

## Mayland/Maylandsea Parish Plan Synopsis

The plan should combine the Parish Plan Survey results with Central and Local Government guidelines/requirements, taking into account the historical development of Mayland/Maylandsea, the geography of the area and wishes of the villagers to produce a long term plan for the future.

Such considerations are grouped under the prospective survey headings:

### Environment

This is the look and feel of our village and its surroundings. It is important to maintain our rural heritage in any future development with appropriate green spaces and strongly resist urban style densities.

The highest priority was for improved maintenance of the seawalls protecting Maylandsea/Mayland which is the responsibility of the Environment Agency. We must keep on top of them with our own yearly monitor of the seawall condition with reports and photographic evidence. This was followed by protection of our public footpaths by registration to keep them open and free of encroachment. This could form the start of a cycling route linking all parts of the village to be included in any future development.

Other featured improvements highlighted in the survey were, visual improvement to the village entrances from Steeple Road into The Drive and Nipsells Chase (see Roads section), better upkeep of grass verges, hedges, dykes and ditches within the village and more frequent street cleaning. Finally street lighting columns should use white light and restrict upward illumination to give greater clarity and reduce overall light pollution.

### Roads & Transport

Almost all the village roads/pavements were made up in the early 1980's and many have suffered, from services being added or repaired since then, due to poor quality reinstatement (60% of Survey) especially the pavements, which are not designed to support vehicles parking two wheels on them. The survey showed 98% of village vehicles are parked off road with only 2% left parked on the road. This means 98% of village parking is of a transient nature to which 58% of villagers consider a problem, primarily at Imperial Ave shops (requires separated or marked pavement area) followed by parking too close to village exits to Steeple Road, on bends and pavements.

Since the closure of the lollypop person's position by ECC, the safety of our children crossing outside the school is of paramount importance. A request at that time for a Pedestrian Crossing was turned down nevertheless it is the first survey choice still, second was a ban on pavement parking and third a 20mph speed limit around the school.

Speeding vehicles calling for traffic calming measures is seen as a problem by most villagers. Contrary to popular belief that it is "outsiders" who are the culprits, the last police (advisory only) radar speed check found that more than 80% of the offenders lived in the village. So, more calls for speed cameras, road humps and priority sections need to be assessed against this backdrop. Is there an alternative solution?

Speeding along Steeple Road through the Mayland section also gave cause for concern to the survey residents. Recent police speed checks show the majority do comply with the 40mph but around 10% exceed this. Exiting from the village onto Steeple road is becoming more difficult due to the increased traffic flow to/from Steeple and St. Lawrence.

### **Roads & Transport – continued...**

A good solution is for two mini roundabouts to be formed, one at The Drive/Steeple Road junction, the other at Grange Avenue/Steeple Road junction, thus slowing down the traffic flow between and facilitating safer exit from Nipsells Chase, The Drive and the Henry Samuel Hall carpark.

Winter gritting. The range of expectation within the village roads was quite wide with 45% surveyed being dissatisfied, mainly with the side roads and any slopes. We need to talk to ECC highways for greater clarity of their policy against our expectations.

Travelling by car outside of the village was split between; 32% shopping, 22% doctor/dentist, 19% entertainment, 15% work, 9% railway station and 3% school.

Travelling by bus; 2%.

### **Services**

These range from local authority provision to utility suppliers and survey evidence shows not all villagers know who is exactly responsible for what local authority service.

**Essex County Council** is responsible for;

Emergency Services, Police, Fire, Ambulance.

Transport and Roads, Highways Department for road repairs, street lighting, gritting.  
Education and Schools.

Health and Social care.

**Maldon District Council** is responsible for;

Recycling rubbish and waste, dog bin collection, green waste collection.

Some parks and open spaces

Environment and planning.

**Mayland Parish Council** is responsible for;

Some street lighting

Its own parks, nature reserve and open spaces

Some street verges

**Public Utility Companies** are responsible for;

Mains electricity

Mains gas

Mains water

Sewerage treatment

Telephone and broadband.

### **Policing and Security**

The survey showed 82% of people felt safe in the village. Those that did not expressed their main concerns were around the shops and paths after dark. This could be addressed by better street lighting and more CCTV at the shops with greater police foot patrols and presence which would lead to better consultation and exchanges between police and local people.

Overall the village and surrounding area has a low reported crime rate compared to the national average so it is more a matter of perception than actual crime rate. Nonetheless villagers are advised not become complacent and still take normal security precautions.

**Services – continued...**

**Care/Mobility/Health**

Preference location for a local daycare facility was the shops area first followed by adjacent to the school, doctors or in The Drive.

Within the households completing the survey of specific health or disability problems, four of those problems are within Mayland/Maylandsea. Access onto Lawling Park playing field is problematic for electric disability scooters due to the soft ground. The provision of a combined perimeter path/cycle route would alleviate this and add to the round village cycle route. Vehicles parking on the pavement and uneven pavements are also a problem for disability scooters which we need to address.

Those unhappy with their Doctors and Surgery provision (6%) wanted more or late opening hours, Saturday appointments and their own doctor to dispense prescriptions.

**Maldon District Council**

Less than 15% were dissatisfied with the services it supplies. Main complaints were the loss of the green waste collection at Nipsells chase and the recycling collection litter left behind.

**Public Utility Companies**

Here 51% were dissatisfied with the services. By far the main complaint was with the broadband service being very slow, coupled with poor mobile reception and frequent loss of landline service. Sewers came next, at maximum capacity and overflowing in heavy rain and some pumping station failures. Followed by overloaded electricity supply network causing balancing switchovers and temporary power loss. Finally no gas supply to Mayland Hill properties.

**Local Business & Shops**

Mayland/Maylandsea has a small designated employment area at Mayland Industrial Estate located off Steeple Road adjacent to the Mayland Mill plus riverside business at Cardnell's yard. Other random business is spread across various converted farm buildings. The vast majority of the village working population commute outside of the area.

The survey shows we should actively promote Mayland Business Park, the use of converted agricultural buildings, small business development and more office accommodation. Future expansion could be accommodated in brown field land adjacent to Mayland Business Park. Broadband improvement would be essential for office development.

**Shops.** The main retail frontages are located in Imperial Avenue, the supermarket is well used at 3 to 4 times, Post Office 2 to 3 times and other business 2 times per week per household surveyed. Parking is the biggest problem and should have been a condition allowed for at the back of the parade when past applications were approved. There is no other available adjacent land for expansion. A few other retail businesses operate from converted agricultural buildings. There is one garage/shop and one motor vehicle service repairs/ MOT business.

**Eating out** in Mayland/Maylandsea the survey was split between;

	Takeaway	Restaurant	Public House.
Regularly	19%	14%	9%
Occasionally	60%	53%	48%
Never	21%	33%	43%

## Local Business & Shops- continued

Wide cuisines of foods were available ranging from Chinese, Continental, and English to Indian.

Summarizing, our local Shops offer a wide range of goods and services. Any population expansion can be served by the odd local shop included in any new build area plan.

## Sport, Social & Recreation

Football, Tennis, Netball and Boxing feature as the main sports played at Lawling Park with changing rooms, showers and toilet facilities (including disabled) in the Lawling Park Hall.

This is where most of the Parish Precept is spent so it is prudent to plan well ahead taking into account the survey requirements, the funds and grants available and the increasing maintenance costs as more facilities are provided.

The survey results provide a mixed picture for a wide range of facility requirements, some such as a swimming pool and go-cart track racing obviously not local but district provision. Add to this that only 55% wanted to see more opportunity for sport, 44% a new purpose built community centre, only 23% prepared to pay for it through parish rates and 40% no general view, makes for careful choices.

So how are our present sport and recreational facilities rated? The survey said:

Good 14%, Reasonable 32%, Poor 19% and no opinion 35%.

Only 13% belong to a club that meets regularly in Mayland/Maylandsea.

**Hall:** How many attend social events at the village halls? Our survey said:

	Regularly	Occasionally	Never
St. Lukes	4%	9.5%	21%
Henry Samuel Hall	1%	9%	22%
Lawling Park Hall	0.5%	8%	26%

But would this usage change if a brand new hall was provided?

Taking in the above survey results it would be most prudent to make repairs to LPH to a good standard; new roof, new windows, pebble dash exterior, remove storage boxes, lay new flooring and redecorate interior. This could be integrated with a possible Boxing Club extension.

**Outside Facilities:** Include Skate Park, Young children's Park, Older children's Park, BMX dirt course, Tennis Courts and Football Pitches.

From a list of 12 possible extra facilities we are helped by the survey order of priority which will have to be phased over several years.

- 1) All weather picnic benches/seating area
- 2) Adventure playground for older children
- 3) Extension under sevens children's park (grant funding obtained)
- 4) Quiet seating area
- 5) Formal garden area
- 6) Perimeter path (check on cycle pathways grants)
- 7) Bridge crossing drainage ditch
- 8) All weather outdoor gymnasium area
- 9) Artificial grass multi games area
- 10) New park gates and fence
- 11) Boules pit
- 12) Skatepark extension (since survey this has become a greater priority)

### **Sport, Social & Recreation – continued**

**Nature Reserve** is visited by 62% of those surveyed with 53% calling for a further nature reserve area. Frequently mentioned is the old orchard between Nipsells Chase and the back Of North Drive. There is a pathway (somewhat overgrown) through it, which could also form part of a cycle route round the village. Organisations and grants do exist to help in this. Further investigation is required.

**Sailing** is available for members of Blackwater Sailing Club or Harlow & Blackwater Sailing Club. Mooring and maintenance is available at Cardnell's Yard.

**Dog walking** There were positive responses to the survey with 38% being dog owners and 36% of them having heard of/belong to the green dog walker scheme (wears a green armband and carries spare dog pickup bags available to other dog walkers). Suggested sites for new dog bin locations were given which MPC will check out. MDC Park Rangers have the power and will be engaged by MPC to target and fine the few dog walkers that do not pick up their dog litter on all MPC owned land.

### **Planning & Development**

Always the most emotive and controversial. Figures devolved from Central Government and embodied into MDC Local Development Plan (yet to be approved) suggest the balance of villages outside of the proposed development areas (of which Mayland/sea is one) will have to accommodate a further 450 houses by 2029. Mayland/Maylandsea is one of the bigger villages and so must expect a greater share of this total, perhaps as high as 200 houses. This is in stark contrast to our survey of which 85% villagers did not want any further housing. Unfortunately no build is not an option and would simply invite a Government build figure imposed upon us, better we plan our future. So where would they go? The very real recent high water flood alert which affected a lot of riverside properties is a strong reminder that no house building should take place on Flood Zone 3 areas. This land would best be used for recreation and/or nature reserves. Our survey suggested (when building had to take place) using neglected parcels of land on existing road plots. Apart from a few empty plots left, there is no land within the existing settlement boundary, hence our need to talk to MDC planning department.

What type of housing? Our survey helps us here, they should be compatible with the surrounding houses, no higher than two stories, in the ratio of 40% larger houses, 40% smaller houses and 20% affordable houses (available for villagers first). The density must reflect our rural village and there must be usable recreational green space and facilities to match.

One further point, our primary school is suffering from gradual reducing pupil numbers, necessitating the closure of a class last year; a boost in the number of young children moving into the village would halt this.

With regard to features that define our Village and must be maintained in any expansion, over 90% surveyed agreed to each of the following statements:

To keep the open aspect of the seawall walks and riverside views, free of development.

To keep the existing countryside surrounding Mayland/Maylandsea, free of development to safeguard us as a separate Village.

To maintain the existing boating scene and sailing activities.

## Demographics (you & your household)

This anonymous survey information gives an insight into the balance of residents in Mayland and Maylandsea. Most people move here and stay as the figures show, over 30+years 28%, 21-30years 21%, 11-20years 20% and up to 10years 32%. That's 68% staying 11 years or more. Thus the population is staying put, aging and their families are growing up, so there are fewer children under the age of 11 years (as shown by year on year reducing numbers at the primary school). Further to this those local children that have now grown up, love the village and are looking for a family home are hard challenged to find one that is affordable in the village. This is another pointer for more affordable properties to be built which should be at a pace that allows absorption into the local community.

**Employment** Survey figures for employment total 47%, retired 49% and unemployed 4%.

**Residents Age Range** Up to 10 years 4%, 10-20 years 7%, 20-40 years 12%, 40-60 years 29%, 60 -80 43% and 80+ 4%.

### Sum up in one sentence what you like about the Village

Quiet rural waterside village with very friendly people, lovely walks along the seawall and the countryside, low crime rate.

### Sum up in one sentence what you dislike about the Village

Village expansion too big with a density incompatible with rural past and antisocial behaviour of speeding vehicles and too much litter.

## Young Persons (18's & under)

### Demographics

The number of young person's survey returns was quite low, so any actions derived from the results need to be qualified by further investigation.

Gender Male 56%, Female 44%

Do existing facilities represent your gender? 58% yes.

Age ranges are; under 10 years 30%, 10-14 years 26%, 15-18 years 44%

In full or part time education 83%

In full or part time work 15%

Of this how many work in the village 6%

Travel to school, work, shops or see your friends by;

Bus 22%, Car 41%, Walk 22%, Bicycle 12%, Train 3%

Public transport times do not suit 78% of the survey respondents. Greatest need was for more frequent buses, a service to match Plume School hours and more frequent direct service to SWF. Too many changes to get to Chelmsford was also a problem.

**Personal Safety** When walking in the village was a concern for 33% youths. Compare this to adults where 18% had concerns and you can see how very real the problem is felt. An improvement in the number and range of facilities could help mitigate this concern.

**Facilities - do you want?** Specific noticeboard, dedicated website, Mayland Mayl page?

Noticeboard 27%, Website 59%, Mayl page 75%

Would you be willing to help in Mayl page? 14% yes

**Other facility suggestions** Youth club for the village sited near the school or in Lawling Park? 52% yes. Video games in youth club, bigger skatepark, gym, own shelter for small children's park, Adventure Park (visit discovery park Gt Notely), cycle paths, meeting place, and badminton club.