

Synopsis of Survey Evidence - February 2016 - update 2022

The N.P. combines the Parish Plan Survey results of 2014 and the latest 2015/2016 N.P. survey evidence gathered, to identify issues and aims to form a vision for the future of Mayland/Maylandsea for the next 15 years. This takes into account Central Government National Planning Policy Framework (NPPF) requirements, Maldon District Council's emerging Local Development Plan (LDP), Mayland/sea's historical development, 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 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 design and density. The village's greatest asset is the open aspect riverside frontage walks, views and boating. There are more pictures of sunsets over the bay than any other subject showing your greatest interest. Limited public access points to the frontage and foreshore is a major cause for concern. A bold plan would be for the expansion of public ownership of the frontage and foreshore, possible reinstatement of a beach with access steps and a riverside view restaurant. Essex County Council is currently developing a Coastal Paths initiative which may help focus this aim. Maintenance of the seawalls and path toppings protecting Maylandsea/Mayland is the responsibility of the Environment Agency. We must keep on top of them with our own yearly monitor reports of the seawall and path condition to seek improvements. Protection of our public footpaths by registration to keep them open and free of encroachment is a priority. Cycling paths linking all parts of the village also showed strong interest and will be included in any future development proposals. Other featured improvements highlighted in the surveys were, protection of woods by provision of a nature reserve located around the old orchard, visual improvement to the village entrance from Steeple Road into The Drive. Reinstatement of the line of trees (there were huge elm trees lining the west side of The Drive until Dutch Elm disease killed them), 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.

Planning & Development

Always the most emotive and controversial: Figures devolved from Central Government and embodied into MDC's emerging Local Development Plan (yet to be approved) suggest the Rural Allocation for villages outside of the main development areas of Maldon, Heybridge and Burnham will have to accommodate a further 450 houses by 2029 (75 in North Fambridge) leaving 375 to be shared by the other villages. Mayland/Maylandsea is one of the five bigger villages and so must expect a greater share of this total, perhaps as high as 150 houses over a period of 15 years, that's 10 per year. Historically since 1970 Mayland/sea has seen a gradual expansion of homes from around 475 to 1475 homes now, which equals 22 per year of which 98% are buying or own their own home. Our first survey showed 85% of villagers did not want any further housing, this was further qualified in the second survey to 27% not wanting any affordable housing and 8% not wanting any development at all. Stagnation by no build at all has not happened historically and is not an option now as it would simply invite a Government build figure imposed upon us, better we plan for a sustainable future.

The very real recent high water flood alert which affected a lot of riverside properties is a strong reminder that no additional house building should take place on Flood Zone 3 areas. This land would best be used for recreation and/or nature reserves. The long term exception to this would be when an existing Maylandsea property within Floodzone 3 needs rebuilding, its replacement must comply with current Floodzone 3 construction methods. Failure to allow this would over time condemn most of Maylandsea Floodzone 3 existing properties to dilapidation.

So where would they go? Our survey suggested small developments of up to 10 dwellings (43%), up to 50 dwellings (41%) and 51-100 dwellings (10%) using neglected parcels of land and brown field land on or just off existing road plots, spread around the village, rather than one big development of 100-150+ dwellings (6%). Apart from a few empty plots left, there is no land within the existing settlement boundary, hence our need to engage with surrounding landowners, service providers and MDC planning department through the N.P. process to identify suitable sites. Historically the Mill Road area was the original economic development centre of Mayland supplying

Synopsis of Survey Evidence - February 2016 - update 2022

fresh fruit and vegetable produce to the London markets. Now overtaken by global market forces it is a brown field area in need of sustainable re-development.

What mix of housing? Our survey helps us here, they should be compatible with the surrounding properties, if houses/flats no higher than two stories, in the ratio of 22% detached houses, 24% semi-detached houses, 12% chalets, 27% bungalows, 5% flats and 10% terraced/mews of which 40% of the total must be affordable homes (available for villagers first). The mix of bedrooms from the survey are, 1 bed (9.5%), 2 bed (40%), 3 bed (22%), 4 bed (24%) and 5+ bed (4.5%). The density must reflect our rural village and there must be usable recreational green space and facilities to match. Those residents wishing to downsize and remain in the village favoured reasonably sized 1-2 bedroom bungalows (65%). Many residents work from home (180+) adding to the local economy with minimum travel. To enable growth, a possible solution would be for properties with workshop space attached, grouped on an attractive business style park.

What rate of development? Historically since the 1970's it has been at the average rate of 22 dwellings per year which is compatible with small developments spread around the village and probably the best rate for integration into the community.

Our primary school is currently experiencing increasing outside pupil numbers. An increase in the availability of affordable 2-3 bedroom properties would enable existing villagers children now grown up to buy property in the village which would add to the increase of the number of young children requiring schooling in the village.

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 improve and protect public access to our seawall walks and riverside views.

To keep Mayland/Maylandsea as a separate village surrounded by green space free of development.

To maintain the existing boating scene and sailing activities.

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 and 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. Two separate Mayland Parish Council requests for a Pedestrian Crossing and a 20mph speed limit have been turned down by Essex Highways, nevertheless it is the first survey choice, second was a ban on pavement parking.

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. A good solution would be 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

Synopsis of Survey Evidence - February 2016 - update 2022

facilitating safer exit from The Drive, Nipsells Chase and the Henry Samuel Hall carpark. Essex Highways have agreed to carry out a survey.

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. ECC highways policy is gritting of bus routes only.

Car Ownership Survey per household:

1 car 16%, 2 cars 45%, 3 cars 23%, 4 cars or more 16% which equals 3053* cars in the village.

Usage of cars: Regular commute 33%, School run inside village 6%, School run outside village 3%, Leisure trips 58%

Route used leaving village to join Steeple road: The Drive 240 cars, Nipsells Chase 125 cars, Mill Road 10 cars, Grange Ave 5 cars. Going via Latchingdon 84%, via Althorne 16%. *extrapolation from survey.

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.

Synopsis of Survey Evidence - February 2016 - update 2022

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.

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 would ideally be in 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.

Synopsis of Survey Evidence - February 2016 - update 2022

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%

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 (completed 2017)
- 2) Adventure playground for older children (design out for quotes 2019)

Synopsis of Survey Evidence - February 2016 - update 2022

- 3) Extension under sevens children's park (grant funding obtained - completed 2017)
- 4) Quiet seating area (combined with memorial garden completed 2019)
- 5) Formal garden area (as above)
- 6) Perimeter path (check on cycle pathways grants, existing paths resurfaced 2019)
- 7) Bridge crossing drainage ditch
- 8) All weather outdoor gymnasium area (completed 2019)
- 9) Artificial grass multi games area (preliminary quotations stage)
- 10) New park gates and fence
- 11) Boules pit
- 12) Skatepark extension (since survey this has become a greater priority, youths design out for quote))

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. (5+ acres to be purchased as nature reserve 2019)

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.

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.

Synopsis of Survey Evidence - February 2016 - update 2022

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.