities should have access to and make use of tools and processes to assess and improve the design quality of development, including making use of design review arrangements. Design review is a way of assessing the design quality of new developments by an independent panel of experts to help support high standards of design. Guidance on the Design Review process can be found via the Essex Planning Officers' Association / Essex County Council website.

6.27 In Mayland/Maylandsea it is envisaged that major applications for development, as well as smaller schemes in sensitive or important locations, should be subject to design review. This might include residential, commercial and mixed-use development proposals, infrastructure, community facilities, public realm and open space proposals. Design review should take place at the pre-application stage to inform the design process and again following submission of the application, to help inform officer recommendations. The final proposals submitted should show how comments made during the design review have influenced the proposed development.

Project MAY 01: Livewell Accreditation and Review

1. Applicants are encouraged to participate in the Livewell Development Accreditation Scheme. Schemes following this process will be subject to review by the Essex Quality Review Panel.
2. Emerging schemes for major development should be assessed through design review. Design review of smaller schemes is also encouraged, including those in sensitive or important locations, such as in, or in the setting of, the conservation area.
3. It is encouraged that design review takes place early in the process to allow scope for input into the emerging design. The final schemes submitted to the Council should include a report on the design review process and how the scheme has responded to this. Design Review of live applications is also encouraged.

7. Community

Context

7.1 At the heart of the twenty-minute neighbourhood (Figure 9) is the provision of a wide range of services and facilities that meet everyday needs for all ages and sectors of the community, supporting cohesion and inclusiveness.

7.2 Mayland village is home to small independent retailers, several pubs and restaurants as well as Maylandsea Community Primary School. The main retail frontage is located along Imperial Avenue, including a local supermarket, post office, restaurant, pharmacy and other businesses. Other facilities in the parish include St Barnabas Church and the Maylandsea GP clinic and Trinity Medical Practice.

7.3 The Neighbourhood Plan area benefits from a strong sense of community. This extends beyond the provision of facilities and relates to local activities and events, and the relationship with the land, linked to the historic growth of the settlement.

Services and Facilities

7.4 The presence and provision of social and community infrastructure is critical to sustaining and meeting the day-to-day needs of local residents, providing access to essential services and facilities, and helping to maintain a high quality of life. Such facilities, which include schools, healthcare, churches, sports and community centres, also have an important role to play in strengthening social networks, sense of community and identity.

7.5 Policy E3 of the approved Maldon District Local Development Plan notes that the District Council will seek to retain and enhance the provision of community services and facilities. The provision of new facilities is welcome.

7.6 The ten-year plan for school place planning across Essex indicates that in the 'Maylandsea' area (which includes Cold Norton Primary, Latchingdon CE Primary, Maylandsea Primary and Purleigh Primary) there is likely to be a small deficit in school places for new pupils from years 2025/26 onwards. The ten-year plan states that *'demand for places within this group will be closely monitored to ensure sufficient capacity in the area'*. The ten-year plan is based on forecasts linked to demographics and future housing growth, linked to Local Plans. The Maldon District Local Development Plan is currently being reviewed. Essex County Council, as lead authority for education, will assess the future impact of the demand for places at all stages of its development and will recommend the provision of new schools and or expansions which, if necessary, can be incorporated into future iterations of this Plan.

7.7 Guidance on developer contributions to new school places is set out in the Developers' Guide to Infrastructure Contributions published by Essex County Council. Subject to ongoing monitoring of school place requirements and future housing growth in the Neighbourhood Plan area, the Parish Council is supportive of proposals for additional school places to be provided at Maylandsea Primary, and which might be achieved through expansion on the existing school grounds with the school potentially utilising facilities available at neighbouring Lawling Park.

7.8 The Essex County Council Early Years and Childcare Strategy (2022 – 2027) seeks to ensure there are sufficient affordable, quality and inclusive early years and childcare places for all children in Essex. Current data provided by Essex County Council shows that there are two preschools / nurseries in the Plan area offering term time places for children aged 2- 5. However, there is limited provision for younger children (0-2 years) and full year nursery care for children ages 0-5 years. With eligibility criteria changing and additional Government funding being made available to enable working families to access childcare, it is anticipated there will be an expected rise in demand for places, which cannot currently be met in the Parish. The preference is for permanent early years places to be made available as opposed to shared space, allowing for year round provision.

7.9 Lawling Park, the Primary School and Nursery comprise a hub of community facilities in the village. The park is also home to community events and activities, including the annual music festival, water fight and regular boot fairs.

7.10 The cluster of sports and leisure facilities at Lawling Park is an important asset for the community. Policy N3 of the approved Local Development Plan seeks to protect such space from development. Residents' surveys undertaken for the Neighbourhood Plan indicate that Lawling Park and playing field is considered very good or good by around 60% of the community. This suggests there is some room for improvement, with responses indicating that provision of all surface courts would help expand the quality of sports facilities. Lawling Hall is rated less well by the community. At the same time, consultation responses suggested a potential need for new community space and facilities in Maylandsea, including education, healthcare and public toilets.

7.11 Events, community and arts-based projects that raise the profile of the village and generate future funding to support wider activities in the village will be supported. The role of such projects are essential to community spirit and community cohesion and can often help and support and instigate longer term community goals. Enhancements to Lawling Park and facilities provided here will make it more conducive to the hosting of community events.

7.12 The community aspires to Lawling Park being a flagship village sports and leisure hub where there is better connectivity between the park, village, waterfront and school. The Hall itself should be upgraded as modern community sports and leisure hub.

7.13 Proposals that modernise the existing hall and include space for a wider range of facilities and activities will be supported, subject to impacts on surrounding properties and the natural environment.

7.14 Where facilities are to be provided, or improvements made, they should be accessible to all, with an emphasis placed on good walking and cycling links to these, as well as provision of secure, and dry, cycle parking provision. These may include the provision of new walking and cycling routes. All facilities should be designed to reflect the character and qualities of the site and local setting, referencing key features and principles established in the DGC, and have regard to Active Design Guidance published by Sport England.

Policy MAY C1: Community facilities

1. Proposals for new or improved community facilities will be supported and should:
    a) include provision of flexible space that can be used for a variety of community uses;
    b) be provided in locations that are accessible by safe and direct walking and cycling routes (new or existing), and use of public transport;
    c) maximise, as far as possible, the provision of charging points and cabling for electric vehicles;
    d) be easily accessible to all users, ages and abilities;
    e) respond to local character, design policies and guidance set out in the DGC; and
    f) as far as possible, results in net zero (operational) carbon emissions from both regulated and unregulated energy use prioritising a fabric first approach, minimising energy use and achieving operational energy balance on-site where renewable energy generation matches or exceeds predicated annual energy demand.
2. Proposals for early years facilities are supported where the scheme allows for year round provision of childcare.
3. Proposals that involve the loss of any space used for community purposes will be subject to the provisions of Local Development Plan Policy E3 (or subsequent update to this).

Project MAY 02: Lawling Park 'Community Hub'

The Parish Council is keen to explore the potential for improvements to the existing Hall at Lawling Park, remodeling this as a modern, multi-functional community building that can cater for a range of different community services and activities throughout the day, including community events, sports and healthcare. This should be a welcoming and inviting facility that is accessible to all and where facilities support the hosting of events and activities at the Park, including public conveniences and space for catering (see Figure 15 concept illustration).

Should growth result in the expansion of Maylandsea Primary School then opportunities for shared use of the facilities at Lawling Park should be investigated, off-setting any loss of play space on the school grounds that might arise as a result of expansion.

Policy MAY C2: Lawling Park

1. Proposals for development which provide new and or improved sports, recreation and community facilities will be supported where they meet the following criteria:

    a) facilities should be accessible to all and include provision of safe and direct walking and cycling routes;
    b) where required, artificial lighting shall not impact on residential amenity nor the natural living environment;
    c) facilities should incorporate elements of flexibility so that spaces can adapt to changes in preference and need, as well as the requirements of different age groups;
    d) there should be careful siting of any new or extended buildings to minimise loss of trees or other natural features of the environment; and
    e) where new parking provision is required and proposed it should be well related to facilities and make use of existing hard-standing where possible. On greenfield areas, parking should reflect landscape character, be informal in layout, and avoid use of impermeable surface treatments.

2. Proposals for development are expected to be fit for purpose and have regard to Active Design Guidance published by Sport England.

Figure 15: Concept illustration of potential remodelling and expansion of the Lawling Park Hall into a new 'Community Hub'

Imperial Avenue Local Centre

7.15 Successful places benefit from the presence of local centres that comprise a range of services and facilities to cater for day-to-day needs, which allow people to shop within walking distance of the home, and to engage in other social activities and events. A mix of uses is considered appropriate in the central area on Imperial Avenue, including:

- Retail.
- Restaurants and cafes.
- Offices.
- Workspaces.
- Community uses.
- Residential.

7.16 During consultation on the Neighbourhood Plan, many respondents noted the importance of the retail area on Imperial Avenue, but that the quality and appearance of this needs improving, with parking arrangements improved. Anecdotal evidence, including consultation feedback, suggests this has resulted in dangerous parking and driving causing potential hazards with pedestrians and cyclists

7.17 The parade is designated in the approved Local Development Plan as an area of 'secondary retail frontage'. In these locations, retail and other complementary uses are supported which maintain the diversity and vitality of the retail function. Provision of active frontages and quality of design is also important to the overall appearance and attractiveness of the area.

7.18 The Parish Council is keen to explore the feasibility, design and delivery of a public realm improvement scheme (Figure 16) with partner organisations that might involve:

- Creation of a low speed, pedestrian priority zone.
- Reorganisation of shop front parking, including introduction of soft landscaping, reducing the visual impact of parking and surface flooding issues associated with extensive areas of hard standing.
- Introduction of benches, planters and areas of seating.
- Safe and secure cycle parking facilities, potentially with integrated EV charging points.
- Use of a limited palette of high quality and durable materials to unify the area.

Policy MAY C3: Imperial Avenue Local Centre

1. Uses that support everyday activity are appropriate in the Local Centre on Imperial Avenue:
    a) Use classes E and F are appropriate uses and should be located on the ground floor.
    b) Ground floor uses should create an active frontage to the street, with main entrances located along and opening onto this.
    c) Residential use (Class C3) will be appropriate on upper floors, subject to being complementary with the ground floor use. All uses on upper floors should include windows and balconies that look out across the street and create variety and interest.
2. Proposals for the provision of new community facilities will also be supported.
3. Mixed-use schemes should be carefully designed to avoid noise and odour conflicts between uses.
4. Where new development is proposed it should:
    a) Create a strong and consistent building line that relates well to adjacent buildings.
    b) Include generous floor to ceiling heights at ground floor level that allow for change and flexibility over time.
    c) Be generally consistent with the prevailing heights of adjacent buildings.
5. Proposals for development should relate well to the street and, wherever possible, contribute to wider public realm improvements and supporting initiatives that improve the quality of the pedestrian environment. Proposals for uses that spill-out onto the street will be supported where there is sufficient space to allow this without causing obstruction to pedestrians and cyclists.

Project MAY 03: Imperial Avenue public realm strategy

The Parish Council will aim to explore the feasibility, design and delivery of a public realm improvement scheme along the Imperial Avenue Local Centre (see Figure 16 concept illustration and which includes the elements outlined in paragraph 7.18). This will be explored with partner organisations, such as the District and County Council, but also involve co-design and collaboration with businesses and residents.

Figure 16: Concept illustration of potential public realm improvements to the Imperial Avenue Local Centre

Digital connectivity

7.19 Access to broadband is a vital component of digital infrastructure and is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience, particularly in rural areas. Indeed, the NPPF states (at para 119) that:

'advanced, high quality and reliable communications infrastructure is essential for economic growth and social-wellbeing'

7.20 The importance of reliable and fast broadband services was highlighted during the COVID-19 pandemic, with many people required to work from home and undertake home schooling. And, with people unable to leave home other than for essential trips, the need for reliable broadband became ever more important, being a means for people to stay connected with friends and family, to access information, particularly in relation to health matters, and to arrange home deliveries.

7.21 Essex County Council has published its Digital Strategy for Essex (2022), which seeks to expand digital infrastructure and technologies. For the Neighbourhood Plan area, provision of good services is emphasised by its location. The area is classified as being a rural / semi-rural area where there is high demand for internet services but which is constrained by poor infrastructure. The Internet User Classification Report notes that in the Plan area, the internet is used as a utility, for online shopping, banking and other services. The report classified most users in the Plan area as 'e-Rational Utilitarians'. Although having increased significantly over the last five years, average wired broadband download speeds remain relatively low across the area, ranging from 20-60 megabits per second (Mb/s). Based on data from Ofcom in the Connected Nations Report as mapped by the Consumer Data Research Centre, this is lower than the UK average of 79.1 MB/s.

7.22 In January 2023, amendments were published to the Building Act requiring that new homes are installed with the fastest broadband connections (gigabit) available. Even where gigabit-capable connection is not currently possible, new homes should be future-proofed with infrastructure that will support gigabit-capable connections when they do become available.

7.23 Where necessary, improvements to mobile reception may include the need for new mobile phone masts. Where provided, these should be designed to minimise visual intrusion and respond to the character of the area. The Essex Design Guide includes pre-application requirements for local planning authorities and Mobile Network Operators regarding justification of need, site selection, baseline environmental data, mitigation, local connectivity impact and the planning process. Local authorities and Mobile Network Operators are expected to work collaboratively through the pre-application stage. Although most telecom masts are covered by permitted development rights they still require an application for approval of location and appearance.

Policy MAY C4: Digital infrastructure

1. Proposals that improve broadband speeds and mobile phone signals in the parish will be supported.
2. The location and design of any above-ground network installations shall be sympathetically chosen to not adversely affect the character of the local area, having regard to the guidance and principles contained in the DGC and the Essex Design Guide as appropriate.
3. Proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable mobile and broadband connectivity:
    a) Proposals will be supported where the appropriate cabling and ducting is provided to the premises and linked to infrastructure networks, enabling the fastest available connections.
    b) Where connectivity is not currently available suitable ducting that can accept superfast broadband, fixed line gigabit-cable broadband and/or 5G connectivity should be provided to the public highway or other suitable location.

Food Growing Opportunities

7.24 The approved Local Development Plan, at Policy N1, states that *'all development should seek to meet local standards and address any deficiencies as identified in the Maldon Green Infrastructure Study and future strategies adopted by the Council'.*

7.25 The Maldon Green Infrastructure Strategy notes that the district as a whole is deficient in provision of allotment space and that creation of new allotments should be a priority. This is particularly marked in Mayland/Maylandsea. Despite the historic growth of the area there are no allotments in the Neighbourhood Plan area. The provision of allotments and other community-based food growing opportunities are recognised as being important in terms of food resilience, health and mental well-being (see, for example, the benefits outlined by Edible Estates), and opportunities for local food production are identified as a key feature of the '20-minute neighbourhood' (Figure 9).

7.26 The provision and layout of allotments, including access arrangements, landscaping, provision of communal areas and structures on site should be designed in line with good practice established by the National Allotment Society (21st Century Allotments in New Developments, 2022). Management of the allotments will be subject to agreement at the planning application stage.

Policy MAY C5: Food growing

1. Proposals for new homes will be expected to provide space for allotments in line with District standards. The location of allotments shall be informed by an overarching green infrastructure strategy for the site.
2. Proposals for the reuse of currently underutilised or vacant land for the use of allotments will be supported.
3. Allotment gardens shall be accessible by foot and bicycle.
4. The use of perimeter fencing should generally be avoided unless required for purposes of security and where they should be softened with the planting of trees and hedges.
5. The size and layout of plots to be provided within allotments shall be based upon guidance published by 'The National Allotment Society'.

8. Environment

Context

8.1 The Maldon District Landscape Character Assessment describes the landscape of Maldon as gently undulating farmland and open fields at the rear of coastal marshland, with distinctive long hedgerow boundaries that run on parallel axes along medium to large size rectilinear field patterns. The rolling topography of the area is consistently interspersed with visual links to the drained marshland and stretches of deciduous woodland.

8.2 Mayland Nature Reserve serves as an important piece of green infrastructure to local communities as well as a biodiversity asset to the area. Additionally, playing fields and play areas adjacent to Lawling Park are popular local community amenities. The Cardnell Brothers Memorial Field fronting onto Lawling Creek and Mayland Creek is another pleasant open space at the northern edge of the parish.

8.3 The northern part of Mayland Parish borders the Mundon Creek and Lawling Creek, and falls within the Blackwater Estuary Ramsar site, which is also designated as a SSSI. This provides the village with open aspect riverside frontages and views, as well as a prime location for boating with the Blackwater Marina, Maylandsea Bay Sailing Club and Harlow Blackwater Sailing Club located along the riverfront. However, limited public access points to the foreshore remains a major concern locally and there are aspirations to expand public access to the riverfront.

Habitats and biodiversity

8.4 The Neighbourhood Plan area is within the zone of influence of the Essex Coast and thus where contributions towards the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) is required by new development.

8.5 In addition, and with the relevant provisions of the Environment Act coming into effect in 2024, all new development will be required to provide a minimum biodiversity net gain of 10%. Net gain should ideally be achieved through on-site measures and be demonstrated through use of the Defra Biodiversity Metric or associated Small Sites Metric.

8.6 The approved Local Development Plan, at Policy N2, states that development should deliver net gains where possible, and incorporate ecologically sensitive design and features where possible. The Neighbourhood Plan aligns with the Environment Act and requires biodiversity net gain to be provided.

8.7 The Essex Local Nature Partnership was established in March 2022. The partnership is preparing a Greater Essex Local Nature Recovery Strategy. This will form a baseline for habitat information across the Greater Essex area, promoting biodiversity management and improvement. Alongside this, an Essex Biodiversity Net Gain Guidance Pack has been prepared. This supports on-site delivery of biodiversity netgains, or off-site deliverability where it cannot be accommodated on-site. Essex County Council is also investigating the opportunity for developers to purchase biodiversity credits that can be used to provide additional biodiversity benefits in specific locations on land owned by the County Council.

8.8 Development should be planned to in such a way that avoids habitat loss and fragmentation, and opportunities should be sought to improve ecological connectivity, including through the creation, restoration and enhancement of linking habitats and 'stepping stones' through the landscape. Any development should minimise impacts on biodiversity and provide measurable net gains for nature. This involves safeguarding and enhancing biodiversity already present, providing new areas of habitat appropriate to the ecology of the area and integrating biodiversity within new development.

8.9 The greening of development sites can take a variety of forms and include the use of landscaping, green roofs, walls and sustainable urban drainage systems. The DGC provides guidance and a number of illustrated examples, including that in Figure 17 showing trees and landscaping integrated within development, complementing the public realm, contributing to enclosure and sense of place.

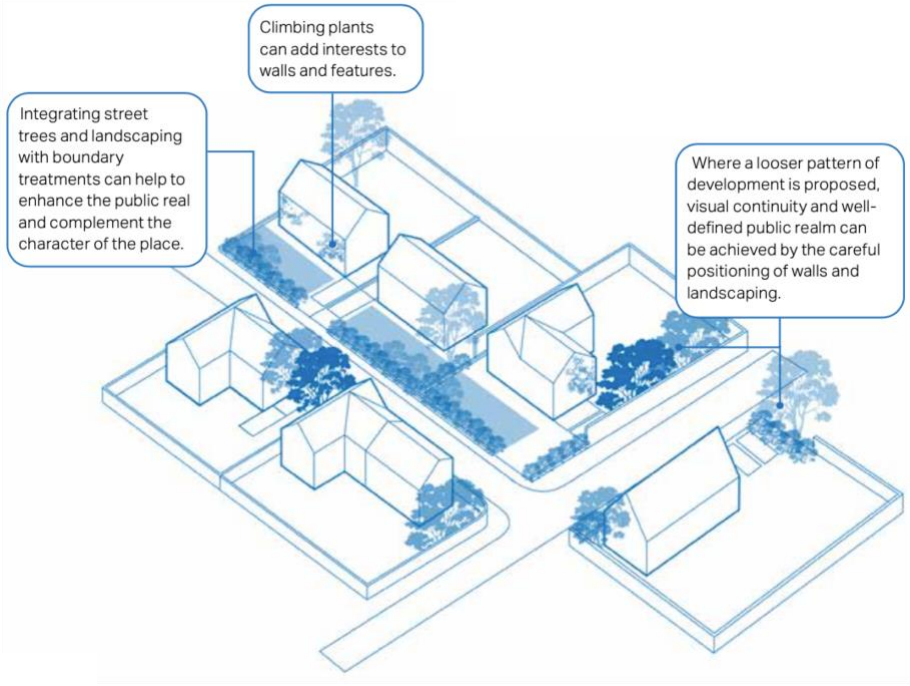

Figure 17: Image from the DGC showing trees and landscaping that complement the public realm and create a sense of place

Policy MAY E1: Recreational disturbance, avoidance and mitigation

1. All qualifying new development within the zones of influence of European Sites should be required to make an appropriate financial contribution towards mitigation measures, in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Supplementary Planning Document, to avoid adverse in-combination recreational disturbance effects on European Sites.
2. All residential development within the zones of influence should deliver all measures identified (including strategic measures) through project level Habitat Regulations Assessment (HRAs), or otherwise, to mitigate any recreational disturbance impacts in compliance with the Habitats Regulations and Habitats Directive.

Policy MAY E2: Biodiversity

1. Development proposals must manage impacts on biodiversity and secure a minimum net biodiversity gain of 10% on-site as far as practicable, as demonstrated through use of the most up-to-date version of the Defra biodiversity metric (or any successor document to this) and submission of a biodiversity net gain plan submitted as part of planning application material. This should be informed by current site conditions and with any proposed habitat creation being appropriate to local context. This applies to all developments, including smaller sites, which should make use of the Small Sites Toolkit published by Defra as part of the biodiversity metric.
2. Where measures are proposed off-site these should be located as close as possible to the development site. The applicant will need to demonstrate these are deliverable.
3. Criteria for new development are set out in the DGC. As far as appropriate to the site, development should:
    a) Preserve existing mature trees and hedgerows, incorporating them into the overall design of new development, and using them as landmarks as appropriate (Design Code SP 04).
    b) Integrate new trees into the design of the development from the outset, strengthening vistas, focal points and movement corridors (Design Code SP 04).
    c) Provide a variety of tree species, including native species, to ensure resilience and diversity in design (Design Code SP 04).
    d) Make use of trees, hedges and planting in public areas that are complementary to the street and help define the boundary between development plots and the public realm (Deign Code SP 04).
    e) Avoid abrupt edges to development, incorporating vegetation and landscaping on settlement edges as appropriate (Design Code EE 03).
    f) Avoid low maintenance gardens and areas of hard landscaping (Design Code EE 03).
    g) Include new habitats and wildlife corridors in new development which could be achieved through the alignment of front and back gardens. Corridors should be of sufficient width to allow for movement of wildlife (Design Code EE 03).

Riverside

8.10 Lawing Creek and the riverside landscape offers a natural environment unique to Mayland / Maylandsea and should become a focus for the village.

8.11 The ambition is to better connect the Creek to the village, making the waterfront more accessible, upgrading the public realm and providing, where appropriate, additional community facilities near the waterfront. These might include benches and viewing platforms, and where opportunities for birdwatching might be provided.

8.12 Proposals for access to the riverside which may affect the UK marine area will need to be considering in line with policies within the South East Inshore Marine Plan.

8.13 It is essential to the longer term sustainability of the village that existing flood defences are maintained and adequate provision is planned to mitigating against the risk associated with rising sea levels. However parts of the seawall have suffered erosion and are in need of maintenance.

8.14 The Green Infrastructure Strategy for Maldon District recognises that the waterfront, and access to this, is an excellent natural asset enjoyed by residents and visitors. Links to and along the waterfront should be strengthened, allowing for all to benefit from this natural resource. However, the route along this is not useable in all weather conditions. Key sections of the route requiring improvement are that extending between the Blackwater Bar & Bistro and Nipsells Chase.

8.15 The Green Infrastructure Study identifies the Blackwater as a 'Waterfront Sports Awareness' area. It suggests that opportunities to facilitate enjoyment of the water environment should be explored, with steps taken to improve water quality, and health and safety at access points. It also notes that new development will be required to enhance access to the waterfront where afforded by site location. However, access to and along the waterfront should be designed with safety in mind, avoiding the risk of unauthorized or accidental access to the water.

8.16 Mayland / Maylandsea is a key destination on the Essex Coastal Path. Improvements to the public realm and upgrading signage between Lawling Park, Imperial Avenue and Lawling Creek will provide better access to the coastal path and village.

Policy MAY E3: Riverside

1. Where afforded by site location, development should provide new points of pedestrian and cycle access (including cycle parking) to the riverside path and or help deliver improvements to the existing access arrangements and security of the seawall defences.
2. The path and access should be designed with safety in mind and be of a surface that allows for use in all weather conditions.
3. Proposals that include benches, viewing points and associated information points will be supported.
4. New and improved points of access should be delivered as part of a wayfinding strategy that strengthens links between the riverfront and Imperial Avenue local centre.
5. Proposals for access to the riverside which may affect the UK marine area will need to be considering in line with policies within the South East Inshore Marine Plan.

Flooding

8.17 The rolling topography of Mayland Parish is interspersed with visual links to the drained marshland. The main settlement area of the parish has a fairly flat topography, which rises from the village to higher ground in the south-east ranging from 2m to 50m above sea level.

8.18 Mayland Creek and Lawling Creek, as part of the River Blackwater Estuary, run along the north parish. Much of the north-eastern part of the parish falls within Flood Risk Zone 3 where there is a high risk of flooding. This could affect properties that are fronting onto the riverfront. Parts of the Flood Risk Zone 3 also extends towards the south of the village, mainly along Nipsells Close, posing a flood risk for properties in the vicinity. However, the Parish benefit from sea wall protection of low land along Lawling Creek and Mayland Creek.

8.19 The approved Local Development Plan, at Policy D5, states that in order to minimse the risk of flooding, all development must demonstrate how it will maximise opportunities to reduce the causes and impacts of flooding. Sustainable Drainage Systems (SuDS) are identified as a mitigation measure. The use of SuDS is strongly supported in the Neighbourhood Plan area.

8.20 The Essex Design Guide includes good practice design guidance in respect of SuDS. This should be referred to in all proposals for development in the Neighbourhood Plan area, including both major and minor applications. Guidance and design expectations in respect of a variety of different approaches to sustainable drainage are established, including rainwater and stormwater harvesting, soakaways, filter strips, swales, bioretention areas, infiltration basins, detention basins, ponds, and pervious / permeable materials. Solutions appropriate to the site and context should be designed and consulted upon with the County Council as the lead local flood authority.

8.21 The requirements for minor applications are slightly less stringent than for major applications (see Glossary), though still need consulting upon and, where there is a potential flood risk, then sustainable drainage systems should be provided and designed in line with the guidance. The use of hard surfaces (including, for example, the paving over of gardens) should be minimised. Where necessary, hard surfaces should take the form of unlined permeable paving.

8.22 It is also recognised that the value of SuDS is not limited to flood mitigation. Their value in improving water quality, amenity improvements and contributing towards biodiversity net gain on sites mean they are strongly supported in the Neighbourhood Plan Area and can be a way of helping to deliver biodiversity net-gain.

8.23 The network of streets and spaces in the built-up area are noticeably lacking in greenery. These hard environments contribute to the risk of surface water flooding. Many of the streets are also wide in places and, as raised during consultation, suffer from traffic speeding. They represent an opportunity for remodeling, integrating street tree planting and other landscaping, including raingardens and planting of wildflowers. This would help soften the built environment, enhancing biodiversity and flood management, and, through the narrowing of streets and other appropriate traffic calming measures, help lead to a reduction in traffic speeds and thus contribute to a safer environment for all. Opportunities to green existing streets, either by way of proposals for development or as a separate projects and initiatives, are welcome.

Project MAY 04: Street greening initiatives

1. Alongside the provision of SuDS within specific development schemes, the Parish Council is keen to see wider measures introduced that manage and mitigate flood risk, including that associated with surface water runoff.
2. The Parish Council is keen to work with partners, including the County Council as highways authority and lead local flood authority, to explore opportunities for 'de-paving' areas of hard-surfacing, and which might include the creation of rain gardens and tree-pits alongside or as part of the remodelling of the carriageway.
3. The feasibility of such an initiative, the associated management and maintenance regimes would be agreed with the relevant authorities.

Policy MAY E4: Sustainable drainage

1. Development proposals should take account of the relationship between the site concerned and the drainage and water disposal profile of the neighbourhood area taking into account the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.
2. Planning applications for developments which are located within an area at risk from flooding must include mitigation measures giving priority to the use of sustainable drainage systems (SuDS) as appropriate to their scale, nature and location:
    a) The design of SuDS must have regard to the 'Sustainable Drainage Systems Design Guide' (or any successor document) published by Essex County Council.
    b) Proposed drainage solutions will be subject to consultation with Essex County Council as the Lead Local Flood Authority.
    c) Where practicable, SuDs should be designed to be multi-functional and deliver benefits for wildlife, amenity and landscape.
    d) Swales and attenuation ponds should be designed so that water features and plants are visible from the surrounding area and avoid unattractive and over-engineered boundary treatments. Attenuation ponds on slopes should be avoided if they need deep embankments or bunding.
    e) Where it is proposed to provide SuDS within the public realm these should be designed as an integral part of the green infrastructure and street network, responding positively to the character of the area. Where hard landscaping is needed the use of porous materials should be maximised to enable infiltration.
3. Schemes that incorporate rainwater harvesting to capture, store and reuse grey water will be supported. Where proposed, the design of the tank should complement the building, avoiding unsightly pipework, and, wherever possible, be combined with landscaping or planters with integral water capture systems (Design Code EE 02).

Front Gardens

8.24 In Mayland/Maylandsea the front gardens of many residential properties have been paved over with hard surfacing to provide off-street parking.

8.25 Although permitted development rights allow homeowners to pave over a certain amount of their front garden without needing to apply for planning permission, the in-combination effect of this can be an increased risk of surface water flooding, increased pollutants in the drainage network and overflows form the sewerage network. It can also lead to a reduction in the amount of water soaking into the ground and reaching natural aquifers, limiting the natural cooling effect, and thus contributing to a rise in local temperatures.

8.26 Homeowners are encouraged to reinstate permeable surfaces within front gardens and, where proposing to create off-street parking, to maximise the retention of naturally permeable surfaces and areas of landscaping. Reference should be made to good practice guidance when planning to change front gardens. This includes material published by the Royal Horticultural Society (Greening Grey Britain: Front garden guide, 2008) which provides a series of case study examples showing how gardens might incorporate parking within a greener environment.

Policy MAY E5: Paving of front gardens

1. Where it is proposed to pave over front gardens and the submission of a planning application is required, all proposals should:
   a) Seek to maximise the retained area of vegetation.
   b) Incorporate Sustainable Urban Drainage Schemes (SuDS).
   c) Not direct run-off straight into the drainage system (both to avoid adding to flood risk and to ensure pollutants do not enter the main river system).
   d) Include new planting of non-invasive tree and shrub species.
2. Guidance published by The Royal Horticultural Society (e.g.: Front Garden Guide) should be referred to when considering how best to redesign front gardens, particularly those incorporating parking provision.
3. Where necessary to gain vehicular access to allow off-street parking, planning permission must be sought for the installation of dropped kerbs and cross-overs. These will only be supported where appropriate on-site drainage is provided, using permeable surfaces, and where surface run-off rates do not increase those currently experienced.

9. Access and Movement

Context

9.1 Travel choices in the Neighbourhood Plan area are limited, with people dependent upon access to a car to travel beyond the area. This disadvantages the young and elderly who might not have access to a car and are dependent upon public transport to access education and healthcare.

9.2 Within the Plan area itself, opportunities for walking and cycling to access everyday facilities is also limited, with the high speed of traffic on streets both within the village and through the Parish undermining pedestrian safety and attractiveness of existing routes for walking and cycling.

9.3 Whilst recognising that people will continue to use the car, the Neighbourhood plan supports improvements to other transport modes, providing access for all.

Healthy and active travel

9.4 Policy T1 of the approved Local Development Plan promotes the delivery of sustainable transport infrastructure across the District, prioritising movement by foot and bicycle. Policy T2 requires development to provide safe and direct walking and cycling routes.

9.5 Mayland/Maylandsea benefits from an extensive pattern of footpaths and Public Rights of Way extending across the Parish. These provide access to the surrounding countryside and are enjoyed for leisure and recreation purposes.

9.6 All existing Public Rights of Way should be retained and incorporated, wherever possible, within proposals for development. Any diversion or stopping up of an existing route will be subject to an application for permission.

9.7 The distance that can be covered in five or ten minutes, particularly by bicycle, is extensive. Effort that support and increase in walking and cycling, and make these the 'norm' for shorter journeys are encouraged.

9.8 The Maldon District Cycling Action Plan states that the District *'is an ideal area for cycling with few steep hills and beautiful countryside. Better cycling conditions would encourage tourism, give Maldon District residents more travel options and thereby enable them to make more sustainable travel choices'*. Despite this, the Action Plan notes that currently cycling levels across the District are low, particularly in comparison to the average cycling mode share across all local authorities in Essex. This is linked to a lack of infrastructure available to support safe cycling conditions. The Strategy recommends that new developments provide high quality cycle networks and that new leisure routes are developed.

9.9 In the Neighbourhood Plan area there is a particular opportunity to explore cycling as a leisure activity and deliver a connected route linking the area with Maldon, Burnham-on-Crouch and smaller villages in-between.

9.10 Any proposed new routes that complement the existing network of public rights of way in Mayland/Maylandsea, or improvements proposed to existing routes, should be delivered in accordance with best practice principles for design and maintenance. Sustrans, for example, recommends that cycle routes should include a smooth surface with good drainage properties and long-term durability. The latest guidance published by the Department for Transport as set out in Cycle Infrastructure Design LTN 1/20 should also be referred to.

9.11 High quality walking and cycling routes should be integrated within new developments. But the quality and attractiveness of the network is only as good as the missing links or gaps in the routes. The Parish Council is keen for development to help facilitate delivery of a connected network of walking and cycle routes that benefit of existing and new residents. Key routes for improvement are those that make short, everyday journeys easy and enjoyable. This includes improving links to parks, the village centre, schools, healthcare and other community facilities. The DGC shows how new developments should incorporate walking and cycling networks. Applicants will be expected to refer to these principles. As appropriate, improvements to the bridleway network shall also be made.

Project MAY 05: 'Active travel network'

1. The Parish Council welcomes opportunities that improve and expand the network of footpaths, cycle routes and bridleways that enable access to and through the extensive network of multifunctional green and blue spaces for the benefit and enjoyment of all.
2. The Parish is keen to work with neighbouring Parishes and partner organisations, including the District and County Council, to explore the potential for a cross-boundary leisure route for cycling, connecting the village with Maldon, Burnham-on-Crouch and surrounding villages.
3. The Parish Council is keen to work with partner organisations to explore how this might best be achieved, including feasibility testing.

Policy MAY A1: Walking, cycling and horse-riding

1. New development will be required to provide new or enhanced, safe and convenient walking and cycling routes, and opportunities for other forms of non-motorised travel, through the site, linking with existing routes, including Public Rights of Way, providing an attractive alternative to car-based travel for short, every-day journeys, including trips to school, shops and other local facilities.
2. Any development that adversely affects existing Public Rights of Way will be required to provide a suitable replacement, diversion or improvement measures.
3. Proposals for development should reflect the design guidance established in the Mayland/Maylandsea Design Code such that routes for walking cycling and other non-motorised forms of travel, including bridleways, are safe and attractive for all to use. In particular development proposals are required to satisfy the following criteria:
    a) Demonstrate how proposals integrate satisfactorily into existing adjacent walking, cycling and, as appropriate, bridleway networks, without reduction of capacity or safety of those routes.
    b) Provide development layouts with active frontages which allow for the natural surveillance of routes through overlooking.
    c) Provision of new routes should be suitable for use in all weather conditions, be well signed and clearly defined.
    a) The design of cycle routes should be appropriate to context and the environmental character of the area, as set out in the DGC, and having regard to in DfT Cycle Infrastructure Design LTN 1/20, or successor guidance.
4. Proposals for residential development shall provide secure cycle storage assigned to the dwelling and located within or immediately adjacent to the property, fully enclosed and at ground-level. Proposals for flats should include communal areas for cycle storage.
5. Proposals for commercial, leisure and community uses should support and enable active travel through inclusion of safe, secure, dry and convenient cycle parking and changing facilities where appropriate.
6. Cycle parking shall be provided in line with the Maldon Vehicle Parking Standards SPD or successor document to this.

Public Transport

9.12 Proposals for development should respond to the need to reduce the generation of road traffic and help reduce air and noise pollution. However, existing bus services in the Parish are poor. Services are provided towards Maldon but are limited beyond that, requiring passengers to change buses. Direct services to Chelmsford, which provides important retail, education and health services, are limited. There are no direct services to either South Woodham Ferrers, which provides retail and healthcare, nor Althorne, where the closest rail station to Mayland/Maylandsea is. Residents of the Parish are effectively dependent upon a car for travel beyond the area. This disadvantages those who don't have access to a car or are unable to drive: impacting in particular on the young and elderly.

9.13 Essex County Council has undertaken a Bus Network Review for Maldon District, recommending measures that will help overcome barriers to bus use. This includes a package of projects intended for implementation by 2026.

9.14 The Parish is keen to work with partner organisations to deliver improved bus services, whether that is facilitated though new development or via wider transport plans and proposals.

Policy MAY A2: Public transport

1. New development is required to provide or contribute to new and enhanced bus services and supporting infrastructure including bus stops, shelters, travel packs and real time information, where the tests in paragraph 58 of the NPPF are met. Any new routes should connect with existing public transport interchanges and access wider destinations.
2. New development should be designed to ensure public transport is a convenient way of moving through, to and from the development, being designed to avoid conflicts between bus users, pedestrians, cyclists and car users.
3. Any bus stops provided in areas of new development should be located so that all residents are within walking distance of a bus stop.

Project MAY 06: Public transport services

1. The Parish Council is keen to explore opportunities to work with partners, including Essex County Council and the Maldon Local Highways Panel, which, subject to feasibility work, would deliver improvements to public transport services, including more frequent and direct routes between Mayland/Maylandsea, Chelmsford, South Woodham Ferrers and Althorne station.
2. This may involve a resident's travel survey to understand where residents travel to, how often and what time of day. This would provide a better understanding of any potential future links and improvements that might be considered.
3. The Parish Council would also like to see the quality of existing bus waiting facilities improved, integrating technology into these, providing real time journey information.

Street design

9.15 Where proposals for new development in the Neighbourhood Plan area involve the delivery of new streets these should be designed with all users and ages in mind, helping facilitate safe movement by foot and bicycle and which discourage speeding.

9.16 A set of example street types and design principles are presented in the DGC (Design Code SP 02) and should be used to inform proposals for new development. Equally, these examples can be used as a basis for thinking about the potential retrofitting of existing streets in Mayland/Maylandsea, introducing greenery into the street environment for example.

9.17 Initiatives that improve traffic safety are also welcome. Through consultation the following issues have been raised:

- The high speed of traffic on streets in the village, particularly along The Drive and Imperial Avenue.
- High volume and traffic speeds along Steeple Road.
- Lack of crossing points for pedestrians along Steeple Road, by the Primary school and Lawling Park along The Drive, and along Imperial Avenue.

9.18 Interventions that would be welcome include the reconfiguration of existing roads and junctions, such as along The Drive and Steeple Road, reducing traffic speeds and improving conditions for walking and cycling. Changes to junctions along Steeple Road will act as gateways into the village and, with landscaping, present a natural transition between the built form and surrounding landscape.

9.19 In existing residential areas, the potential for converting streets into play streets, homezones or similar will be supported. Such streets typically include shared spaces, greening, traffic calming and low speed limits. A central goal of these types of street are to remove the traditional segregation of vehicles, bicycles and pedestrians in public spaces, encouraging natural human interaction and where space for people is prioritized over the private car. Suitable locations might include those areas where there is a low volume of traffic and where the road network currently limits pedestrian access to green space. Any proposals that include street trees will need to consider maintenance regimes and guidance in respect of visibility and thus road safety, including that set out in the Highways Technical Manual within the Essex Design Guide.

9.20 Outside of the built-up part of the parish the Neighbourhood Plan area is rural in nature. Urbanising features shall be avoided where possible, except where required for road safety purposes.

Project MAY 07: Street improvements

1. The Parish Council has identified the following locations where street improvements might contribute to speed reductions and traffic safety for all users. Solutions might involve the introduction of street greenery along streets, visually narrowing the width of the carriageway and thus the speed of traffic along this.

    a) Introduction of 'gateways' at the junctions of Steeple Road with the Drive, Grange Avenue and Mill Lane, defining the main points of entry into the village and within which the speed of traffic should be reduced, allowing safer crossing along Steeple Road. Gateway junction designs might take the form of mini roundabouts or similar to slow traffic, and signal the need for a change in driver behaviour.

    b) Introduction of traffic calming measures along The Drive, North Drive and Nipsells Chase that reduce the speed of traffic and allow for safer movement by pedestrians and cyclists. New crossing points for pedestrians should also be provided, improving the quality and safety of walking routes to the Primary School and Lawling Park.

2. The Parish Council is also keen to explore the reconfiguration of existing streets along the concept of the homezone / play street. Potential locations would be identified and designed in cooperation with homeowners and the highways authority, potentially testing a pilot project in the first instance and exploring management and maintenance regimes.

3. The Parish Council is keen to explore potential opportunities in partnership with relevant delivery organisations including the District and County Council.

Policy MAY A3: Street design

1. People-friendly streets that follow the placemaking principles in the DGC (Design Code SP 02) should be integrated within areas of proposed new development as appropriate to the size of site:
    a) Streets shall be designed to balance the needs of competing users and avoid conflicts between motor vehicles, bus users, pedestrians and cyclists
    b) A permeable network of streets shall be provided, avoiding use of culs-de-sac.
    c) Traffic calming should be achieved through use of landscaping and building layout, avoiding use of engineered solutions such as humps, cushions and chicanes.
    d) Opportunities for street trees, multifunctional green infrastructure and SuDS must be provided within the design of the street.
    e) Safe crossing points should be provided, particularly at junctions, with the road surface raised on minor roads to prioritise pedestrian movement.
    f) Cycle infrastructure shall be integrated into street design as appropriate to the hierarchy of street, speed and volume of traffic it is intended for and reflecting the street typologies illustrated in the DGC and having regard to DfT Cycle Infrastructure Design LTN 1/20.
    g) Proposals for play streets and homezones within new development areas will be supported, including shared spaces, greenery, traffic calming and low traffic speeds.
2. Proposals for development which include appropriate mitigation measures that contribute towards traffic safety will be supported.
3. Outside of the settlement boundary, urbanising features such as lighting, signage and road markings shall be avoided except where required for road safety purposes.

Car Parking

9.21 The quality and provision of car parking can be a major determinant on the quality of place, particularly in residential areas. If it is not provided in the right place, it is unlikely to be used properly. The location and provision of parking should respond to good urban design and placemaking principles as set out in the DGC (see Design Code SP 03). For residential development, on-plot parking should be provided (Figure 18). Rear courtyards should be avoided where possible. Equally, alternatives to garages should be explored, as these are not often used for parking and occupy valuable space that might be used more effectively for other uses, including living space.

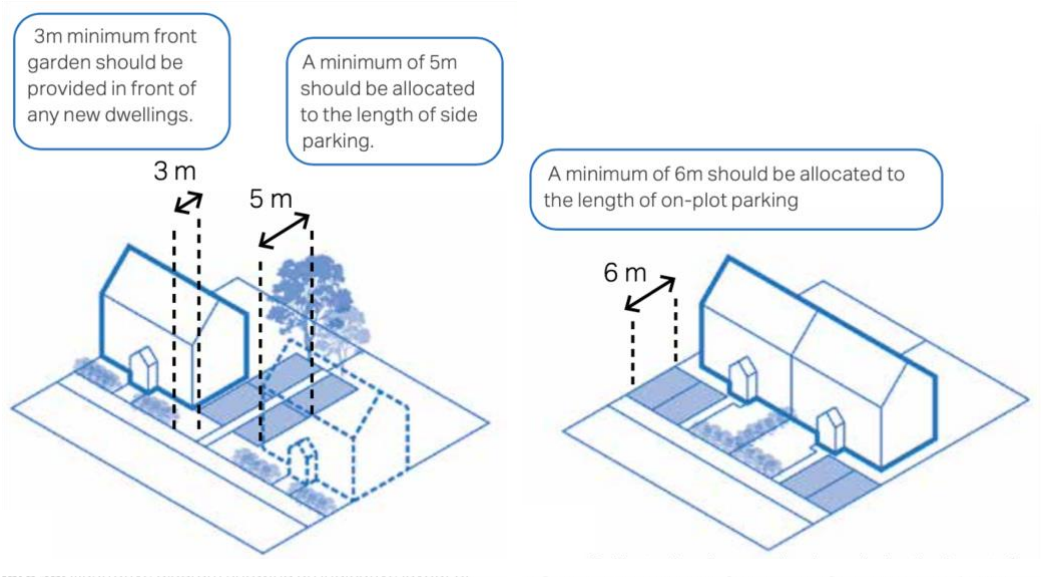

Figure 18: Images from DGC illustrating on-plot residential parking arrangements

9.22 Where parking is provided on-street, consideration should be given to using different materials to define the use of different areas. Where possible, unallocated on-street parking provision, particularly for visitors, and which is more land-efficient than parking courts, should be provided.

9.23 The Government is committed to phasing out the sale of all petrol and diesel vehicles whilst also rolling-out the necessary infrastructure to support provision of electric vehicles. New Building Regulations have recently been introduced in respect of electric charging points for residential and non-residential developments.

9.24 The provision of electric charging points, alongside support for walking, cycling and improved public transport services, is supported in the Parish. Such technology should be designed such that it does not cause obstruction within the public realm (e.g.: electric-vehicle charging points and cables placed on the footway which impede pedestrian movement).

Policy MAY A4: Parking standards and design

1. The quantum of car parking spaces to be provided in new development shall be in line with the standards set out in the Maldon District Council Vehicle Parking Standards SPD, or successor documents to this.
2. The provision of parking spaces should be undertaken as a placemaking exercise, following Design Code SP 03:
    a) Car parking spaces for new homes should be provided on-plot, set back from the main building line and of a sufficient size to accommodate a parked car. Where provided in front of the property, buildings must be set back a minimum of 6m from the plot boundary to allow movement around the parked vehicle and incorporation of landscaping as appropriate.
    b) Garages shall reflect the architectural style of the host building and should provide sufficient internal space to accommodate a parked car and, where possible, incorporate storage space, preferably for bicycles.
    c) Proposals involving conversions or extensions will need to provide adequate parking space on-plot.
    d) Rear garage and parking courts shall only be provided where they benefit from natural surveillance, are directly accessed from the front of properties, and are designed as attractive, functional spaces, incorporating tree planting. Narrow vehicular accessways should be avoided.
    e) Where new areas of public parking are proposed they shall, as appropriate to the immediate context, make use of porous, natural surfaces and incorporate areas of landscaping. Raised edges and kerbs should be provided around areas of landscaping to protect them from over-running vehicles.
    f) Parking should only be provided on-street where no other practicable solutions exist. Where it is proposed to provide parking within the street these shall be designed as part of a comprehensive public realm strategy, including tree planting and use of materials to define parking spaces and soften the visual impact of parked cars. Such spaces should ideally be perpendicular to the street and must be designed to avoid impeding the movement of pedestrians, cyclists and other vehicles. No more than four on-street car parking spaces should be provided in a row, with trees or other forms of soft landscaping at the end of each row. Raised edges and kerbs must be provided around these to protect them from over-running vehicles.

Policy MAY A5: Electric vehicle charging points

1. National policy requires that an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles is to be ensured. To that end, where electric vehicle (EV) charging is proposed, such infrastructure shall be located sensitively to ensure that there are no harmful impacts upon pedestrian circulation or the immediate appearance of the street scene and wider townscape. Infrastructure shall be designed to minimise visual clutter, hindrance and hazard to pedestrians and other street users.
2. Insofar as planning permission is required, proposals for the retrofitting of existing on and off street parking to include EV charging points is welcome.
3. Wherever possible, public EV charging infrastructure, such as cabling, should be provided in such a way that it can be expanded in the future to provide additional charging points and be upgraded to incorporate faster charging technology.

10. Projects and Next Steps

Infrastructure Delivery

10.1 Maldon District Council negotiates Section 106 agreements with applicants to provide funds or works that make development more acceptable in planning terms. This includes the funding and delivery of infrastructure such as affordable homes and community facilities including play parks, open space and youth facilities. The District also negotiates, in conjunction with the Mid Essex NHS Clinical Commissioning Group, to achieve contributions towards health infrastructure improvements.

10.2 As a service and infrastructure provider, Essex County Council has its own thresholds and processes for planning obligations as set out in the ECC Developers Guide to Infrastructure Contributions (2020). Planning obligations may be required for the following service areas:

- Early years and childcare.
- Schools.
- School transport and sustainable travel.
- Employment and Skills Plans.
- Highways and transportation.
- Sustainable Travel Planning.
- Passenger Transport.
- Public Rights of Way.
- Waste management.
- Libraries.
- Flood and Water Management and Sustainable Drainage Systems (SuDS).

10.3 Through production of the Neighbourhood Plan and in consultation with the community a list of projects has been identified. These are referred to through the Neighbourhood Plan and highlighted in the pink project boxes. These are projects towards which funding, either by way of a Section 106 agreement, through the potential future adoption of an Infrastructure Levy (as proposed through the Levelling Up and Regeneration Act), or through other arrangements, including funding streams available through partner organisations, might be directed. They include, but are not limited to:

- Modernisation of the Lawling Park Hall.
- A public realm strategy for the Imperial Avenue Local Centre.
- Street greening initiatives.
- New and extended network of walking and cycling routes.
- Improved bus services.
- Traffic management and street improvements.

10.4 Projects identified in the Neighbourhood Plan that relate to highways matters will need developing in consultation with Essex County Council as the Highway and Transport Authority, and or through the Maldon Local Highways Panel. It is anticipated that any scheme taken forward would need to comply with the relevant guidance and standards, including the Essex Design Guide (including the Highways Technical Manual and Streets and Road Guide), Essex Parking Standards, and ECC Development Management policies for highway design and transport matters.

Reviewing the Neighbourhood Plan

10.5 Notwithstanding the defined period of the Neighbourhood Plan to 2042, it is recognised that, with the continued drafting and subsequent adoption of the Local Development Plan likely, the Neighbourhood Plan will need to be reviewed periodically. This will enable the Neighbourhood Plan to remain 'current' and in conformity with the Maldon District Local Development Plan and National Planning Policy Framework.

Appendix 1: Design Guide and Code

The Mayland Design Guide and Code ('The DGC') is presented as a free-standing appendix to the Neighbourhood Plan and must be referred to by all applicants for new development in the Neighbourhood Plan area.

Appendix 2: Waste and Minerals

Essex County Council (ECC) is the Minerals and Waste Planning Authority (MWPA) for the Neighbourhood Plan area.

The Neighbourhood Plan area includes land within a Mineral Safeguarding Area (MSA) due to the presence of sand and gravel deposits beneath the ground, but not in close proximity to the existing settlement boundaries (Figure 19). These areas are subject to a mineral safeguarding policy (see Policy S8 of the Essex Minerals Local Plan (MLP) 2014), which seeks to prevent deposits being unnecessarily sterilised by non-mineral development. Proposals for non-mineral development coming forward in land designated as a MSA must demonstrate compliance with Policy S8 of the MLP.

A Mineral Resource Assessment (MRA) would be required as part of a planning application for sites of 5ha where the application site falls within the MSA for sand and gravel, 3 ha for chalk and greater than 1 dwelling for brickearth or brick clay to establish the practicality and environmental feasibility of the prior extraction of mineral such that the resource is not sterilised. The scope of the MRA will need to be agreed with ECC as the MWPA. If necessary, the MWPA may require prior extraction of minerals resource, and the timing and delivery of this would need to be taken into account by the local authority (Maldon DC), especially in relation to site phasing and delivery. ECC, as the MWPA, must be consulted on all applications for non-mineral and non-waste development proposed within these areas that meet the tests set out in Policy S8.

The Plan area contains no sites that are subject to Mineral or Waste Consultation Areas.

A MLP Review has commenced to extend the plan period from 2029 to 2040. A second Regulation 18 version of this was subject to public consultation in summer 2024. There are no ‘candidate sites’ in the Plan area for potential inclusion in the MLP Review. Consultation on a pre-submission version MLP (Regulation 19 stage) is likely to take place in 2025.

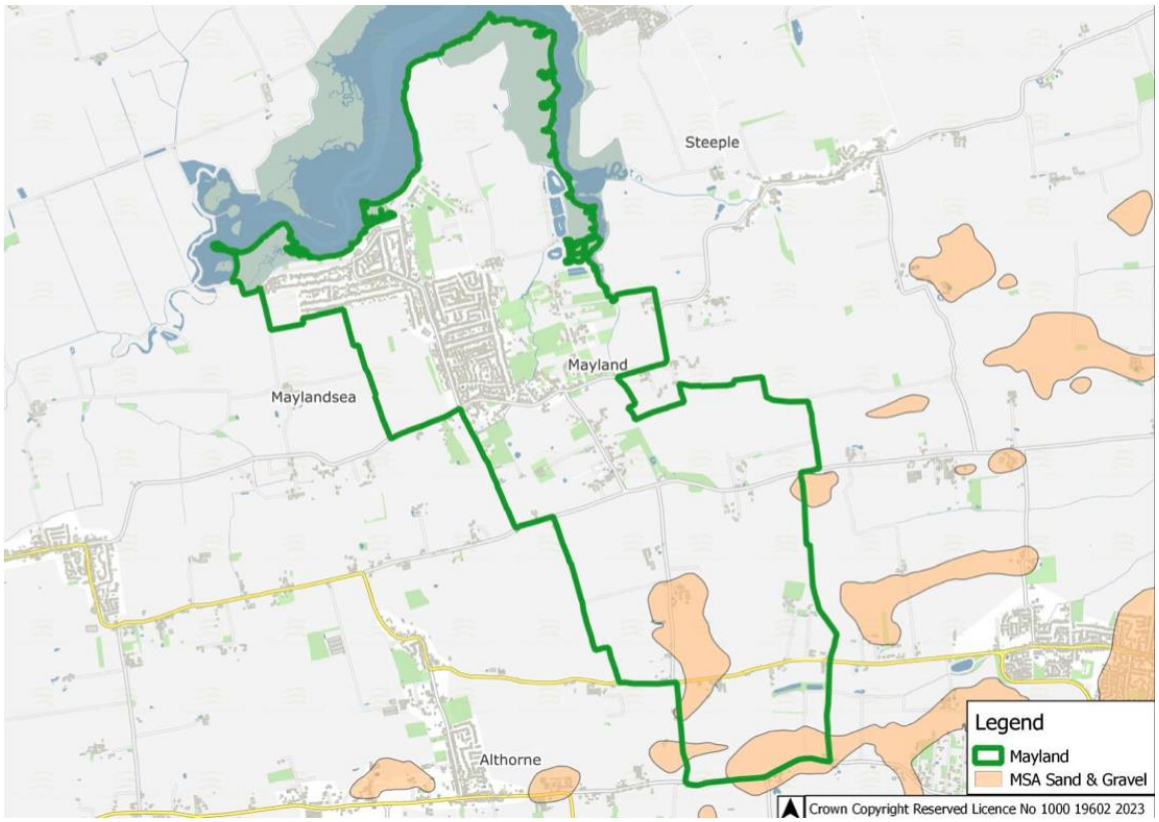

Figure 19: Mineral Safeguarding Area for sand and gravel and mineral and waste sites in the Neighbourhood Plan area (source: Essex County Council)

Glossary of Terms

Adoption – The final confirmation of a development plan by a local planning authority.

Affordable Housing - Includes housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). A full definition is available in the NPPF.

Brownfield Site – See Previously Developed Land.

Conservation Area - an area of special architectural or historic interest, the character or appearance of which is preserved by local planning policies and guidance.

Development Plan - Includes the approved Maldon District Local Development Plan and any future adopted Local Plan which may replace it, and Neighbourhood Development Plans which are used to determine planning applications.

Evidence Base - The background information that any Development Plan Document is based on and is made up of studies on specific issues, such as housing need for example.

Greenfield Site - Land where there has been no previous development, often in agricultural use

Green Infrastructure – A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Includes those parts of an area which are occupied by natural open space, parkland, woodland, sports fields, gardens, allotments and the like.

Housing Associations / Registered Social Landlords / Registered Providers – Not-for-profit organisations providing homes mainly to those in housing need

Independent Examination - An assessment of a proposed Neighbourhood Plan carried out by an independent person to consider whether a Neighbourhood Development Plan conforms with the relevant legal requirements.

Infrastructure – Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.

Infill Development – small scale development filling a gap within an otherwise built up frontage.

Listed Building – building of special architectural or historic interest.

Local Planning Authority - Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, county council, a unitary authority or national park authority. For Mayland this is Maldon District Council.

Made – Terminology used in neighbourhood planning to indicate a Plan has been adopted.

Major development – For housing, major development is defined as that where ten or more homes are to be provided, or where the site has an area of 0.5 hectares or greater. For non-residential development, major development is where 1,000sqm or more additional floorspace is to be provided, or where the site are is one hectare or greater.

Ministry of Housing and Communities (MHCLG)- Since 2018, this has been the Government department with responsibility for planning, housing, urban regeneration and local government. Was known as the Department for Levelling Up, Housing and Communities (DLUHC) from September 2021 to July 2024. Previously known as the Department for Communities and Local Government (DCLG).

Neighbourhood Development Plan – A development plan prepared by a Town or Parish Council (or Forum) for a particular Neighbourhood Area, which includes land use topics**.**

Net Zero Carbon Toolkit – Toolkit prepared by Levitt Bernstein, Elementa, Passivhaus Trust and Etude on behalf of West Oxfordshire, Cotswold and Forest of Dean District Councils, funded by the LGA Housing Advisers Programme. The Toolkit is licensed under Creative Commons Licence 4.0 International (CC BY-NC-SA 4.0) and, in line with the LGA Housing Advisers Programme, is made available for other local authorities to use and adapt.

Passivhaus – Passivhaus is the world's leading fabric first approach to low energy buildings. The core focus of the Passivhaus standard is to dramatically recue the requirements for space heating and cooling, whilst also creating excellent indoor air quality and comfort levels. See: http://www.passivhaus.uk

Permitted Development – comprises certain categories of minor development as specified in the General Permitted Development Order, which can be carried out without having first to obtain specific planning permission.

Planning Permission - Formal approval granted by a council (e.g. Maldon District Council) in allowing a proposed development to proceed**.**

Previously Developed Land - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Public Open Space - Open space to which the public has free access.

Public Realm - Those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.

Public Right of Way (PRoW) – Paths on which the public has a legally protected right to pass and re-pass.

Ramsar Site – A wetland of international importance, designated under the 1971 Ramsar Convention

Section 106 Agreement – Planning obligation under Section 106 of the Town & Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal.

Settlement Development Limits Boundary – Settlement or development boundaries (village envelopes) seek to set clear limits to towns and villages. They are designed to define the existing settlement and to identify areas of land where development may be acceptable in principle, subject to other policies and material planning considerations.

Soundness – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified (founded on robust and credible evidence and be the most appropriate strategy), whether the plan is effective (deliverable, flexible and able to be monitored), and whether it is consistent with national and local planning policy.

Special Area of Conservation (SAC) – Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Area (SPA) - Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Stakeholder – People who have an interest in an organisation or process including residents, business owners and national organisations and government departments

Sustainable Development – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS) – Sustainable drainage systems slow the rate of surface water run-off and improve infiltration, by mimicking natural drainage in both rural and urban areas. This reduces the risk of "flash-flooding" which occurs when rainwater rapidly flows into the public sewerage and drainage systems.

Urban Design – The art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, to create successful development.

Use Classes Order – The Town and Country Planning (Use Classes) (Amendment) (England) regulations 2020 puts uses of land and buildings into various categories known as 'Use Classes'. These regulations came into force on 1st September 2020 and effectively nullify the former use class definitions used within the Town and Country Planning (Use Classes) Order 1987.

It is generally the case that you will need planning permission to change from one use class to another, although there are exceptions where the legislation does allow some changes between uses. It should be noted that the recent regulation changes led to former Use Class A (shops, financial and professional services and food and drink establishments) becoming part of the new Use Class E.

B2 use class: Refers to general industry

B8 use class: Refers to storage and distribution

C1, 2, 2A, 3, 4 use class: Refers to hotels and residential institutions, secure residential institutions, dwellings and House in Multiple Occupations (HMOs)

E use class: Refers to shops, restaurants, financial and professional services, indoor sport, recreation or fitness (not involving motorised vehicles or firearms, health or medical services, creche, nursery or day centre principally to visiting members of the public, an office, research and development, or any industrial process that can be carried out in any residential area without detriment to amenity. The breakdown of uses in Class E is:

E(a): Display or retail sale of goods, other than hot food.

E(b): Sale of food and drink for consumption (mostly) on premises.

E(c): Provision of (i) Financial services, (ii) Professional services (other than health or medical services), or (iii) other appropriate services in a commercial, business or service locality.

E(e): Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner).

E(f): Creche, day nursery or day centre (not including a residential use).

E(g):Uses which can be carried out in a residential area without detriment to its amenity, including (i) offices to carry out any operational or administrative functions, (ii) research and development of products or processes, (iii) industrial processes.

F use class: Refers to uses previously defined in the revoked classes D1, ‘outdoor sport’, ‘swimming pools’ and ‘skating rinks’ from D2(e), as well as newly defined local community uses.

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Mayland Parish Council

Neighbourhood Plan, 2021-2042

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Mayland Parish Council
Lawling Park Hall
Katonia Avenue
Maylandsea
Essex, CM3 6AD

https://maylandpc.org.uk/
maylandpc@gmail.com